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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, DECEMBER 17, 1869.

No. 50.

**ANGUS, LOGAN & CO.,**  
PAPER MANUFACTURERS  
AND  
WHOLESALE STATIONERS,  
378 St. Paul Street. 1-ly

**H. W. IRELAND & CO.,**  
439 St. Paul Street.  
GENERAL METAL BROKER.  
1-ly Agent for Iron and Nail Manufacturers.

**CHAPMAN, FRASER & TYLER,**  
Successors to Haultland, Tyler & Co.,  
WHOLESALE WINE, GENERAL  
and COMMISSION MERCHANTS,  
8-ly 10 Hospital St.

**GEORGE CHILDS & CO.,**  
(IMPORTERS),  
WHOLESALE GROCERS,  
Nos. 20 & 22 St. François Xavier St.,  
48-ly MONTREAL.

**TEAS AND GENERAL GROCERIES.**  
Fresh Goods regularly received. Stock and assortment large and attractive.  
**J. A. MATHEWSON,**  
202 McGill St.; Stores in rear 41 to 47 Longueuil Lane.  
Montreal, May, 1869. 1-ly

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

**GREENE & SONS—HAT MANUFACTURERS.** See next Page. 1-ly

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61 St. Peter Street.  
IMPORTERS OF HARDWARE,  
IRON, STEEL, TIN PLATES, &c., WINDOW GLASS, PAINTS and OILS.  
Agents:—Victoria Rope Walk.  
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**S. H. MAY & CO.,**  
IMPORTERS OF STAR & DIAMOND  
STAR WINDOW GLASS, Paints, Oil, Varnish, Brushes, Spirits Turpentine, Benzole, Gold Leaf, &c.,  
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PIANOFORTE MANUFACTURER,  
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Show Room:—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

**JAMES MITCHELL,**  
OFFERS FOR SALE:  
SUGARS—Primo Barbadoes, Trinidad, Demerara, Porto Rico, Cuba and Jamaica, in Hhds., Tons, and Brls.

MOLASSES—Choice Retailing, in Puns.  
COFFEE } Jamaica, in Bags and Brls.  
PIMENTO }  
CODFISH—Green, in Brls.  
HERRINGS—Canso in Hhds-Brils.  
ARROWROOT—Barbadoes, in Tins  
No 7 St. Helen Street.  
Montreal, 16th Sept., 1869. 1-ly

**A. GIBERTON,**  
No. 7 Custom House Square,  
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IMPORTER of GILLING, WRAPPING & SHOP  
TWINES, Patent Seamloes Hemp Hose, Saddlers' and Harness-makers' Tools, British and French Plate Glass, &c., &c. 27

**JOHN WATSON & CO.,**  
Importers of  
GLASS, CHINA AND EARTHENWARE  
WHOLESALE,  
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COMMISSION MERCHANT AND  
BROKER, 24 St. Sacrament St., Montreal.  
Drafts authorised and advances made on shipments of Flour, Grain, Pork, Butter, and General Produce, on my address here.  
Advances made on shipments to Europe.  
The sale and purchase of Stocks and Exchange will receive prompt attention. 1-ly

**JAMES ROY & CO.,**  
IMPORTERS of DRY GOODS, including TABLE LINEN, SHEETING, &c., have removed to the Corner of McGill and St Joseph Streets, Montreal. 1-ly

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OIL, LEAD & COLOR MERCHANTS,  
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**DAWES BROS. & CO.,**  
COMMISSION MERCHANTS  
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Consignments of Flour, Grain, Leather, Ashes Butter, &c., receive personal attention. 8

**GREENE & SONS—WHOLESALE FUR DEALERS.** See next Page. 1-ly

**HALL, KAY & CO.,**  
METAL MERCHANTS,  
MONTREAL.  
Sole Agents in the Dominion of Canada for following Manufacturers:  
Wm. Altway & Sons, Tin and Canada Plates, Works at Lydney, Parkend & L.B.  
Morewood & Co., Lyon Galvanizing Works, Birmingham.  
A. & J. Stewart, Boiler Tubes, Clyde Tube Works Glasgow.  
W. N. Haines, Engineers' Brass Work, Lancesfield Brass Foundry, Glasgow.  
S. H. Dobbie & Co., Tinned Holloware, Park Foundry, Glasgow.  
Geo. Fairbairn & Co., the F Horse Nails, Camelon Park, Falkirk.

ALWAYS ON HAND  
A large and well-assorted stock of Stamped and Japanned Tinware and General Furnishings, for tinmiths, Plumbers, and Brass Founders 1-ly

**J. L. BANGS & CO.,**  
MANUFACTURERS OF FELT  
COMPOSITION and GRAVEL ROOFING,  
and all kinds of Roofing Materials, Office: 783 Craig Street, (West) Montreal. 35-ly

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BREWERS and SUGAR REFINERS,  
OFFER FOR SALE:  
REFINED SUGARS  
SYRUPS—Standard, Golden and Amber  
INDIA PALE ALE } in Wood & Bottle  
MILD ALE }  
PORTER }  
OFFICE:  
117 St. François Xavier Street. (Opposite the Post Office), MONTREAL. 18-ly

**B. HUTCHINS & CO.,**  
IMPORTERS OF TEAS & GENERAL  
GROCERIES, No. 188 McGill Street, Montreal  
B. HUTCHINS. 6-ly EWD. LUSHER.

**GREENE & SONS—BUFFALO ROBES.** See next Page. 1-ly

**DAVID TORRANCE & CO.**  
EAST AND WEST INDIA  
MERCHANTS,  
EXCHANGE COURT,  
MONTREAL. 1-ly

**THOMPSON, MURRAY & CO.**  
GENERAL  
COMMISSION MERCHANTS AND IMPORTERS  
42 St. Sacrament Street,  
MONTREAL.  
Sole Agents in Canada for  
J. Denis, Henry Mounie & Co., Brandies.  
F. McCrean & Co. 1-ly

**W. & F. P. CURRIE & CO.,**  
 100 GRAY NUN STREET, MONTREAL,  
 Importers of  
**PIG AND BAR IRON,**  
 BOILER TUBES, BOLLER PLATES, Gas Tubes, Horse Nails, Paints & Putty, Flue Covers, Fire Clay, Fire Bricks  
 DRAIN PIPES, Roman Cement, Quebec Cement, Portland Cement, Paving Tiles, Garden Vases, Chimney Tops, &c., &c., &c.  
 Manufacturers of CROWN Sofa, Chair, and Bed SPRINGS. 12-ly

**THE STANDARD LIFE ASSURANCE COMPANY**  
 Established 1825.

WITH WHICH IS NOW UNITED  
**THE COLONIAL LIFE ASSURANCE COMPANY.**

Accumulated & Invested Fund - - \$18,909,350  
 Annual Income - - - - - 3,378,953

*This Company continues to do Business under the Insurance Act lately passed by the Dominion Parliament.*

**W. M. RAMSAY,**  
 Manager.  
**RICHARD BULL,**  
 Inspector of Agencies.

ASSURANCES effected on the different systems suggested and approved by a longhoned 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 Street, Montreal; or at any of the Agencies throughout Canada. 12-ly

**LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.**

Chief Office: Company's Building, Leadenhall Street, LONDON.

*Directors, Canada Branch, Montreal.*  
**WM. WORKMEN, Esq.,** President City Bank.  
**JOHN HEDRATH, Esq.,** Vice-President Bank of Montreal.  
**ALEX. M. DELISLE, Esq.,** Collector of Customs.  
**LOUIS BEAUDRY, Esq.,** Manager New City Gas Company.

Every description of Life Assurance business transacted at moderate rates. Claims promptly settled. Special attention is drawn to the 10 year non-forfeiting plan on the half loan system.

Office: 104 St. Francois Xavier Street.  
 1-ly **THOMAS SIMPSON,** General Agent.

**MARINE & FIRE INSURANCE.**

**WESTERN ASSURANCE COMPANY OF CANADA.**

**MONTREAL BRANCH:**  
 102 Francois Xavier Street, (Up-stairs.)

Risks taken against loss and damage by Fire, and Marine risks on Hulls and Cargoes at customary rates of premium. Losses promptly adjusted and paid.

1-ly **A. R. BETHUNE,** Agent.

**PHOENIX MUTUAL LIFE INSURANCE COMPANY, HARTFORD, CONN.**

ACCUMULATED FUND - - - OVER \$2,000,000.  
 ANNUAL INCOME - - - - - \$1,200,000.

ISSUES ORDINARY LIFE,  
 TEN YEAR NON-FORFEITING LIFE,  
 AND,  
 ENDOWMENT POLICIES,

At the rates annually charged by responsible Companies, and returns all profits to the insured who are now receiving a return of 50 per cent, or half their premium.  
 Parties at a distance can insure from blanks, which will be furnished on application.  
*Usual restrictions as to residence and occupation abolished.*

**ANGUS R. BETHUNE,**  
 General Agent  
 104 St. Francois Xavier Street  
 Active and Influential Agents and Canvassers throughout the Dominion. 40

**F U R S .**  
 Fall Styles  
 1869.

Complete Stock now ready.

NOVELTIES IN  
**LADIES' FURS, SCOTCH CAPS,**  
**GENTS' FURS, FELT HATS,**  
**YOUTHS' FURS. CLOTH CAPS.**

**BUFFALO ROBES.**  
**BUCK GLOVES, KID MITTS, &c.**  
**WOLF AND COON ROBES.**

**GREENE & SONS**  
 MONTREAL.  
 517, 519, 521 and 523 St. Paul Street 1-ly

**ST. PETER STREET**  
 WHOLESALE

**HAT, CAP AND FUR ESTABLISHMENT.**

**HAEUSGEN & GNAEDINGER,**

**WOULD call the attention of Country Merchants to their large stock of Hats, Caps and Ladies' and Gents' manufactured furs.**

All of the latest Novelties; also, Buck and Kid Gloves, Mittens, Gauntlets, &c. &c.

Having made arrangements to meet the still increasing demands for our Ladies' and Gents' Furs, all of which are manufactured under the special supervision of the proprietors.

Our special attention given to all early orders.  
 H. & G.

N.B.—Having assumed a large Bankrupt Stock of Ready Made Clothing, principally for Fall and Winter, Merchants would find it to their advantage to examine the above before purchasing elsewhere, as inducements will be given to secure sales.

H. & G.  
**BUFFALO and WOLF ROBES always on hand; also RACCOON COATS.** 20-ly

**S. GREENSHIELDS, SON & CO..**

**DRY GOODS, WHOLESALE.**  
 CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,  
 Montreal. 50-ly

**SUTHERLAND, FORCE & CO..**

Importers of  
**BRITISH & FOREIGN DRY GOODS**  
 450 St. Paul Street,  
 Montreal. 18-ly

**STIRLING, McCALL & CO.,**  
 IMPORTERS OF

**BRITISH AND FOREIGN DRY GOODS, WHOLESALE,**  
 Corner of St. Paul and St. Sulpice streets,  
 7-ly **MONTREAL**

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

**J. G. MACKENZIE & CO.,**  
 Importers of  
**BRITISH AND FOREIGN DRY GOODS,**  
 331 & 333 St. Paul Street,  
**MONTREAL. 8-ly**

**ROBERTSON, STEPHEN & CO.,**  
 MONTREAL,  
 Are now receiving their  
**FALL IMPORTATIONS,**  
 which will be fully completed by the  
 30th INSTANT,

When they will be prepared to exhibit a large and varied selection of  
**STAPLE AND FANCY DRY GOODS.**  
 August 27th. 5-ly

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

**1869 FALL IMPORTATIONS 1869**  
**LEWIS, KAY & CO.,**

**WILL HAVE OPENED BY THE 4th SEPTEMBER**  
 their Entire Stock of  
**FANCY and STAPLE DRY GOODS**  
 Buyers will oblige by an early call.  
 1-ly

**OGILVY & CO.,**  
 Importers of

**STAPLE & FANCY DRY GOODS,**  
 485 St. Paul, Corner St. Peter Street,  
**MONTREAL.**

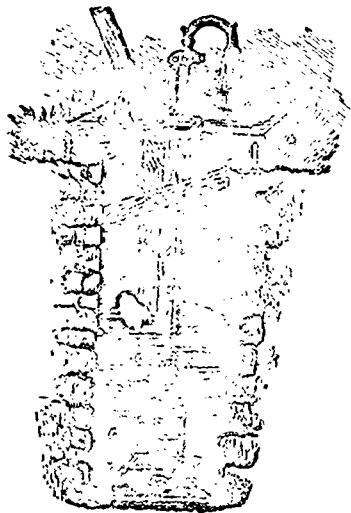
Sayer's Brandy; Bernard's Ginger Wine and Old Tom; Stewart's Scotch Whisky. 6-ly

**THOMSON & CO.,**  
**CANADIAN WOOLLENS**  
 4 Lemoine Street,  
**MONTREAL.**  
 Advances made on Con 6-ly

**PHENIX FIRE ASSURANCE COMPANY**  
 OF LONDON.  
 (Established in 1783.)  
 Insurances effected at current rates.  
**JAMES DAVISON, Manager.**  
**GILLESPIE, MOFFATT & CO.,** General Agents  
 for the Dominion.

**JAMES ROBERTSON,**  
 126, 128, 130 and 132, Queen Street, Montreal.  
**METAL MERCHANT,**  
 Manufacturer Shot, Lead-pipe, Paints, and Putty  
 1-ly

**THE Submerged Double-Acting, Non-Freezing FORCE PUMP,** the simplest and most powerful in use. It is proved to be the cheapest, most effective, durable and reliable Pump, not only for Family use, but also for Florists, Factories, Breweries, Distilleries, Ships, &c. Beside the above-mentioned advantages over the usual style of Pumps, it is particularly recommended by Insurance Companies, on account of its effectiveness in extinguishing fire. The smallest Pump will throw 50 to 75 feet through a hose.



**S. B. SCOTT & CO.,**  
 SOLE AGENTS FOR THE DOMINION,  
 845 Notre Dame Street, MONTREAL.  
 AGENTS WANTED THROUGHOUT THE COUNTRY.

**REFRIGERATORS & ICE CHESTS**  
**MEILLEUR & CO.,** Manufacturers,  
 623 CRAIG STREET,  
 Also IMPROVED COOKING RANGES,  
 Family and Hotel Sizes. 15-5

**W. CLENDINENG,**  
 (Late Wm. Rodden & Co.)  
 FOUNDER, & MANUFACTURER OF STOVES, &c.  
 Works, 165 to 179 William Street,  
 City Sample and Sale Room, 118 and 120 Great St. James Street,  
 and 532 Craig Street,  
 MONTREAL, P.Q.

**MONTREAL BUSINESS COLLEGE,**  
 Corner of Notre Dame and Place d'Armes.  
**THE Course includes Book-keeping, Penmanship, Arithmetic, Telegraphing, Phonography and French.** The College is connected with the Bryant and Stratton International chain, and the scholarships issued by the Montreal branch are good either in Toronto, or any of the principal cities of North America.  
 Circulars sent on application.  
**J. TASKER,**  
 Principal.

**THE CITIZENS' INSURANCE COMPANY**  
 (OF CANADA)  
 AUTHORIZED CAPITAL .....\$2,000,000  
 SUBSCRIBED CAPITAL .....\$1,000,000  
**DIRECTORS:**  
**HUGH ALLAN,** President.  
**GEORGE STEIHNEN,** C. J. BRYDGES.  
**ADOLPHE ROY,** HENRY LYMAN.  
**EDWIN ATWATER,** N. B. CORBEE.  
*Life and Guarantee Department:*  
 Office - - - 71 Great St. James Street.

This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and Bonds of FIDELITY GUARANTEE.  
 Applications can be made to the Office in Montreal or through any of the Company's Agents.  
**EDWARD RAWLINGS, Manager.**

**NELSON, WOOD & CO.,**  
**IMPORTERS & WHOLESALE**  
 DEALERS in European and American FANCY GOODS, Paper Hangings, Clocks, Looking Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys, &c., &c., &c.  
 MANUFACTURERS OF  
 Brooms, Matches, Painted Pails, Tubs, Wash-Boards, and Dealers in  
 WOODEN-WARE of every description.  
 29 St Peter Street, Montreal.  
 AND  
 74 York Street, Toronto. 363m

**THE TRADE REVIEW**  
 AND  
 Intercolonial Journal of Commerce.  
 MONTREAL, FRIDAY, DECEMBER 17, 1869.  
 See Advertisement of Moccasins for sale.

Purchasing Department of the **TRADE REVIEW.** See Advertisement.

**THE FREE GRANT POLICY**  
**O**F the Province of Ontario has proved tolerably successful, although we confess we anticipated more land would have been taken up since the 1st of January last than appears from a return recently laid before the House. During the eleven months which have expired, 336 free grants have been allotted to settlers. These grants embrace 38 689 acres. Besides the lands thus given away, 556 acres were sold to 44 purchasers. We are gratified to be able to report over this much progress in settling our free grant territory, but we have no hesitation in saying that we think a little more energy on the part of the Government and its agents would have enabled them to make a better exhibit. The Muskoka district is one which, on account of its proximity to Toronto and the best markets, ought to fill up very rapidly; but in the whole nine townships of Muskoka, Watt, Cardwell, Draper, Macaulay, Brunel, Stephenson, Humphrey and Monck, the number of persons given as having taken up lands during the year is 276, and the number of acres disposed of is set down at 27,877. The return laid before the Local Legislature thus refers to the other free grant districts:—  
 'In the townships of Foley and McDougall, county Simcoe, 29 persons have located, with number of acres located 2,819; purchasers of land, 3; number of acres 10. In the townships of Chandos, Cardiff, Anstruther, Minden and Stanhope, county Peterborough, 40 persons located on 3,295 acres, with one purchaser of 17 acres. In the townships of Carlow, Dungannon, Herchel and Meateige, county Hastings, 15 persons located on 1,436 acres. In the township of Anson, county Victoria, 5 persons located on 235 acres. In the townships of Grattan, South Algona, Alloe and Buchanan, county Renfrew, 11 persons located on 855 acres. In the township of Hagarty, district of Nipissing, 10 persons located on 1,630 acres. In the counties of Renfrew, Victoria and Hastings, and in the district of Nipissing, there were no purchasers, and consequently no lands sold'

We trust the progress made in settling these wild

**WHOLESALE FUR MERCHANTS.**  
**JAMES CRISTINE & CO.,**  
 Successors to  
**G. LOMER & CO.,**  
 471, 473, 475, 477, St. Paul Street.

*Specialties of our own Manufacture:*  
 Ladies' and Gentlemen's Furs, Sleigh Robes, Lined Buffaloes, Buck, Kid, and Sheep Mitts and Gloves, Cloth Caps, etc.  
**BUFFALO ROBES.**  
 MOCCASINS specially manufactured for the LUMBER TRADE.  
 We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.  
**TERMS LIBERAL.**

lands this year is only a forerunner of the success which is to attend the free grant policy of Ontario in the future. These townships mentioned above, when taken as a whole, probably do not contain soil equal to some of the older settled districts; but they embrace large quantities of first-class land, and are quite suitable for settlement. It is to be hoped, therefore, the Government will set themselves energetically to the duty of inducing settlers to fill them up. The local agents should be sharply looked after, and only the services of those retained who manifest energy and enterprise in bringing in settlers. The Hon. Mr. Richards has an excellent opportunity to make his mark, and silence his troublesome opponents, by infusing life and popularity into the free grant movement. We know no greater service which could be rendered to the Province. Will he try it?

**WINTER PROSPECTS.**  
 "See Winter comes, to rule the varied year,  
 Sullen and sad with all his rising train;  
 Vapours, and clouds, and storms."  
 —Thompson.

**W**INTER may now be said to be fairly in. Although we have had snow since early in November, and pretty good sleighing in many localities during most of the weeks since, nevertheless it was difficult to persuade ourselves that old Winter really meant to assert his reign so early; there was for several weeks a constant expectation of a thaw, and a short spell of fine weather. But the grim old King has cheated all such expectations, and now "reigns tremendous o'er the conquered year." The merry jingle of the sleigh bells can now be heard in every nook and hamlet, and a merry jingle it is on a clear, bracing day, when the fields are white, the air pure and the spirits high.  
 The good roads have had their customary effect in facilitating the movements of produce all over Ontario. Up to the last week in November, the deliveries of grain were rather limited; but since that time, considerable improvement has been manifest. The farmers were kept busy to the last moment in securing their root crops, and hundred of acres of turnips, carrots, &c., are yet in the fields! Hopes of saving these are all but relinquished, and farmers are now busy in bringing their produce into market; although many of them are holding on for higher prices.  
 It has been a pleasure to see some of the Western towns during the past ten days. The loads of pork, wheat, oats, and other productions, crowding the markets, the bustle on the streets, and the excellent business doing in the leading stores, have made up a gratifying scene of industry and prosperity. The bankers tell us, however, that they have not been drawn upon so largely for money, up to this time, as during former seasons. In other words, millers and produce dealers have not bought as largely up to the 1st of December, as usual. The writer sees no reason to induce him to change the opinion which he has already expressed, namely: that the unusually late harvest is the real cause of this. We have firm faith in the general excellence of the late harvest, and we therefore consider our winter prospects to be bright and cheering.  
 There must be busy times throughout Ontario for the next two months. Although prices are on the

low side, most of the produce in our farmer's barns will find a market before February, and this fact will necessarily produce considerable stir and activity. A few of the retail trade may be calculating too largely on their sales during December and January, and, forgetting bitter experience in the past, may have purchased too largely. But there is good reason to believe that those who have thus acted are the exception and not the rule this season, and that the healthy tone of business will be increased during the winter months.

As Christmas draws near, its effects are not unseen. Not only is this the case in regard to trade, but in a hundred ways people begin to feel we are nearing the festive season. Our foreign friends, who often draw such melancholy pictures of our Canadian winters, should just take a peep into some of our cities, towns and villages about the New Year's time. They would not only find a busy, lively, hilarious population, actively engaged in buying and selling; but if they followed them to their homes, they would find that winter is their jolliest season of the year. This is particularly the case about Christmas and New Years, when there is not only "a good deal of money going," but almost every household, except the very poorest, has its scenes of enjoyment and merriment.

"Tis Winter's jubilee—this day  
His stores their countless treasures yield;  
See how the diamond glances play  
In ceaseless blaze from tree and field."

#### OPENING OF THE SUEZ CANAL.

THE opening of the Suez Canal is an event of more than ordinary importance. The work is not only a remarkable one in itself, but it promises to effect a great revolution in the course of eastern trade. It stands at the head of the great undertakings of recent years, and reflects the highest honour on M. de Lesseps and the French nation. We must confess to a little chagrin that Great Britain has no share in the honour of an undertaking which shortens the distance to her Indian possessions from 15,000 to about 7,000 miles. Not only is this the fact, but it is well known that England has given the enterprise the cold shoulder. Lord Palmerston strongly opposed it, mainly on the grounds, that France might, in case of future war, seize Egypt and shut the canal to British vessels, and also because the canal would enable the States of Southern Europe to make shorter voyages to the Indian Seas than English vessels could. George Stephenson, the engineer, always contended that the work was impracticable; indeed, there are not a few in Great Britain who still maintain that it will never be a success. The famous Peninsular and Oriental Steamship Company hold to this view, but when it is remembered that 600 years before Christianity, the ancients themselves constructed a similar canal, which took a century to make and we do not doubt, now that M. de Lesseps has managed to complete the work, he will be able to preserve it and keep it open.

Some facts in connection with this great canal are of much interest. General Buonaparte, when in possession of Egypt about the beginning of this century, set several French engineers to work to try to ascertain the practicability of connecting the two seas. Afterwards, mixed British, French and Austrian Commissions examined into it, but nothing practical was done till 1868, when M. de Lesseps invited subscriptions, which were speedily taken up, by far the greatest amount in France, which has at least 20,000 subscribers. Great preparations had to be made before commencing the undertaking, but in 1860, about 80,000 men were set to work, the Viceroy of Egypt for a time furnishing 25,000 of them. The length of the canal is about 100 miles, and one of the most difficult parts of the work, was the improvement of several shallow lakes, which had to be deepened in the channel, and banks 15 feet high made on each side! In other places the beds of old lakes were flooded—indeed engineering skill has been tested to its utmost to overcome the manifold difficulties in the way.

The canal is of sufficient size to pass through very large vessels. There is a depth of 26 feet of water from one end to the other, the bottom seldom or never becoming less than 72 feet in width, whilst at the surface it ranges from 200 to 327 feet. This is so much larger than ordinary canals, that it seems hardly proper to call it a canal at all. Vessels drawing 24½ feet of water will be able to pass through it, and as they will be allowed to run at a speed of a little over six miles an hour, the whole distance from the Mediter-

anean to the Red Sea can be made in sixteen hours! There are no locks on the canal at all! The level of the two seas is so nearly the same as to render lockage unnecessary. If the sand can only be kept from filling up the channel, at anything like a reasonable cost, there can be no doubt the Suez Canal is not only one of the greatest enterprises which human genius has ever attempted, but one of its most signal successes.

The effect of this work on European commerce may be known from the fact, already mentioned by us, that it shortens the distance from Europe to India, by 8,000 miles. Instead of the long and costly journey by the Cape of Good Hope, British Indiamen will now be able to pass through the canal at a cost of 10 francs or \$2.00 per ton and per passenger. We feel convinced this must revolutionize the Indian trade of Europe as well as the trade with China, Japan and other Eastern lands. We consider the success which has attended M. de Lesseps, a feather in the cap of the French Nation, and we sincerely hope the canal may prove as profitable an investment to its promoters as it will inevitably prove an immense advantage to the commerce of the world.

#### GRUMBLING ABOUT PRICES.

THE farming community of Canada, and not a few business men as well, are grumbling not a little over the low prices of produce this winter. On the 11th December, 1867, fall wheat was worth about \$1.58; last year, at the same period, \$1.15; but at the present time it only brings about 90c! Barley last year was quoted at \$1.27—to-day it can be readily obtained at from 50c to 60c. Nothing so much delights a farmer as high prices, unless it be large crops—but it is not often they come both together. This winter they have abundance of grain, but have to be content with lower prices than they have had to take for many years.

The Canadian farmers, however, have reason to congratulate themselves that they are so much better situated than those of the Western States. In some parts of the latter—those States, in particular, which are far from Chicago and other leading markets—the press says the price of wheat is so low that farmers are feeding it to their hogs! No. 1 wheat at Chicago was lately quoted as low as 73c. gold, and in Iowa the general price was set down as not over 40c. in specie! At these prices wheat raising does not pay even in the famed and fertile West, and the consequence is pretty tight times for money among the agricultural community. Throughout Canada prices are undeniably low, but when our farmers consider the insignificant price to which wheat has sunk at the Far-West, they have reason to rest and be thankful.

The secret of the present low prices of produce is simply an abundant supply. 1869 has been a red-letter year for cereals. The yield has been large pretty much all over Europe and America, and consequently there is enough and to spare. From the 1st of September to the 23rd October, 6,909,578 cwt. of wheat were received at English ports, as against 4,650,227 up to the same period last year. From a recent statement, we see that there were stored at Chicago and Milwaukee 2,641,000 bushels as against 1,890,100 last year, and 969,700 in 1867. The receipts at New York since harvest have been nearly 80 per cent greater than for the same time last year, and the exports have been over 800 per cent. greater—the exact figures being 5,948,100 bushels as against 1,805,500. The greater portion of this wheat went to Great Britain, and when we consider that the supply from Russia and the Baltic is fully equal to previous seasons, we need go no farther to discover why breadstuffs at present rule so unusually low.

Are prices likely to go up or down? Aye—that's the rub. Hundreds of farmers throughout Western Canada—we dare say we might justly say thousands—are holding back their grain in hopes that the markets will improve. Whether this is good policy or not, we say nothing; we simply state the fact, which can be ascertained by a few hours' enquiry in any old settled farming district. Unless an advance takes place, quite a considerable portion of this season's wheat crop will be held over to the spring. No human foresight can, of course, predict whether those who take this risk will make or lose money by it. The mode of reasoning, however, which some adopt is something like this: "It is almost impossible for wheat to be lower than at present, and if any change takes place, it must almost necessarily be 'for the better.'" This conclusion is by no means certain, but we think it must be admitted the chances are rather in favour of it.

#### ONTARIO FINANCES.

THE Treasurers of the Provinces of Ontario and Quebec, have now both laid their financial statements before their respective legislatures and the public. In both they have the gratification of announcing a surplus in the Treasury. In the case of Ontario, this exists after providing for the interest on its share of the surplus debt. The revenue of Ontario for 1870, is \$3,000,000, and the estimated expenditure less by over half a million, after providing for interest on five-ninths of the surplus debt, its estimated share. After careful perusal of the reports of Mr. Wood's budget speech in the Toronto papers, we find it impossible to glean from them precise figures. The printed estimates of expenditure give us \$2,066,238; in that we have certitude. It is divided as follows:—

	\$	c.
Civil Government.....	120,970	00
Legislation.....	75,616	00
Colonization Roads.....	50,000	00
Administration of Justice.....	194,069	00
Public Works, Capital Account.....	698,521	81
Public Works, Miscellaneous.....	5,000	00
Asylum Maintenance.....	163,298	00
Reformatory.....	22,478	00
Agriculture and Arts.....	69,450	00
Immigration.....	24,700	00
Hospitals and Charities.....	42,510	00
Lit. and Scientific Institutions.....	1,850	00
Education.....	387,475	48
Unforeseen and Unprovided.....	20,600	00
Miscellaneous.....	43,688	02
Municipalities Fund.....	78,972	84
Charges on Revenue.....	118,150	00

Total.....\$2,066,238.10

On the revenue side we are given \$1,196,872, allowance from the Dominion—less amount of interest on share of surplus debt, \$291,666—Minor revenues, (including Consolidated Municipal Loan Fund, \$150,000, Licenses, \$80,000, Law Stamps, \$75,000,) \$400,000. Crown Timber Revenue, \$806,000; Grammar School Lands, \$8,650; Crown Lands arrears \$45,000; Common School do, \$80,000; Interest on investments and on money in hands of Dominion Government, \$249,694. The total income likely to be permanent, independent of the Dominion allowance Mr. Wood estimates at between \$1,800,000 and \$2,000,000. For the coming year his estimate is \$1,845,440. The following remarks upon the progress of Ontario, with which the Treasurer concluded his speech, will be found specially interesting:—

He would only say that he thought the Province of Ontario might well be proud of its present position if it were compared with the position it occupied several years ago. In 1839, to show the progress which this Province had made, notwithstanding the injustice under which she laboured during her connection with Lower Canada, her population was 450,766, less than half a million. In 1867 her population was at least 1,750,000 and in 1869 was at least 2,000,000. In 1839 the assessed land was 7,071,683 acres; in 1867 (he took up to the time of Confederation) the assessed land was 19,272,917 acres. The value of assessed property in 1839 he found was \$21,681,636; in 1867, \$245,000,000—that was \$21,000,000 against \$245,000,000. The expenditure from local taxation in 1839 was \$147,527; in 1867 it was \$4,506,477. Duties on merchandise in 1867 were \$303,175; in 1867, \$4,900,000. Internal revenue, excess, in 1839, was \$41,800; in 1869, \$2,622,975, or nearly \$3,000,000. The number of grammar schools in 1839 was 14; the number in 1867 was 101. Number of pupils attending grammar schools in 1839 was 311; in 1867, 5,649. Amount expended on grammar schools in 1839, \$5,600; in 1867, \$119,645. The number of common schools in 1839 was 800; in 1867, 4,480. Pupils attending common schools in 1839, 24,000; in 1867, 419,899. Amount expended upon common schools and other educational institutions, excepting grammar schools, \$37,200; in 1867, \$1,638,424. In 1863, the total sum expended on education amounted to \$2,002,230. The number of other educational institutions, other than common and grammar schools in 1867 (he believed there were none in 1839) was 301. Number of pupils attending these institutions 9,386, and the amount expended was \$249,150. Now, those who supposed that during all the time, from 1840 to 1867, Ontario was suffering from her connection with Lower Canada, would see, if they took the trouble to look at the old parliamentary returns of 1839, and compare the then state of the country with its present condition he would find that there was scarcely a parallel to her progress, and it would surprise anyone, he was sure, if just for one moment he would look at some of the other notes of the progress which the Province had made during the time she suffered from her connection with Lower Canada. In railways she received from Government, or Government had expended in Ontario \$13,000,000; she had laid out from her own and gathered in from other sources \$80,000,000. While in Quebec, the Government had only expended on railways \$7,000,000, and had gathered in from other sources \$38,000,000—the vast difference of \$38,000,000 against \$43,000,000. In roads and bridges, Ontario had received from the Government, and there had been expended within her borders, \$3,500,000. About the same amount had been expended in Quebec. But in canals and other improvements, there had been expended in Ontario \$11,788,042, and from other sources than Government \$4,419,000; but in Que-

bec, only \$8,855,000, and from sources other than Government only \$40,000. Now, the total expenditure on these works he had mentioned, during the period from 1850 to 1897, was \$120,659,261; while in Quebec there was expended \$31,025,000. He did not quote these figures for the purpose of showing that there was anything wrong in the agitation which brought about Confederation, nor did he say that to make anyone dissatisfied with our present position, but he referred to them to show that scarcely any new country in the world occupied so high a position as this. We were apt to forget as we passed along, floating with the tide, the gradual growth of the land; we were apt to forget the progress we had made till we paused and looked about us—looked back, as it were. Now, ever since he could recollect, during all the time that such financial injustice was being done to Ontario we had been progressing favorably. During all that time it appeared that railways, canals, telegraph lines, covering thousands and thousands of miles and involving the outlay of millions of money, that schools involving the expenditure of hundreds of thousands of dollars, that roads which cost the Government half a million of money or more, and those large public buildings which cost large sums of money; during all this time it appeared that these were going on that the country was being cleared up and settled, that great highways were being constructed, we were, in fact, growing into a large and powerful nation. Ontario was at this day equal in extent to England and Ireland, and in population almost equal to Scotland, and with as large a population as either Denmark, Greece or Switzerland. It might now be considered as one of the Powers on this continent, and equal to the second-rate Powers in the old world (Applause). What railways had Ontario in 1836, in 1840, in 1845, or even down so late as 1870? And what had she now? There was the Grand Trunk, extending from one end of the Province to the other. There was the London and Port Stanley, the Welland, the Erie and Ontario, the Northern, the Port Hope and Lindsay, the Cobourg and Peterboro (laughter), the Brockville and Ottawa, and the Buffalo and Lake Huron.

Hon. Mr. McMurrich.—The Erie and Niagara (Laughter).  
 Hon. Mr. Wood.—Well, we had it too. Ontario had built all these. She had, in addition, the Welland, Rideau and St. Lawrence Canals. She had, besides, miscellaneous public works, such as the Burlington Bay Harbours, and light-houses, and public buildings, costing in all upwards of \$108,000,000. All these works had been accomplished within this Province within the short space of 31 or 37 years—the greater portion within the last 16 years—but all since the union of the Provinces. He wished to call attention to another thing. Some three millions of money had been expended in running the machinery of Government within the last three years. It was admitted by all, that the present administration was one of the most economical which had ever governed the country. But it was necessarily expensive to organize a new state of affairs, and to carry on the Government. It had been said that in the past Upper Canada had sustained great injustice with reference to the revenues of the country. Now, what was the public debt of the Province of Canada? It was \$18,000,000. He asked any gentleman to look at the Loans and see what caused that debt. The Upper Canada Loan Fund caused \$7,500,000 of it. The Lower Canada Loan Fund caused \$3,000,000. These two items alone amounted to over \$10,500,000. The Dominion Legislation, about which so much had been said, caused \$8,000,000 more. Of the \$23,000,000 then \$15,000,000 was at once paid out. Add to this sum \$1,000,000 for other small items, and there was a total of \$17,000,000, which formed in fact the entire assets to be divided between the two Provinces. So that out of the debt of the late Province of Canada all that could be counted was this \$17,000,000, of which \$7,000,000 had been expended in Lower, and \$10,000,000 in Upper Canada. The decision arrived at was to allow the Province in which the debt was contracted, to pay for it. That was Lower Canada to pay her \$7,000,000, and Upper Canada her \$10,000,000 of the debt. Under the old Union, Ontario occupied an enviable position but the people could not be brought to see it. They were dissatisfied, and wanted to enter into Confederation with the other Provinces. Very probably it was right, and in their interest to do so, but, of one thing he was certain, it was not in her financial interest to do so.

FREE TRADE vs. PROTECTION.

No. III

PROTECTION tends to the diminishing and not the increase of the public revenue.  
 Where, by high duties, certain manufactures are secured home markets to the exclusion of foreign goods, it is plain the revenue to the country, to be obtained on importations of these goods must be reduced in exact proportion to the success of the protection afforded. A striking example of this is afforded close at hand. The manufacture of boots and shoes in Canada was once deemed worthy of encouragement, and a duty was imposed on boots and shoes sufficiently high to be almost, if not entirely, prohibitive. The manufacturers have certainly gained thereby, and succeeded in creating a large business, and in amassing within a few years considerable wealth. At the same time the imports fell off almost altogether, and the Government, instead of realizing a large amount annually from duties, has received for a number of years sums which were mere bagatelles

in comparison with what would have been received, had the duties been framed for purposes of revenue, instead of protection.

We should not consider the loss of revenue any loss to the country provided, firstly, that there was a corresponding saving to the consumer, and secondly, that the goods could be produced as economically here as abroad. And if it can be shown that the boots and shoes made by our manufacturers are furnished now at as low a price as similar goods are sold in the United States, then there is at least a show of reason why a protective policy should have been a wise one; but there is no reason why such policy should be continued indefinitely. If the manufacturer is ever going to be able to stand up against foreign competition, it should be able to do so now, and although the home competition is keen, still, if foreign goods could be imported, manufacturers here might be compelled to redouble their exertions, and introduce still greater economy and power of production into their workshops.

If it should turn out, on examination, that goods of any particular class could permanently be imported from the United States or elsewhere more cheaply than the same class of goods could be made in Canada, then we must come to the conclusion that any compulsion exercised on the consumer, depriving him of the power to purchase wherever he can do so most cheaply, by means of a high tariff, is unjust to the consumer, and wasteful as regards the productive powers of our country.

High duties decrease the revenue of a country in still another and very injurious manner. They afford a great temptation to two classes of smugglers to cheat the Government of their dues, namely those who are smugglers in the ordinary acceptance of the term, and who do not report their goods at the Custom House at all, and those who, while nominally honestly paying on their imports, really, by the use of false and fraudulent invoices, succeed in getting a portion of their goods without payment of duty. Where duties are low, the gain is not great enough to tempt an: but the most reckless to run the risk of smuggling, where they are high, a whole community on an extended frontier may be banded together to make it safe and easy to bring in goods on which no tax gatherer had been able to collect a shiver. The moral evil arising from this cause is worse than the direct loss to the revenue, producing as it does, a reckless disregard of all law, both human and divine, on the part of those who perhaps originally, embark in the business of smuggling, without any very clear appreciation of its being wrong at all, but merely a fair taking of business risks, with certain penalties accruing in case of failure.

THE ONTARIO LEGISLATURE.

(From our own Correspondent.)

TORONTO, December 15, 1893.

Adjourn before Christmas! Such is the edict that King Sandfield has enunciated, and consequently all is bustle and activity in the Ontario Legislature. Hard work has now become the "order of the day" with members, but it must be confessed that, during the portion of the Session already past, they have taken it very easily. A great fault of all our Parliamentary Sessions has been very marked during the present one in this city; members kicking their heels for want of something to do at the start, and then being completely over-worked at its close. This mode of procedure may be a good card for Governments, who hope thereby to get their measures passed with less criticism and opposition, but it largely defeats one of the chief objects of Parliaments—a rigid scrutiny into the acts and legislation of the Government of the day.

NOVA SCOTIA SUBSIDY.

Since my first letter, Mr. Blake's resolutions protesting against the action of the Dominion Government in regard to the Nova Scotia subsidy, came up for discussion, and an exciting discussion it was. The first of these resolutions, in effect, asked Her Majesty to dissolve the Dominion Act, because of its unconstitutionality, and injustice to the other Provinces, and the intention, avowed that the interests of the country required such legislation as would prevent the Dominion Parliament from making any alteration of the subsidy basis heretofore. The Government strongly opposed Mr. Blake's proposal, but after voting down the first twelve resolutions, the House adopted the

thirteenth—saying in effect: "We won't disturb what the Dominion Parliament has done, but we will try to prevent its doing it again!" The Government did not emerge from this struggle very creditably. After having spoken strongly against Mr. Blake's thirteenth resolution when they found the House had voted down six months' hold, they suddenly changed face and voted for the resolution themselves! This strange series of tactics was repeated when Mr. Blake brought in his address to Her Majesty on the subject, the Government presenting the singular spectacle of speaking one way and voting another.

THE GEORGIAN BAY CANAL PROJECT.

Must have as many lives as a cat. The irrepressible Capreol is still running the machine, and a committee of the House has been wasting its time in examining into the merits of the project for several weeks past. There will no doubt be, as usual, a favourable report, and—that's all.

THE FINANCIAL STATEMENT.

The Treasurer, Hon. Mr. Wood, made his Budget speech on Friday night last. In 1892, he had a surplus of \$170,000 instead of \$145,000, and this year he will have \$300,000 instead of the \$200,000 he had estimated. The income which he anticipated for the incoming year, from all sources, was \$7,002,185, and as he only expected to expend \$2,022,500—the surplus, he estimated, would be nearly a million of dollars! This certainly shows a happy condition of the Ontario treasury. At the present time, Mr. Wood said the Government had an invested surplus of \$2,500,000, and by the end of next year, it would be at least \$3,000,000. The local ministry is good at hoarding money, that's certain. Would it not be better to spend some of it in public improvements?

HOW THE M. P. ARE PAID.

During the first two Sessions, the M. P.'s were paid 55 per diem for their services. But this Session the Premier decided to grant, instead, a sessional allowance of \$450, if the Session extends over thirty days. The country need have no fears that the House will ever adjourn inside the thirty days, but I do not think, however, it will be disposed to quarrel about the amount of the allowance.

RAILWAY AND INTRIGUES LOBBING.

Railway lobbyists are about as thick in Toronto just now as "blackberries in the month of July." The fact on this regard to the railway scramble is, that the Hathaway-Littlejohn interest has struck hands with the Great Western Railway Managers, and that the latter will construct the southern line from Glencoe eastwards to the Niagara river, and the former westwards to the St. Clair river. Arrangements have been agreed to by which, the lines will run in connection with each other(?) Thompson has been deserted by the St. Thomas deputation, and everything at present indicates that his schemes will come to grief. The above is the position of affairs at the time I write; but as intrigues are constantly going on, and the situation has changed almost daily for the past week, what may turn up before this is published, it were hard to tell. The excitement on the subject runs high, and is at fever heat this week.

THE LAW OF EVIDENCE.

An important measure introduced by Mr. Clarke, allowing plaintiffs to give evidence in their own behalf, is now certain to become law. This gentleman had to go home on account of an attack of bleeding at the lungs, but the measure was left in Mr. Blake's charge, who carried the third reading on Friday by 21 to 26. The Government opposed the measure, but were left in the minority. Similar laws are in existence in England and the United States, and what is good for those countries cannot be injurious to us. Much injustice has often been done because plaintiffs could not go into the witness box and prove transactions of the particulars of which probably they alone were cognizant, and I do not fear that perjury will be increased by giving such a privilege.

THE DRAINAGE BILL.

Has been adopted. The opposition tried stoutly to prevent the Commissioner of Public Works being allowed to spend the \$200,000 he is to have under his control for drainage purposes, without submitting the places and plans first to Parliament. Ministers said that if the House could not entrust them with spending that amount they had better vote "want of confidence" in them. They were sustained by good majorities.

A "FOUNDATIONLESS" LIE.

I observe a statement in circulation, that some



lobbyers have been imported from Washington, to assist certain measures through the Local House. To use the words attributed lately to an old politician this is a "foundationless lie." I regret to hear rumours, however, that more than one M. P. is not quite disinterested in supporting one of the railway bills. I do not pronounce on the truth of these reports. They are current, however, in Toronto, and consequently I mention them.

THE CLOSE.

In closing these rough jottings, I may say that the House is expected to prorogue on the evening of the 24th—the night before Christmas. Until that time there will be quite a "slaughter of the innocents," as there are many bills before the House which cannot possibly be disposed of.

ENGLISH IRON TRADE.

The Iron trade of the country has undergone very little change since our last, and notwithstanding the croaking tone of some reports on the iron trade, we certainly cannot trace any falling off in the demand for manufactured iron. It is true, that the action on the part of the men of increased wages is causing a considerable amount of anxiety as to our future position in the iron trade, but it is also a fact not to be overlooked, that our continental rivals are not by any means free from similar causes of anxiety. With regard to the continental makers being full of orders for locomotives, and bridge and girder work, we also fall to find that our worksheds are short of similar orders, or that our men are being discharged from work in consequence of sickness. And if the French and German people should insist upon having raw material admitted to their respective countries free from duty, this instead of paralyzing the English manufacturer, will only serve the purpose of increasing the demand in those countries, and in consequence of such increased demand, the workmen will be sure to look after their own interests, and get an increase in their wages. Free Trade will level all these things, and those countries possessing the advantage in natural productions, will be sure to be victors in the long run. It is admitted on all hands that no country possess such advantages as Great Britain, for here the coal and iron grow side by side, ready to the hand of the workman. Let the price of labour in all markets be about the same, England will still secure the greater part of the iron trade of the world. As it is we supply the bulk of the ironwork for all the great markets. Russia is a good customer, and the United States come to us for rails and iron ships, and will do so for a long time to come. British India will also come to us for her railway iron and other material constructive purposes, and we have just witnessed a victory over a continental firm for rolled iron girders, which in our opinion settles the question, as to any superior advantage being possessed by foreign makers. We have more to fear from the tariff disease on the part of the English ironmasters in adopting the most recent, scientific and improved processes of iron making than from any injury that can be inflicted upon our trade by that immense bugbear, — trades unions. — Iron Trade Circular.

H. B. CLAFLIN ON UNITED STATES TRADE.

REPORTER—Mr. Claflin, I desire to learn what are your views in relation to the present depressed condition of business.

Mr. C.—Well, sir, it doesn't strike me that we are in such a very bad way as some people think. Business to be sure, is not so active as it might be, but it has not been so dull a year as 1855 or 1858. People should naturally have expected a cessation in business after the close of the war, and made preparation for the present decline in prices.

REPORTER—Does not the state of the West affect your business?

Mr. C.—Somewhat; that is, we are a little more careful about giving credits; but our collections come in as usual. For my part, I think that the low prices paid for corn, though bad for farmers, is desirable for the masses of the people. Besides, I was just talking with a gentleman from Milwaukee, and he says the farmers have begun to sell their grain.

REPORTER—Do you consider that business has been good during the past year or two?

Mr. C.—Not exactly, but it has not been very bad, and, I think, shows an improvement over previous years. I don't think people have believed much in the probability of a return to specie payments, or that they have been induced to invest in business much on account of this prospect. I don't see how we could have contracted any faster than we have done, and I think the country is doing very well. If you came to me and said you paid off a large per centage of your debts during the year, and still had as much money on hand as at this time in 1863, I should think you had been doing well—wouldn't you?

REPORTER—Is the existence of large commercial houses like yours or Mr. Stewart's necessarily incompatible with the success of smaller firms?

Mr. C.—This is rather a delicate question, but I should say no, if the small firms are prudent and economical, and properly keep down their expenses. The trouble is that the latter are so much out of proportion with their profits. For example, I heard of a man lately whose profits on a business of a million of dollars was \$12,000, out of which he had to deduct \$80,000 expenses, to say nothing of bad debts which were not counted in, and which left his net income about \$20,000. So when a large firm issued some time ago, it was found that their expenses were between

6 and 7 per cent on their business, whereas that amount, in my opinion, should have been sufficient to have paid all their expenses, and afforded a handsome profit besides. Now, a business of forty millions can also be done at far less proportionate outlay than one of five millions, and it can be extended without increasing the expenses of carrying it on very sensibly, so that the smaller firm is put at a great disadvantage, and must have larger profits in order to compete with its wealthy rival.

REPORTER—How much capital is required at the present time to start in the dry goods business?

Mr. C.—That depends on the kind of business which is to be carried on, but it is safe to say that \$100,000 now is no more than equivalent to what \$25,000 was 25 years ago.

REPORTER—What are young men to do who cannot raise sufficient capital to set up for themselves? Are there sufficient openings for them in the large establishments?

Mr. C.—Yes, they become junior partners or heads of departments, and save all the risk and expense of keeping up an establishment of their own. I saw such men in charge of departments who do a business of from one to six millions each.

REPORTER—Is extravagance on the increase among business men?

Mr. C.—It doesn't strike me that there is as much extravagance as there was during the war. The increased demand for pictures and other objects of art is owing to the improvement of the popular taste, and a tendency to spend money in that direction. I haven't seen as much money spent in restaurants of late years, and they tell me their receipts have fallen away considerably.

REPORTER—Is it true that goods cannot now be forced upon the market?

Mr. C.—Yes, formerly you could tempt buyers by a display of goods, and by other inducements, but now a man comes in and gives an order for a certain number of a specific line of goods, and you can't persuade him to take any more.—N. Y. Wo. Id.

THE GENERAL PROSPECTS.

WE do not share in the feeling of uneasiness and distrust expressed in some quarters in relation to the present condition of commercial affairs, especially as based upon the prices of goods now as compared with those during the war. The country was then running in debt at a ratio never before approximated in any country, and was inflating its currency proportionately, this naturally made the comparative values of money and goods relatively in favor of merchandise. Now we are paying that debt, and the value of money is every day approaching a fixed or gold basis. In doing this merchandise is returning to its natural condition, also, and has been doing so for the past five years, but so slowly that the panics and disasters which have in former times been so heavy and wide-spread are postponed and eased away until there seems no cause for any general revulsion or disaster whatever. The holder of goods has been enabled to dispose of them gradually, the manufacturer has had ample time to hedge against any impending crisis, and the producer has steadily felt the return to a natural condition in the diminished price of his produce and the lower rate at which he has been able to purchase his necessities.

The debts held by the merchants are generally good, as the farmers are more than ever able to pay, while stocks of manufactured or imported goods are very small in all branches of trade. With this there can be no general disaster. A few who have acted in defiance of the plain indications of the times for the past four years must take the consequences, but dull trade does not brew panics, economic means soundness in all parts. If the buyers of goods—especially the laboring class—will take a little pains to compare the prices of to-day and those paid two or three years ago, they will find that one dollar now buys in every essential particular, with the exception of meat, as much as one dollar and a half did then.

The manufacturer may complain of the low rates, but he is the best able to see his prices declining. To turn he pays less for labor and raw material, and although the margin of profits is not as great on low-priced goods as on high, he must remember that his large profits were in a time of war, and not of peace. There is food for reflection and much consolation in this view of the question, and we trust those who are talking of panics will for a moment consider it.—N. Y. Bulletin.

CLOSE OF CANAL NAVIGATION.

THE canals are now practically closed for the season. A despatch from Albany states, that about one hundred and fifty boats are frozen in between West Troy and Spraker's Basin, one-half of which are loaded with grain and the remainder with lumber. The Lockport Journal says there is no improvement in the condition of the canal at that point, and it will be impossible for the fleet of boats detained there to reach their destination before spring. At the head of the locks there are large quantities of ice, and several days have been spent in unsuccessful attempts to lock it through so as to admit of the passage of the boats. Commissioner Fay arrived at Lockport a few days ago to superintend the work, but nothing has yet done has tended to expedite matters. At Middletown, on the lower lands, the water is reported very low, and many boats are both grounded and frozen in. The ice-breakers were sent for, but have not yet arrived. On the Jordan level the ice is thick and strong, and a few boats are frozen in. One, a canal boat, having on 130 tons of Morris Run coal for Syracuse, sunk on that level probably the result of ice-cutting. Boats were moving on Sunday near Syracuse without hindrance, east, west and north—twelve or fifteen in all reporting at the Collector's office. They either had light car-

goes or short freight, or were homeward bound light. Four boats loaded with wheat and other commodities arrived at Camillus on Friday, where they were detained. The fierce snow-storm of the day and the cold weather filled the canal with snow and ice, and forbade further progress. Boats in the Oswego canal came through up to Friday noon, when the ice and snow prevented further navigation. The disagreeable condition of the canal, partly owing to the bad management and partly to the recent storms which did severe damage, has hindered the shippers much this fall, and probably accounts in a great degree for the number of boats now in the canals that should have finished their last round trip and be laid up for the winter. It is to be hoped that before another year the damage will have been repaired, and the canal rendered capable of a commanding and immediate business that awaits the re-opening of navigation.—N. Y. Bulletin.

THE COAL TRADE.

THE anthracite coal trade has not yet recovered from the stunning effect of the severe decline in prices at the last public sale of Scranton coal. Orders previously given have been withdrawn until the course of the market should be more definitely determined. In the meantime the price of coal in the Lehigh region has declined in the average about 25c per ton at the mines, and in the Schuylkill region the decline averages fully one dollar per ton on the several sizes, and for chestnut coal the decline is even greater. In fact, it has scarcely any demand, and some operators, unless as is feared, contemplate piling it at the mines and at convenient points along the line. They declare that the present price will not cover the cost of mining it. This may be true, but there is no good reason to believe that the immediate future promises any relief in this respect. On the contrary, there are indications of lower prices for almost every marketable commodity, the result of a growing distrust of the currency, the tariff and other disturbing influences. As the more observant thought and said some months ago, when western dealers in grain held back their crops rather than accept prices then current, "the first loss will prove the least," so we incline to think now of coal, "what is now much lower than then, and is selling at prices below its commanded in gold before the war. There is no reason to suppose that delay will bring any different result to the holders of coal. Several mines closed operations on Saturday, and others will close the present week. What effect this counteraction may have on the prices of coal depends much on circumstances in the future, and the amount of coal in the hands of consumers. Operators think it small. This cannot be known, nor even approximated. The supply at Port Richmond is not large, and the same report comes from other coal centers. Coal is now at the close of the navigation, coming freely to this city, and as we intimated six weeks ago would be the case, is afforded to the trade on Broad street at from one dollar to one dollar and a half per ton less than was then charged. So far, therefore, as the local market is concerned, there would seem to be little reason in delaying to put in the winter's fuel. The canals, in the nature of things, cannot remain open many days, and on their closing there will necessarily be a falling off in the supply. At present mining and transportation charges coal cannot be produced with any profit, except in the most favorably located mines. If the miners will not consent to come down, so as to make production a living business, it will necessarily stop, and just now, operators have into more than a negative control of their business. The miners insist on the advantage of every rise, but stubbornly resist any decline as a basis for lower wages. The Reading Railroad reports a tonnage for the week ending on Thursday of 127,777 tons, against 120,243 on the previous week, and for the year to date, 4,275,153 tons, against 3,612,591 tons for corresponding time in 1863—an increase of 662,662 tons. The fiscal year of the Reading ended on the 30th ultimo, when the total tonnage was 4,228,600 tons, against 3,674,873 tons in the fiscal year of 1863—an increase of 553,727 tons. The Schuylkill Navigation shipped for the week 29,427 tons, against 23,206 the previous week, and for the season 675,764 tons, against 579,813 tons last season—a decrease of 95,951 tons. The entire coal tonnage of the week reported by a carrying company is 4,602 tons. In the aggregate is included 43,324 tons officially reported by the Reading, and 49,619 tons officially reported by the Lehigh Valley more than is guessed at, and put down to those companies in the tabular statements published in some other papers. The entire tonnage of the previous week was 385,671 tons, and for the year ending the Reading tonnage only to the end of its fiscal year, 13,778,828 tons against 14,073,447 tons in 1863 dates in 1863—showing a decrease to the present time of 294,619 tons. This result is exclusive of the tonnage of the Lehigh Valley Railroad during which is not reported, and which will probably nearly cover some little tonnage, the report of which is duplicated by reason of passing over two carrying companies. Freight from Port Richmond are unchanged. The increased production of anthracite coal this year, it is believed, will exceed that of last year by more than 600,000 tons. Philadelphia Ledger.

The most remarkable railroad in Germany and Europe is the new Black Forest road, which will be completed within four years. Between Hornberg and St. George, situated 2,870 feet above the level of the sea, and but four miles distant from Hornberg the railroad exceeds nearly 2,000 feet and passes through 21,000 feet of tunnels. Seven thousand feet of the route have been completed during the last two years. The truly Cyclopean work on the road is progressing rapidly, and attracting thousands of visitors, who flock together from all parts of Southern Germany and Switzerland.

### IMPORTANT DISCOVERIES IN THE NORTH WEST.

**D**URING the summer just closed good work appears to have been done by the geological survey in the Lake Superior region. Professor Bell's party have all returned to their winter quarters, after having experienced many of the hardships and privations incident to the life of the first explorers in the distant wilderness. We understand that the results of the expedition include a complete topographical and geological survey of Lake Nipigon and an exploration of much of the surrounding country. This lake, it appears, will rank in point of size with the other great lakes of the St. Lawrence, forming the sixth and last in the chain. Professor Bell has not yet been able to map the whole of his extensive survey, but thinks the area of Lake Nipigon will be found to exceed that of Lake Ontario, or even that of Lake Erie—some 500 miles or more of the coast line having been traversed. This great lake is drained by the Nipigon River, or upward continuation of the St. Lawrence beyond Lake Superior, which is described as a very large clear-water stream, about thirty miles in length. Upward of a dozen rivers of considerable size are reported to empty into Lake Nipigon from all sides. We understand that one of the most singular features in the geography of this beautiful lake, is the immense quantity of islands which are scattered throughout its whole extent, and presenting a great variety in size, form and elevation. It appears that geological discoveries of a highly interesting and important nature have been made, and that, contrary to common belief, a large extent of level land, with deep and fertile soil, exists in the Nipigon country. Prof. Bell had received instructions, in addition to his geological explorations to obtain as much information as possible in regard to a route to our great Western territory, and his discoveries in this direction are, perhaps, not the least important of the results of the expedition. If we are not mistaken he has found that this country, so far from being a difficult one, offers great facilities for railway construction. Further, he has, we believe ascertained that the elevation of Lake Nipigon above Lake Superior is very moderate, and consequently this lake may be found useful for the purpose of navigation in the desired direction. It will, of course, require considerable time to elaborate for publication all the geological data obtained upon this survey, but it is to be hoped that a special report on the engineering capabilities of the country will be obtained as soon as possible, since it is so desirable to have all the information available before adopting any route—*Toronto Globe*.

### THE OIL REGIONS.

**T**HE Bennett well, situated west of the Reliable, is doing 20 brls daily.

Mr. Lacey's three wells have, during the past week, fallen off in their production, but may be credited with 100 to 200 brls daily.

The Kerby & Wallen No. 1, and Puffy wells are pumping about the same as usual, 23 barrels per day; and the Big Injun, 18 brls.

The Loughhead & Tyler wells, owned by Mr. J. D. Noble, are still producing well.

From Mr. John Marsland we have the shipments from both during the past week, viz.:—12 tank cars of 86 brls and 82 galls capacity each, and 2 car loads barrelled. This would bring their week's production about 560 brls, but during the week the Tyler well was only working four days.

The new Loughhead well still progresses downward without misadventure.

Lancaster's No. 1 is doing about 20 brls, and his No. 2 would doubtless prove a good well, were it not that the sand pump is at the bottom, and persists in stopping there.

W. H. Garvey's old well averages 34 brls daily, and this is no guess work, but taken from the proprietor's account of actual sales and shipments, we are disposed to call it one of the best paying wells in that territory.

The McGarvey & Draper, near by, has turned out a complete failure, but Rolston's & McGarvey's new well is reported by all who have seen it a splendid strike. The proprietors claim that its production reaches 80 to 100 brls, and that last week it pumped 120 brls inside 28 hours.

The Lindsay well has changed hands during the past week. Messrs. Stevens & Walters sold their half interest in the property to Mr. E. Johnson, of Woodville, he paying therefor the sum of \$3,000. The well has improved considerably of late, owing no doubt to their replacing the old and worn out pump valves with new ones. The average may be safely estimated at 40 to 50 brls daily.

The Hillsdale well owned by the company of that name, and managed by Mr. Blackmar, is pumping 15 brls daily. We understand it is the intention of the company to put down several new wells and push the work of development with vigor.

The Capt. Tyler twin wells, situate at Pithole, average together 15 to 20 brls, and Dr. Ball's old well 8 to 10 brls daily.

The Stokes Brothers new well is as yet untested, and opinions seem to vary greatly in regard to the indications.

The Great Britain and Ireland is one of the good wells, averaging 40 to 45 brls daily. The same may be said of the Lawson well both as regards stability and amount of production.

McKenzie & Sanson's two wells, the Miller and Dore, were doing nothing last week.

The old Putnam well, owned by Peter Taylor, Esq.,

is only working by jerks, and averages during the jerks 8 brls.

The McDougall well is doing about her usual quantum, 60 brls daily. This well owes her splendid production in a great measure to "Mr. Good Luck," and although the pump tubing has not been withdrawn for the space 12 months, she still continues to produce without let or hindrance.

Noble No. 4 next door to the last, is working for 15 brls daily, and the Daniels well in the Northwest territory produces 10 to 15 brls daily.

The Lady Fair has got into trouble, and as it would be scarcely the delicate thing on our part to enquire into the cause of her ailment and then make it public, we shall defer any remarks on her situation until she is comfortably convalescent.

The King No 1 and 2 wells have been sold during the past week to Messrs. Marshall, Goodrich & Rosenberg. The price was \$8,000 in cash, and the sale includes the two wells with everything connected with them above ground, also the eight acres of land surrounding. These wells are capable of producing, together, 65 brls daily.

The Marshall & Goodrich No. 1 is pumping 35 brls. No. 2, 40 brls, and No. 3, 60 to 65 brls each day. The low estimate of the production of the latter well, may be ascribed to the shutting down of several wells in the vicinity, so that this well which works continuously, has to pump far more than her share of water.

The Lincoln well pumps only 6 brls, and the high well 25 brls daily.

The Defiance (what a defiance, to be sure!) has had to succumb to 12 inches of snow and a cap full of wind. However, as soon as the present spell of weather subsides she will doubtless defy again. She has good shows.

The Dunlop & Polly produced last week from 180 to 200 barrels. The Perkins well 50, and Perkins & Ward's new well only 5 barrels daily.

The Holden well, owned by Mr. Davis, pumped last week from 8 to 10 barrels per day; the Coryell well 8 barrels; Frank Smith No. 1, 15 barrels; the P. Taylor 6 to 8 barrels; and the Western well, owned by Messrs. Jones & Davis, 20 barrels.

Hartford Starr, No. 6, is still pumping about 25 barrels; the Lick well, No. 2, 8 barrels; Messrs. Elwood & Parsons' four wells 75 barrels altogether, and the Baxter No. 2, 30 barrels.

The Swell well averages 75 barrels per week. The Great Western well No. 1, situated South of Petrolia street, and managed by Mr. Lawyer, is pumping 15 barrels daily, and the Crescent No. 4, down on the flats, 6 barrels.—*Wyoming News Letter*.

### THE PRINCIPAL GRANARIES OF THE WORLD.

**T**HE London Times of Tuesday, in its money article, comments on the rapid increase of the importations of wheat from the United States. The most interesting question, the writer says, is the extent to which it can be kept up in competition with Russia and Central Europe, when the railways in that section are fully developed. The great questions for the United States to consider in this connection, are the reduction in freights and other charges, and enlargement of communication with the Mississippi.

Any one who will take the trouble to look at the map of Russia will find a tract of country extending northward on the west side, to latitude 51 degrees, and on the east side to 57 degrees; southward, on the west side, to 47 degrees and on the east to 54 degrees of north latitude, containing 234,000,000 acres of the best wheat land in the world. The soil is very rich, containing all the elements requisite for cereals; is deep, and apparently inexhaustible, and has the advantage of being covered with snow from November to the latter part of April, thus protecting the tender plants from the icy winds of winter, which sweep almost unceasingly over these plains. Russia has yet another and very important advantage—cheap labor. The laborers, we have seen it stated, wear skins for clothes and wooden shoes and work for the mere pittance of about sixteen dollars a year, since they have ceased to be serfs. Taking soil, climate and situation into account, it would seem that, when the numerous railroads which have been projected shall be completed, Russia will indeed become, par excellence, the country of the world. When it is remembered, however, that our American farmers, who pay their laborers high wages, and who live in a much more costly manner, have been enabled to send their wheat over half a continent, across a wide ocean, and compete with Russia in the European markets, it is not so certain that we shall be unable to maintain a successful competition. As soon as the problem of cheap freights, from the agricultural regions to tidewater, shall be solved, as it sooner or later will be, and we return to a sound fiscal system, wheat can be laid down in Europe at a much less rate than we are laying it down at present. There is no good reason why wheat from the great granary of the Northwest cannot be transported to the seaboard at least as cheap as any Russian wheat can be from the interior, and if that can be done, we ought to hold our own in competition with that country. Besides, prices being equal, Great Britain, the largest consumer of foreign grown wheat, will be pretty certain to give the United States the preference, for the reason that she has to pay Russia mainly in gold, whereas she pays this country in merchandise. There is very little demand in Russia for iron, worked into all manner of uses, nor for cloth, nor for silks, and the thousand and one articles of luxury and taste our people call for, and for which they are willing to give their cereal and other agricultural products. Perhaps by the time Russian wheat supercedes American, our population will have so increased, and our waste lands become so settled up, that we shall require nearly all the grain we can raise for home consumption, and which will be preferable to sending it abroad.—*N. Y. Shipping List*.

### THE SUEZ CANAL.

We take the following interesting particulars of the Suez Canal and its probable uses from an English paper. A great deal has been recently published about it, but nothing so clear as the narrative which follows:

The Suez Canal is nearly 100 miles in length. It runs from Port-Said, on the Mediterranean, about 150 miles east of Alexandria, in a direction at first due south, then tending slightly eastwards, to Suez on the Red Sea. Great cost and difficulty arose at Port-Said, where it has been necessary to erect two piers or breakwaters, one of two miles, the other of one and a half mile in length. As illustrating the difficulties encountered at this point, look at the facts that the very ground on which the new town stands was sea and had to be made land, and that the stones had to be artificially manufactured by compounding lime and sand, the lime having to be brought from Europe—the sand locally superabundant. One of the great dangers of the Canal—the silting up of the port of outlet by the Mediterranean sand, has already begun to be experienced. The first part of the course of the Canal, beginning at the north, is through a large but shallow lagoon called Lake Mensaleh, which has three communications with the sea through the strip of land on which Port-Said stands. The average depth of this lake is about 6 feet, but varying from 1 to 10 feet; and the plan adopted, employing enormous efforts brought against scarcely less enormous difficulties, was to dredge out a channel of the required depth, and then hem it in with two embankments rising 15 feet above the surface of the water. The Canal then proceeds through two smaller lakes, the soil of them all being very fine sand, which had to be worked through, of course under water, for about 30 miles. The next 25 miles or so are through a region of elevated sand-hills. It then passes through another small lake of the same character as the others, called Timsah—where, instead of cutting out a channel by dredging, the device has been resorted to of filling up the lake itself to the necessary level—and then through another region of sand. At this point, having completed about two-thirds of its course, the Canal enters upon the region known as "the Bitter Lakes," but which are the beds of ancient lakes, now dried up. There, as at Lake Timsah, the plan adopted is artificially to fill the beds of the old lakes with water, and to indicate the route of the Canal—i. e., the deeper part of the channel—by buoys. This part of the course is about twenty-two miles in length. The few remaining miles, about thirteen, from the southern end of the Bitter Lakes, to Suez, runs through a rocky region, which presented great obstacles in the construction, but threatens no danger in the maintenance. The difficulties of obtaining perfectly adequate port accommodation at the junction of the Canal with the Red Sea have not yet been overcome. For the latter or southern half of its course, the Canal runs parallel with and at only a short distance from the railway between Alexandria and Suez. For about two-thirds of its entire course, the Canal runs through natural water or old water-channels.

The depth is about 26 feet throughout, which will give admission to vessels of about 24 feet draught. The width is 72 feet at the bottom of the Canal, and at the surface of the water is about 37 feet for part of the route, and rather less than 200 for the other. The maximum speed to be allowed is 6½ miles, and vessels will make the passage from sea to sea in 16 hours. There are no locks, the average level of the two seas being almost the same, though there is more tide in the Red Sea than in the Mediterranean by about 4 feet—a difference not sufficient to cause any material flow for any considerable portion of the 24 hours in any part of the Canal, and, we should suppose, never affecting any part of it but the few miles between the Bitter Lakes and the Red Sea outlet. The dues to be charged are 10 francs, or about 8s., per ton and per passenger.

In considering the uses or calculating the possible profits of the Canal, two facts require to be taken into account—it will be of no very great avail for passengers, or at least for pas-



sengers to and from India; and it will be of comparatively small service to sailing vessels of any considerable tonnage. The railway already supplies the wants of Indian passengers better than the Canal is likely to do. In point of time, the railway will always have a great advantage over the Canal, as Alexandria is reached nearly a day sooner on the route from Europe than Port-Said, and the journey by railway occupies little more than half the time likely to be required by the Canal. All that the Canal can save passengers is transhipment, and to those who have been weeks at sea, and have weeks of sea before them, landing is a pleasure, and a day or two in the famous land of Egypt is a coveted advantage. The difficulty as to sailing is, that they cannot safely navigate the Red Sea, where many of the channels or fairways are too narrow and tortuous to admit of tacking. The traffic through the Canal is likely, therefore, to be confined chiefly to cargo carrying steamers. That class of vessels, however, is rapidly on the increase, and we are soon likely to see a greatly extended use of vessels using steam only as an auxiliary in a degree and manner suited to overcome the difficulties of the Red Sea navigation.

A main objection of Robert Stephenson and others twenty-five years ago was, that the Canal would not be largely available even for steamers, because a steamer from any British port to Bombay or any Indian port, could not carry coal sufficient for consumption. This was to a very great extent true at the time. It was (and is) also true indeed that steamers from this country make the much longer voyage round the Cape, and coal at ports by the way; but, from particular circumstances, coals at least used to be had very much cheaper on the long than on the short voyage. Sailing vessels to India, round the Cape, taking out finished goods and bringing home raw material, had often not much more than one-third freight on their outward voyages; and so their filled up with coal, carried at a rate in itself quite unremunerative. It is much the same through many parts of the East—as Java, to which Dutch vessels bring cargoes of bricks for nothing. This advantage was not enjoyed by the short overland route—so that there was a great deal in the objection that the short route was much more impracticable for steamers than the long one. The objection, however, has now lost more than half its force, because steamers do not require now half as much coal as they did when the objection was made. Within these twenty or twenty-five years, there has been an improvement in marine steam-engines, gradual, silent, almost unobserved by the ordinary public, but so great in its results, as to amount almost to revolution in that department of the shipping trade. That improvement was not made at once nor by any one person—it grew slowly, and was tended by several hands. The latest if not also the largest contributions to the result have been made by the firm of Randolph & Elder, of Glasgow. That result is, that steamers fitted with those new engines, in their most improved form, can obtain equal results by a consumption of coal only one-third or even one-fourth of that required for the unimproved engines. The adoption of those engines is not yet very far from general, largely owing to the unimproved engines with which all but a few existing steamers have been supplied having become unsaleable; but ere long steamers as a rule are likely to be propelled at a third of their present or recent cost. It is this which will give the Suez Canal an advantage of which it had neither possession or prospect when its feasibility was put in question. The advantage, however, may be easily overrated, at least as to cost. Take for instance cotton—likely to be hereafter the chief freight from India to England; probably that commodity will not come home much cheaper by the Canal than by the Cape, but it will come more quickly—and in such matters time is generally money, and often more than money.

This, however, must be mentioned, that not only the mercantile but the maritime English mind remains immovably of the opinion that the Canal will prove a failure, both as to stability and profit. The officers of the Peninsular and Oriental Company, who ought to know something of the matter, are strong and unanimous in holding this opinion, and it is certain that the Company are not at present contemplating any change in their existing system. In a year or two, either the French shareholders will be poorer, or the British prophets will be wiser, men.

## PATENTS OF INVENTIONS.

### DEPARTMENT OF AGRICULTURE.

#### PATENT BRANCH.

Ottawa, 20th October, 1869.

HIS Excellency the Governor General has been pleased to grant Letters Patent of Inventions to be in force in the Dominion of Canada, for a period of *Fourteen Years* from the dates thereof, to the persons whose names are included in the following list.

Published by command,

J. C. TACHE,  
Deputy of the Minister of  
Agriculture.

60. James Brecknock Palmer Steacy, of the city of Hamilton, in the county of Wentworth, Province of Ontario, cabinet maker, for a machine for washing clothes, to be called Steacy's excelsior clothes rubber. Dated Ottawa, 15th September, 1869.
61. William Augustus Leggo, of the city of Montreal, in the Province of Quebec, photo-electrotypist, for a certain improvement in the photographic camera now in ordinary use to be called Leggo's improved photographic camera. Dated Ottawa, 15th September, 1869.
62. Robert Beedle, of the township of Dunwich, in the county of Elgin, Province of Ontario, blacksmith, for a certain improvement on the hinges now in ordinary use for hanging gates, to be called Beedle's improved gate hinge. Dated Ottawa, 15th September, 1869.
63. Thomas Thomas, of the town of Bowmanville, in the county of Durham, Province of Ontario, blacksmith, for a certain improvement on a certain instrument now in ordinary use for holding oil, to be called the economic oil can. Dated Ottawa, 18th September, 1869.
64. David Sines Cornell, of the township of Warwick in the county of Lambton, Province of Ontario, yeoman, for a certain improvement in gate hanging, to be called Cornell's self-closing and adjusting gate hanging. Dated Ottawa, 18th September, 1869.
65. Richard Eaton, of the city of Montreal, in the Province of Quebec, mechanical engineer, for a certain new and useful art of cleaning or filtering petroleum oil, for lubricating purposes, and apparatus for performing the same for the economical and perfect manufacture of lubricating oil, to be called Eaton's art and apparatus for manufacturing lubricating oil from petroleum. Dated Ottawa, 18th September, 1869.
66. John Benjamin Pike of the township of Raleigh, in the county of Kent, in the Province of Ontario, machinist, for a certain improvement in inserted saw teeth, now in ordinary use for sawing lumber, to be called or known as John B. Pike's imperial inserted saw tooth. Dated Ottawa, 18th September, 1869.
67. William Augustus Leggo, of the city of Montreal, Province of Quebec, photo-electrotypist, for a certain new and useful improvement in the art of photography, to be called Leggo's granulated photography. Dated Ottawa, 18th September, 1869.
68. Charles McCallum, of the city of Toronto, in the county of York, in the Province of Ontario, machinist, for a certain new and useful improvement on chopping mills for chopping and grinding corn for feeding of stock or domestic use, coffee, spices, &c., to be called the Dominion cropping mill. Dated Ottawa, 18th September, 1869.
69. Mathew Gardner, of the village of Hespeler, in the county of Waterloo, in the Province of Ontario, yeoman, for a certain new improvement for the furnaces of steam and boiler, to be called Gardner's steam generator and sawdust burner. Dated Ottawa, 18th September, 1869.
70. Hugh Baines, of the city of Toronto, in the county of York, in the Province of Ontario, railroad contractor, for certain new improvements in re-working old railway iron or rails or bars, the object of which is to restore the requisite amount of carbon to the iron of the old rails or bars so as again to give it the requisite quality and make it sufficiently hard for use, to be called Baines' process for restoring carbon to deteriorated wrought iron. Dated Ottawa, 18th September, 1869.
71. Clement Hollands, in the village of Mitchell, in the county of Perth, in the Province of Ontario, miller, for an improvement in the construction of rotary engines, to be called Hollands' improved rotary steam engine. Dated Ottawa, 27th September, 1869.
72. Israel Kinney, of the town of Woodstock, in the county of Oxford, in the Province of Ontario, carriage maker, for certain improvement in the manufacture of bolt heads, nuts and washers for railways and other purposes, to be called Kinney's gravitating bolt head nuts and washer compounded washers. Dated Ottawa, 27th September, 1869.
73. Joseph Woodley, of the city of Quebec, in the Province of Quebec, manufacturer, for new and useful improvements on boot and shoe heels, with mould, &c., for forming the same, for producing or manufacturing that part of the boot or shoe with greater facility or economy, to be called the Woodley's boot and shoe heel. Dated Ottawa, 27th September, 1869.
74. Charles Price, of the township of Bayham, in the county of Elgin, in the Province of Ontario, lumber dealer, for a certain new improvement on machines for cutting straw and feed for cattle and horses, to be called the Ontario feed cutter. Dated Ottawa, 27th September, 1869.
75. Charles Myers, of the village of Oshawa, in the county of Ontario, in the Province of Ontario, builder, for a certain new improvement on churns for the use of dairies, to be called the dairy Queen. Dated Ottawa, 27th September, 1869.
76. Francis Culham, of Widder Station, in the township of Bosanquet, in the county of Lambton, Province of Ontario, carpenter, for certain new and useful improvements on a thrashing machine, to thrash grain, to be called the Ontario thrashing machine. Dated Ottawa, 27th September, 1869.
77. John Sallis of Little Britain, in the township of Mariposa, in the county of Victoria, in the Province of Ontario, carpenter, for a certain new and useful machine for bending timber for sligh runways, or any similar thing that bent timber is required for, to be called Sallis's bending press. Dated Ottawa, 27th September, 1869.
78. Frederick John Gooding of the city of Montreal, in the district of Montreal, Province of Quebec, mechanical engineer, for a certain new and useful improvement in the art of drying peat fuel, and picket for same, for the more speed and economical manufacture of peat fuel, to be called Gooding's art and picket for drying peat fuel. Dated Ottawa, 27th September, 1869.
79. William Milner, of the village of Strathroy, in the county of Middlesex, in the Province of Ontario, waggou-

maker, for a certain new and useful improvement to waggons, for holding the waggon box to the bolster, to be called the Milner's cast waggon stake. Dated Ottawa, 27th September, 1869.

80. Robert Brown, of the town of Stratford, county of Perth, Province of Ontario, millwright, for a certain new and useful machine, for the purpose of preventing jarring in machinery worked by a single engine, to be called Brown's elastic shafting to prevent back lash. Dated Ottawa, 27th September, 1869.

81. William Dyson, of the city of London, county of Middlesex, Province of Ontario, tin and copper smith, for a certain new and useful art or method of heating vats and their contents in the manufacture of cheese, and also a new and useful machine or apparatus for carrying out and effecting such art, the said machine, or apparatus to be called Dyson's steam evaporator and cheese vat. Dated Ottawa, 27th September, 1869.

82. Alexander Muir McKay, of the town of Woodstock, in the county of Oxford, Province of Ontario, grocer, for a certain new and useful washing machine, to be called Woodstock washing machine. Dated Ottawa, 27th September, 1869.

83. Patrick Butler, of the township of Walsingham, in the county of Norfolk, in the Province of Ontario, yeoman, for a certain new and useful improvement on a certain machine now in ordinary use for hanging doors and gates, for closing doors and gates without the intervention of any other force, to be called the loose-jointed spring butt hinge. Dated Ottawa, 1st October, 1869.

84. Alexander A. McCallum, of the village of Tweed, in the county of Hastings, Province of Ontario, miller, for a new and useful improvement on a certain machine now in ordinary use, to be called or known as the patent paper cheese box. Dated Ottawa, 1st October, 1869.

85. John Grenville, of the village of Thorold, in the county of Welland, in the Province of Ontario, blacksmith, for a certain new and useful improvement or art for fitting doors, sashes, &c., to be called the Grenville door and gate fastener. Dated Ottawa, 1st October, 1869.

86. Israel Kinney, of the town of Woodstock, in the county of Oxford, in the Province of Ontario, carriage maker, for a new and useful improvement in manufacture of springs for buggies, buck boards and other wheeled vehicles, to be called Kinney's wooden buggy spring. Dated Ottawa, 1st October, 1869.

87. George Scott, of the city of Montreal, in the district of Montreal, in the Province of Ontario, miller, for a certain new and useful machine for grinding sand round, to be called Scott's horizontal grinding machine. Dated Ottawa, 1st October, 1869.

88. Alexander McArthur, of the village of Elora, in the county of Wellington, in the Province of Ontario, machinist, for a certain new and useful improvement on Woolf's self-raking machine (a certain machine now in ordinary use for raking grain by horse power) to be called McArthur's self-raking regulator. Dated Ottawa, 1st October, 1869.

89. Henry Carter, of the township of Malahide, in the county of Elgin, in the Province of Ontario, yeoman, for certain new and useful improvements in ditching machines, the object of which is to lessen the labour of the operator and increase the efficiency of the machine, to be called Carter's improved ditching machine. Dated Ottawa, 1st October, 1869.

90. Charles Horatio Waterous, of the town of Brantford, in the county of Brant, in the Province of Ontario, machinist, for a certain new and useful machine for accurately setting any thickness of lumber or timber for sawing, to be called Waterous set gauge. Dated Ottawa, 1st October, 1869.

91. William Baker, of the village of Arrnprior, in the county of Renfrew, in the Province of Ontario, for a certain new machine for moulding and carrying bricks, to be called Baker's brick press and setter. Dated Ottawa, 19th October, 1869.

92. Charles William Multeridge, of the city of Hamilton, in the county of Wentworth, in the Province of Ontario, machinist, for a certain new and useful improvements in the manufacture of brooms and brushes, and a new and useful machine for carrying out and effecting such improved manufacture, the broom and brush so manufactured to be called or known respectively as the Spanish grass broom and the Spanish grass scrubber, and the machine the broom grass splitter. Dated Ottawa, 9th October, 1869.

93. Mitchell Bue, of the township of Walsingham, in the county of Norfolk, in the Province of Ontario, mechanic, for an improvement on a certain machine now in ordinary use for harrowing or pulverizing the soil, to be called Bue's improved rotary harrow. Dated Ottawa, 9th October, 1869.

94. William Muir, of the city of Montreal, in the Province of Quebec, merchant, for certain new and useful improvements on multiple sewing machines, for the more economical and efficient working of the same, and by which an number of needles may be employed simultaneously, with the view of producing any desired pattern of stitching, to be called Muir's improved multiple sewing machine. Dated Ottawa, 15th October, 1869.

95. George Groom, of the town of Brockville, in the county of Leeds, Province of Ontario, lithographer, for certain new and useful improvements in churns, the improved churn to be called the Canada farmer's churn. Dated Ottawa, 17th October, 1869.

96. Frederick Baynton Sparkes, of the city of Toronto, in the county of York, Province of Ontario, gentleman, assignee of George Whitney Sylvester, of the town of Dundas, in the county of Wentworth, Province of Ontario, oil manufacturer, for a new and useful machine or apparatus for deodorizing and decolorizing crude petroleum, oil and other oils, and extracting liquor therefrom, and by which an number of extracts to be called Sylvester's deodorizer, decolorizer and extractor. Dated Ottawa, 17th October, 1869.

97. Frederick Baynton Sparkes, of the city of Toronto, county of York, Province of Ontario, gentleman, assignee of George Whitney Sylvester, of the town of Dundas, county of Wentworth, Province of Ontario, oil manufacturer, for a certain new and useful machine or apparatus for burning animal charcoal and other carbons, and for re-burning the same after use, to be called Sylvester's medium or otherwise, to be called Sylvester's carbon burner and re-burner. Dated Ottawa, 17th October, 1869.

98. Frederick Baynton Sparkes, of the city of Toronto, county of York, Province of Ontario, gentleman, assignee of George Whitney Sylvester, of the town of Dundas, county of Wentworth, Province of Ontario, oil manufacturer, for a new and useful machine or apparatus for extracting from and cleansing any filtering or macerating material of any nature matter remaining therein, to be called Sylvester's apparatus for extracting from and cleansing any filtering or macerating material of any nature matter remaining therein. Dated Ottawa, 17th October, 1869.

99. Antoine St. Jacques, of the parish of Yamachiche, in the county of St. Maurice, in the Province of Quebec, coach builder, for a certain new and useful composition of matter for the treatment and cure of sore throat, to be called the resolutif Canadien. Dated Ottawa, 17th October, 1869.

LIVERPOOL MARKETS.

LIVERPOOL, Wednesday, 24th Nov.

THE continued large arrivals of wheat into all our seaports, but more particularly of American sorts and being pressed on sale at lower prices each market day, has caused the English farmers to fear the worst, and they are now pressing sellers at fully 2s. per qr. decline, and there is little short of a panic in the markets of the kingdom.

At the London corn market yesterday, there was a fair supply of English wheat which met a slow sale at a decline of 2s to 3s per qr on the week, and foreign was 2s per qr cheaper with little doing.

At our corn market on Friday last, there was about an average attendance, and in wheat a moderate consumptive business done at the decline of 2d to 3d per cental. Flour in barrels could not be sold even at a decline of 6d to 1s Indian corn sold at smallest retail lots at prices a trifle under previous market day. Oats and Oatmeal nominal, being quite impossible to effect sales in either.

At our corn market yesterday, there was a good attendance of country millers and dealers who came expecting to purchase at 4d to 6d per cental decline on wheat, owing to the great fall in the London market on Monday, but they were disappointed, and most of them returned home without purchasing, and the few who did buy had to pay prices equal to 2d per cental decline on red, and 4d per cental on white wheats. Flour in barrels, there was again no selling even at 1s decline Indian corn in better request at prices the turn in favour of sellers. Oats and Oatmeal nominal Barley dull.

Deliveries of British wheat for week ending 20th inst. — 57,506 qrs, against 66,613 qrs in 1868, and 63,891 qrs in 1867.

Imports into this port from 15th to 20th instant:—Wheat, 77,518 qrs; oats, 2,772 qrs; pease, 287 qrs; Indian corn, 5,839 qrs; oatmeal, 7,784 loads; flour, 2,856 sacks, 17,478 brls.

Exports from the 16th to the 23rd instant:—Wheat, 6,866 qrs; oats, 280 qrs; pease, 22 qrs; Indian corn, 539 qrs; oatmeal, 530 loads; flour, 625 sacks, and 1,639 barrels.

Provisions—Butter stocks accumulating with a slow sale at lower prices. Lard, more doing at improved rates. Bacon, none here, last price 70s 6d the highest ever made. Hams dull and neglected. Cheese slow of sale at easier rates.

Ashes—Sales 150 brls; pots at 30s 9d, and 10 brls pearls at 8s 9d per owt.

Copper Ore—An irregular business, market closing better for Ore. Regulus neglected.

KENNETH DOWIE & CO.

OUR NEIGHBOURS NOT INDIFFERENT TO OUR TRADE.

The Buffalo Courier speaks for Buffalo in the matter of communication and commerce with Canada:—

"We have reason to suppose that during next year a railway bridge will be built across the Niagara river at some point within the city limits. It is clear that this enterprise is of great importance to Buffalo. No other city is so favourably situated to secure Canadian trade. Detroit, like us, is separated from Canada only by a river but Detroit is not so centrally placed as Buffalo. Ogdensburg, the most probable rival is without water communication with New York and New Zealand, and has only one railway leading eastward, and that not by a favourable route. A bridge here will have the effect to bring us into close connection with all the large towns in Upper Canada, and will make Buffalo the natural outlet for the fertile region of which Brantford is the centre. But how come paratively useless a bridge will be to us, without unrestricted trade with Canada. A treaty, truly reciprocal, is needed to make a bridge really useful to us. With a treaty quite incomprehensible, Buffalo asked for the abrogation of the old treaty. Insufficient as it was, we in this locality had no reason to complain of it. Canadian farmers sold us their products, and, in return, bought their supplies at our stores. The only argument against the treaty which was made, was that the Canadians bought what they wanted from us, and sold us such of their products as we wanted, cheaper than anybody else would. The present time is favourable to the opening of negotiations upon this important subject. A large and growing population live to the north of us. They can send us supplies we much need. We can furnish them a more convenient market than they can find elsewhere. Let the bridge be built, by all means, but let the influence of Buffalo be used to place our commercial relations with Canada upon such a footing that the trade which the bridge is intended to accommodate will come here after it is built,

THE COTTON CATERPILLAR—It appears from a communication lately sent to the President of the South Carolina Agricultural Society, upon the cotton caterpillar—its ravages upon the coast crops of South Carolina, and its mode of hibernation—that the cocoon of the caterpillar moth does undoubtedly burrow in the earth, for the writer saw several ploughed out of the earth about the first of April, 1868; took them up and found them active, and pronounced them unquestionably the cocoon of the cotton caterpillar. Planters around him report the same thing. This spring the cocoons were ploughed up by thousands. This cocoon is as well known and as distinguishable by certain peculiarities both of motion and otherwise as the worm or moth, in which no experienced observer can be mistaken. It is idle any longer to entertain doubt on this subject. He says the birds are no remedy for the pest of Carolina—warms with them. The remedy he suggests is that all the cotton lands and those contiguous should be deeply ploughed up, so soon as the crop is gathered, so as to expose the chrysalides or grubs to the frost and cold snap, which will destroy them. He also recommends that the cotton stalks should be carefully collected and burned.—Exchange.

The increasing frequency of accidents caused by broken rails impels us again to urge upon the attention of railway authorities the invention of Mr J. B. Booth, of Rochester—a steel-capped rail which no weight or concussion to which it is ever likely to be subjected will break, and which, in point of durability, equals the solid steel rail which it exceeds in economy and safety. The steel rails, subjected to abrupt changes of temperature, are liable to fracture: the steel-capped ones appear to defy climate and concussion. Some of them, have been experimentally laid upon the Central Railroad, have been traversed by seventy-five thousand engines and three quarters of a million cars, and their appearance is the same as when they were first laid. This is a complete demonstration of their strength and durability as the iron rails beside them have been in the interval several times renewed. It is superfluous to point out the importance, to the millions who travel, of the substitution for the present insecure one, of a roadway of this safe and durable character. We are glad to learn that Mr. Booth's rail is attracting wide attention, and that it bids fair to be extensively employed upon the principal roads of the country.—N. Y. World.

STATEMENT OF BANKS

Acting under Charter, for the Month ending November 30th, 1869, according to the returns furnished by them to the Auditor of Public Accounts.

NAME OF BANK.	CAPITAL.		LIABILITIES.					TOTAL LIABILITIES.
	Capital authorized by Act.	Capital paid up.	Promissory Notes in circulation not bearing interest.	Balances due to other Banks.	Cash deposits not bearing interest.	Cash deposits bearing interest.		
<b>ONTARIO AND QUEBEC.</b>	\$	\$	\$	\$	\$	\$	\$	
Bank of Montreal	1,200,000	1,200,000	452,039	88,114	51,160	768,073	1,822,386	
Quebec Bank	1,000,000	485,066	59,417	902	11,943	768,073	561,234	
Gore Bank	1,000,000	378,114	261,191	21,562	158,563	327,780	79,979	
Bank of B. N. America	1,600,000	1,600,000	99,169	2,472	419,267	327,780	79,979	
Banque du Peuple	400,000	400,000	3,814	1,000	158,563	327,780	79,979	
Niagara District Bank	1,000,000	1,000,000	134,118	247,31	183,182	468,317	1,034,600	
Molson Bank	2,000,000	800,000	1,124,980	40,2	361,651	1,09,093	3,056,637	
Bank of Toronto	2,000,000	2,000,000	1,30,013	7,400	968,440	1,195,490	3,540,774	
Ontario Bank	400,000	400,000	197,843	7,984	70,914	87,908	36,660	
Eastern Townships Bank	1,000,000	1,000,000	114,054	2,51	294,904	641,966	1,682,164	
Banque Nationale	1,000,000	1,000,000	401,637	19,137	248,851	272,060	641,726	
Union Bank of L. C.	2,000,000	1,540,948	1,681,360	7,626	1,46,862	1,3,2,813	4,346,701	
Mechanics Bank	2,000,000	1,540,948	1,681,360	7,626	1,46,862	1,3,2,813	4,346,701	
Bank of Commerce	2,000,000	1,540,948	1,681,360	7,626	1,46,862	1,3,2,813	4,346,701	
<b>NOVA SCOTIA.</b>								
Bank of Yarmouth	1,000,000	400,000	154,583	4,767	21,372	360,015	790,631	
Merchants Bank	1,000,000	400,000	154,583	4,767	21,372	360,015	790,631	
People's Bank	1,000,000	400,000	154,583	4,767	21,372	360,015	790,631	
Union Bank	1,000,000	400,000	154,583	4,767	21,372	360,015	790,631	
Bank of Nova Scotia	1,000,000	400,000	154,583	4,767	21,372	360,015	790,631	
<b>NEW BRUNSWICK.</b>								
Bank of New Brunswick	600,000	600,000	647,118	68,290	667,347	1,077,062	2,429,748	
Commercial Bank	600,000	600,000	647,118	68,290	667,347	1,077,062	2,429,748	
St. Stephen's Bank	600,000	600,000	647,118	68,290	667,347	1,077,062	2,429,748	
People's Bank	600,000	600,000	647,118	68,290	667,347	1,077,062	2,429,748	
<b>Total Liabilities</b>								

NAME OF BANK.	ASSETS.							TOTAL ASSETS.
	Coin, Bullion and Provincial Notes.	Landed or other property of the Bank.	Government Securities.	Promissory Notes or other Banks.	Balances due from other Banks.	Notes and Bills discounted.	Other debts due to the Bank not included under the foregoing heads.	
<b>ONTARIO AND QUEBEC.</b>	\$	\$	\$	\$	\$	\$	\$	
Bank of Montreal	319,697	44,530	158,339	163,717	51,944	2,370,851	85,545	
Quebec Bank	28,513	14,741	82,733	502	57,06	3,46,419	120,850	
Gore Bank	216,123	55,717	160,361	45,677	33,151	1,940,446	47,555	
Bank of B. N. America	192,413	12,879	46,720	11,322	80,679	5,0,571	63,436	
Banque du Peuple	273,483	59,437	1,02,563	140,717	158,963	1,346,738	10,10,4	
Niagara District Bank	698,433	42,911	147,155	72,582	3,8,071	3,187,807	57,274	
Molson Bank	651,055	151,493	206,892	141,232	316,283	4,411,281	68,252	
Bank of Toronto	62,540	16,750	67,813	26,101	1,5,970	537,514	12,50	
Ontario Bank	59,640	16,750	67,813	26,101	1,5,970	537,514	12,50	
Eastern Townships Bank	59,640	16,750	67,813	26,101	1,5,970	537,514	12,50	
Banque Nationale	59,640	16,750	67,813	26,101	1,5,970	537,514	12,50	
Banque Jacques Cartier	315,461	12,367	128,565	29,127	79,091	1,495,880	33,933	
Royal Canadian Bank	315,461	12,367	128,565	29,127	79,091	1,495,880	33,933	
Union Bank of L. Canada	1,431,112	54,968	162,066	199,074	837,576	3,479,353	5,805,108	
Mechanics Bank	1,431,112	54,968	162,066	199,074	837,576	3,479,353	5,805,108	
Bank of Commerce	1,431,112	54,968	162,066	199,074	837,576	3,479,353	5,805,108	
<b>NOVA SCOTIA.</b>								
Bank of Yarmouth	236,707	24,000	83,090	10,121	40,997	596,679	211,133	
Merchants Bank	236,707	24,000	83,090	10,121	40,997	596,679	211,133	
People's Bank	236,707	24,000	83,090	10,121	40,997	596,679	211,133	
Union Bank	236,707	24,000	83,090	10,121	40,997	596,679	211,133	
Bank of Nova Scotia	236,707	24,000	83,090	10,121	40,997	596,679	211,133	
<b>NEW BRUNSWICK.</b>								
Bank of New Brunswick	470,512	13,433	101,228	23,973	626,136	2,310,552	93,374	
Commercial Bank	470,512	13,433	101,228	23,973	626,136	2,310,552	93,374	
St. Stephen's Bank	470,512	13,433	101,228	23,973	626,136	2,310,552	93,374	
People's Bank	470,512	13,433	101,228	23,973	626,136	2,310,552	93,374	
<b>Total Assets</b>								

AUDIT OFFICE, Ottawa,

JOHN LANGTON, Auditor.

## IRELAND'S LINE FOR THE SEASON OF 1869.

The Line for LAKES ERIE and HURON, is composed of Propellers

**CITY OF LONDON** and **GEORGIANA**, which will run regularly on the route.

The Line for LAKE ONTARIO is composed of five first class Propellers, between

**MONTREAL**, **TORONTO**, **HAMILTON** and **ST. CATHERINES**.

**H. W. IRELAND, & Co.**  
Agents.

### MULHOLLAND & BAKER,

Importers of

**HARDWARE, IRON, STEEL, TIN PLATES**  
**CANADA PLATES, GLASS, &c., &c.**  
419 & 421 St. Paul Street.

Yard Entrance—St. Francois Xavier Street. 1

### McINTYRE, DENON & FRENCH,

Montreal,

HAVE RECEIVED BY LAST STEAMER

**SILK MANTLE VELVETS**, 21, 27 and 30 inch.

**TARTANS** and **TARTAN POPLINS**

Which they offer to the trade cheap,  
And **KNITTED WOOLLEN GOODS** of all descriptions

November 8, 1869.

1-ly

### C. H. BALDWIN & CO.,

IMPORTERS AND WHOLESALE DEALERS

IN

**WINES, GROCERIES, AND LIQUORS,**

8 St. Hel Street. 31-ly

### KINGSTON.

#### JOSEPH BAWDEN.

(Successor to the late Eben 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.**  
43-ly

**JAMES JOHNSON,**  
Sunnyside.

### BOSTON.

#### W. C. WILLIS,

**COMMISSION MERCHANT, SHIP-  
PING AGENT, &c.,** No. 41 City Exchange,  
BOSTON. 11

### PORT HOPE, C. W.

#### B. B. HOWELL,

Forwarder, General Commission Merchant and Shipping Agent,

WALTON STREET, PORT HOPE, C.W. 2-11

### BRANTFORD, ONT.

**BRANTFORD ENGINE**  
ENGINES  
OF ALL SIZES  
FOR UPRIGHT, PORTABLE, STEAM SAW  
MILLS, &c. &c.  
**C.H. WATEROUS & Co. BRANTFORD, ONT.**  
42-ly

#### N. S. WHITNEY,

**IMPORTER** of Foreign Leather, Elastic  
Shoes, Prunellas, Linings, &c.

14 St. Helen Street,

MONTREAL.

1-ly

### AKIN & KIRKPATRICK,

**GENERAL COMMISSION MERCHANTS**

COR. COMMISSIONER & PORT STREETS,

MONTREAL.

**EXCLUSIVE** application is given to the **COMMISSION BUSINESS**, and personal attention bestowed on each transaction. The utmost promptness in sales and returns is uniformly observed. The lowest scale of Commissions consistent with responsibility is adopted, and due care taken to avoid incidental charges when practical. Consignors are kept regularly advised by letter, circular and telegram, of all matters of commercial interest. Consignments designed for sale in any of the several British or American markets will be forwarded to strictly reliable agents, and advances granted without expense beyond actual outlay.

### AKIN & KIRKPATRICK,

**GENERAL COMMISSION MERCHANTS**

No. 2 Ontario Chambers,

CORNER CHURCH and FRONT STREETS,

TORONTO.

**TO** afford extended facilities to our numerous correspondents, we have opened a branch of our business at the above central stand. Consignments of the several descriptions of Country Produce will have prompt and careful attention. Sales will be effected with all prudent despatch, and returns made with promptness and regularity. Commissions will be on the most liberal scale, and all needless expenses carefully avoided. Advances made in the customary form. Orders for Grain, Flour, Provisions, &c., are respectfully solicited, for the judicious execution of which our experience and standing afford the amplest guarantee. Reliable information respecting markets, &c., regularly supplied.

### AKIN & KIRKPATRICK,

**GENERAL COMMISSION MERCHANTS**

COR. COMMISSIONER & PORT STREETS,

MONTREAL.

Consignments of the several descriptions of Leather carefully realized to best possible advantage, and returns made with promptness and regularity. Commissions charged are the lowest adopted by any of the responsible houses of the trade.

### THE ÆTNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.

RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1820.—Commenced business in Montreal in 1850.

Accumulated Funds, over .....	\$10,000,000
Policies issued in 1857 .....	15,251
Amount insured in 1857 .....	44,733,322
Receipts for 1857 .....	6,123,447
Surplus Fund (over all liabilities) .....	1,634,763
Deposited with Canadian Government .....	100,000
Daily income in 1858, nearly .....	29,000

The best facilities for the Insurance of Healthy Lives.

Head Office for the Dominion—20 Great St. James Street Montreal, with Agencies in every city and town.

.. PEDLAR & CO, Managers.

Montreal, 15th August, 1868.

23-ly

### M. H. SEYMOUR, LEATHER COMMISSION MERCHANT

507 St. Paul street, Montreal.

References:

Wm. Workman, Esq., Montreal, President City Bank.  
Henry Starnes, Esq., Montreal, Manager Ontario Bank.  
Hon. L. H. Holton, Montreal.  
Messrs. Thomas, Thibaudon & Co., Montreal.  
" James, Oliver & Co., Montreal.  
" Thibaudon, Thomas & Co., Quebec.  
Hon. Wm. McMaster, Toronto, C. W.  
Messrs. Denny, Rice & Co., Boston, Mass.  
Austin Sumner, Esq., Boston, Mass.  
Henry Young, Esq., 22 John street, New York.  
Samuel McLean, Esq., Park place, do. 20.

### FERRIER & CO.,

**IRON & HARDWARE MERCHANTS**

St. Francois Xavier Street,

MONTREAL.

Agents for.

Windsor Powder Mills.

La Tortu Rope-Walk.

Burrill's Axe Factory.

Sherbrooke Safety Fuse,

1-ly

### A. RAMSAY & SON,

**IMPORTERS** of WINDOW GLASS,

Linseed Oil, White Lead, Paints, &c.,

37, 39 & 41 Recollet street. MONTREAL.

And Agents for

A. Fourcalt, Frison & Cie, Glass Manufacturers, Dampremy, Belgium

Joseph Lane & Son, Varnish Manufacturers, Birmingham and London

Sherratt & Newth, Makers of all descriptions of Glaziers' Diamonds, London.

Hainemann & Steiner, Patentees of Magnesia Green and Manufacturers of Colours, New York and Germany 1 ly

### DOMINION METAL WORKS,

(ESTABLISHED 1828).

#### CHARLES GARTH & CO.,

Manufacturers and Importers of

**PLUMBERS, ENGINEERS & STEAMFITTERS,**

**BRASS, COPPER & IRON WORK,**

**GAS FITTINGS, &c., &c.,**

EVERY DESCRIPTION OF WORK FOR

**SUGAR REFINERIES, DISTILLERIES,**

**BREWERIES, GAS, WATER WORKS, &c., &c.,**

Warming of PUBLIC and PRIVATE BUILDINGS,

CONSERVATORIES, VINERYS, &c., &c.,

By Hot-Water, Steam, or Warm Air.

Office and Manufactory: Nos. 538 to 542 Craig Street,

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### EAGLE FOUNDRY, MONTREAL.

GEORGE BRUSH, Proprietor

Builder of Marine and Stationary

STEAM ENGINES,

STEAM BOILERS of all descriptions

MILL and MINING MACHINERY,

All kinds of CASTINGS in BRASS and IRON

LIGHT and HEAVY FORGINGS, &c.

PATTERNS AND DRAWINGS FURNISHED.

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### LARIVIERE & CIE.

**IMPORTERS** OF SHELF AND HEAVY HARDWARE, PAINTS, &c.

Agents for the Longueuil Stove Works, the Montreal Bolt and Latch Factory, and Lariviere & Ricard Patent Churns.

Good terms to the trade.

WAREHOUSE AND OFFICE.

223 AND 225, ST. PAUL STREET,

and

12 & 14 St. Amable Street.

MONTREAL

**MONEY MARKET.**

HERE is no change to note in the condition of the money market, which continues easy, with, if anything, a falling off in the demand from the trade. Stocks generally are quiet, but firm.

Sterling Exchange is without change, either in this market or New York.

Gold has again declined, closing at 121½. Greenbacks may be quoted at 81c to 81½c.

Silver is more plentifully supplied, and 2½ is now the buying rate.

The following are the latest quotations of Sterling Exchange, &c.—

Bank on London, 60 days sight	109½ to 109½
Private, " " sight	109½
Bank in New York, 60 days sight	107½ to 108
Gold Drafts on New York	½ dis to par.
Gold in New York	121½
Silver, large	2½ to 2½ dis.

**THE GROCERY TRADE**

Baldwin, J. H., & Co. | Mitchell, James  
 Chapman, Fraser & T. Lee | Mitchell, David  
 Laidlaw, George, & Co. | Laidlaw, James  
 Hutchins, B. & Co. | Thompson, Andrew  
 Hagan & Kinloch | Ferguson, David & Co.  
 Mathewson, J. A.

BUSINESS generally has been very slack in this department of trade, more so even than usual at this season of the year.

There has been some little business done in Ur-colored Japan Teas of low grades, and about 1,000 packages have changed hands at about 42½c. Greens have been dealt in only to a small extent in comparatively retail lots.

In Sugars, there has been very little done, but prices continue firm. Refined are not in large supply, and quotations are fully maintained.

Molasses has had some little demand, and a few lots of Centrifugal have changed hands, but prices have not transpired. Lots now offering are very various in quality, and of a wide range in prices.

In other Groceries, we hear of no transactions, and prices generally are reported entirely without alteration.

**THE LEATHER TRADE.**

Akin & Kirkpatrick. | Seymour, M. H.  
 N. S. Whitney.

BUSINESS is very quiet as is usual at this season of the year. Stocks of most kinds of leather are fair, and there is but little alteration in prices.

**THE HARDWARE TRADE.**

Grath, J. & Coverhill. | Lariviere & Co.  
 Fyfe, John Henry. | McNeil, J. W. & Co.  
 Forrie & Co. | McMillan & Baker.  
 Lall, Kay & Co. | Roberts, J. Jas.

THERE has been very little doing during the past week, parcels sold being for the most part only of a retail character.

Prices are quite unchanged, but generally firm, especially for heavy goods.

**MONTREAL PRODUCE MARKET**

Akin & Kirkpatrick. | Mitchell, Bobb.  
 Dawson Brothers & Co.

FLOUR—Arrivals continue heavy, and stocks accumulating. With the exception of a few hundred barrels of ordinary Canada supers, taken some days ago at \$2.20, there have been no speculative operations, and prices are gradually receding. Ordinary Supers sold at the close at \$4.12½, unspectated and \$4.15 inspected. Western Supers are sparingly offered, very few parcels remaining in first hands, rate same as ordinary Canada. City brands offered at \$4.20, without buyers. Western State Supers are offered at \$4.20 for May delivery; views of buyers about \$4. No transactions reported. Medium strong engages little attention. A few brands of choice sponging Flour still command exceptional rates, from \$4.50 to \$4.75, according to merit. Little done in the higher or lower grades. Small sales of Extra, mostly \$4.00. Latest transactions in Rancies have been at \$4.55; buyers at \$4.50, but no sellers. No 2 and lower grades are in excess and the only demand is from speculators for future use. No 2 has sold down to \$3.70, Fine to \$3.40 and Middlings down to the vicinity of \$3. Reported sales of Pollards at exceptionally low rates, about \$2.75. Bags—Little

choice offering. Buyers most particular as to sample. Most of the parcels from Ontario are found unsuited to the trade, and no inducement in price will move them at present restricted demand. Best samples are offering at \$2.10; ordinary from \$2 downwards, and only taken to a very limited extent. (Atmos)—No wholesale transactions. Sellers pressing, and rumours of being offered at \$4. General views of holders \$4.10 to \$4.20 according to quality.

GRAIN.—Wheat—Rates of the several kinds purely nominal. In the absence of any transactions, both buyers and sellers seeming content to await a more favourable turn in the foreign market. Buyers profess their willingness to pay 90c, which holders are unwilling to accept. Pease—A few small sales have been made in the course of the week at 70c per 60 lbs. Oats—Views of buyers and sellers still apart, holders ask about 70c, buyers offer but 25c. Barley—Transactions confined to farmer's deliveries, rates various according to samples.

PROVISIONS.—Pork—Transactions of a retail character; rates of last week generally unchanged. A fair demand continues for Hogs, mostly for bacon-curing. Sales of car lots have been mostly at \$9.62½ to \$9.75, with exceptional sales at somewhat higher and lower prices. Heavy mess hogs range up to \$10, according to weight and quality. The market is very sensitive to receipts, buyers reducing their ideas as supplies improve. Lard is generally unchanged, and has had a fair retail demand at late rates. Butter engages little or no attention, any transactions being confined to choice for city use. A few small parcels have changed hands in the course of the week at 18c to 19c. Cheese—Demand in retail for consumptive wants at quoted rates.

APPLES.—Pots rule dull; only one or two buyers in market and even present quotations difficult to obtain. Pearls in the fore part of the week were in better demand, from \$5.65 to \$5.97½; but the demand has fallen off, and present quotations are difficult to secure.

**STOCK MARKET.**

	Closing prices.	Last Week's Prices.
<b>BANKS.</b>		
Bank of Montreal	161¼	161
Bank of N. A.	161¼	161¼
Bank of Commerce	84¼	84
City Bank	106	106
Bank of People	101	102½
Melons Bank	68	68
Ontario Bank	101	101
Bank of Toronto	101	101
Quebec Bank	101	101
Bank Nationale	105	105
Gore Bank	53	53
Bank of Montreal	103½	103½
Bank of Commerce	103½	103½
Bank of People	103½	103½
Bank of Toronto	103½	103½
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Bank of People	103½	103½
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Bank of People	103½	103½
Bank of Toronto		

WEEKLY PRICES CURRENT.—MONTREAL, DECEMBER 16 1889.

MARKET PRICES OF COUNTRY PRODUCE.

Main table of weekly prices current for Montreal, December 16, 1889. Columns include Name of Article, Current Rate, and Name of Article. Categories include Coffee, Tea, Spices, Tens, Tobacco, Hardware, Soap and Candles, Boots and Shoes, Drugs, Oils, Paints, and various other goods.

MONTREAL, December 15.

Table of market prices of country produce for Montreal, December 15. Columns include Name of Article, Current Rate, and Name of Article. Categories include Flour, Beans, Potatoes, Meats, Dairy Produce, Vegetables, Havana Prices Current, and various other goods.



# HUDSON'S BAY BUFFALO ROBES.

## GREENE & SONS, MONTREAL.

The subscribers have received their supply of FRESH SKINS, which they offer at

**LOWEST MARKET PRICES.**

As the stock is small it will be necessary to send orders early.

TERMS CASH.

GREENE & SONS, MONTREAL.

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### PURCHASING DEPARTMENT

OF THE

## TRADE REVIEW.

---

**T**HE Proprietors of the TRADE REVIEW AND INTERCOLONIAL JOURNAL OF COMMERCE have decided to establish, in connection with their Journal, a Department through which merchants may make their purchases in the Montreal market on the best terms, when it would be inconvenient to come to this city to make such purchases in person, or when, from the small quantity of goods desired at any one time, travelling expenses would be too heavy a charge.

Attention will especially be given to purchasing goods at the Trade Sales of Groceries, which take place from time to time, and at which prices are generally below ordinary market quotations.

Every care will be taken in the selection of goods, competent judges of the various articles being employed, and the aim will always be to furnish the buyer the best possible goods, at the lowest market price.

Special arrangements may be made by Western shippers for consignments of flour and provisions, sale of which will be immediate and returns prompt.

Orders taken for the purchase or sale of Stocks and Bonds, Sterling and New York Exchange, Greenbacks, Silver and other uncurrent funds, for execution of which this Department has special facilities.

Satisfactory references given on application.


All communications should be addressed


**THE TRADE REVIEW,**

**PURCHASING DEPARTMENT,**

*58 St. Francois Xavier Street,*

**MONTREAL.**

 Small orders can be filled most advantageously when made for cash. Buyers are therefore recommended when buying in small quantities to make their remittances at the same time, as a saving to them can generally be effected by so doing.

 Information concerning the Montreal markets will be furnished at any time without charge, on application personally, or by letter; and it is hoped that all intending purchasers will not scruple to avail themselves of the services offered.

**TORONTO.**

**THE LEADER.**

**THE DAILY LEADER** is published every Morning at \$0 00 a year in advance.

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**JAMES BEATY,**  
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**THE MERCANTILE AGENCY,**

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**YOUNG, LAW & CO.,**

HAMILTON,

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

**DRY GOODS,**

including

**CANADIAN**

- Woods
- Hosiery,
- Grey Domestic,
- Cotton Bags,
- Flannels,
- Yarns,
- Twilled Smeeting,
- Cotton Farn.

**DUNDAS COTTON MILLS AGENCY.**

44

**TORONTO.**

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**DODGSON, SHIELDS & CO.,**

Wholesale and Retail

**G R O C E R S**

AND

**PROVISION MERCHANTS,**

And Manufacturers of

**BISCUITS, CONFECTIONERY, &c., &c.,**

Corner Yonge and Temperance Streets,

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**IMPORTERS & WHOLESALE GROCERS**

Front and Yonge Streets,

**TORONTO.** 25-ly

**S. W. FARRELL,**

**GRAIN AND COMMISSION MERCHANT,**

78 FRONT STREET

**TORONTO.**

42

**TORONTO.**

**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

**ROCK OIL.**

**PARSON BROTHERS,**

**PETROLEUM REFINERS**

and Wholesale Dealers in

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57-ly **Toronto, C.W.**

**JOHN FISKEN & CO.,**

**ROCK OIL**

AND

**GENERAL COMMISSION MERCHANTS**

13 Corn Exchange,

**MONTREAL,**

AND

53 Yonge Street,

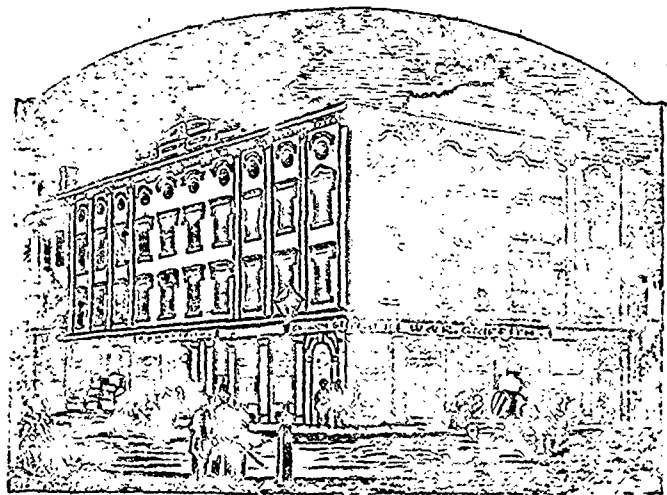
23-3m **TORONTO.**

**STATIONERY, ACCOUNT BOOKS, &c.**

**BROWN BROTHERS,**

**WHOLESALE & MANUFACTUR-**

**ING STATIONERS,** Dealers in **BOOKBINDER'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 recommend, both as regards quality and price. They continue to manufacture and keep on hand a full assortment 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



**DIRECT TO TORONTO**

IN BOND,

**NEW TIE AS!**

EX STEAMSHIP "NESTORIAN"

Special Inducements given to Prompt Paying Purchasers.

**W. & R. GRIFFITH**

**ONTARIO CHAMBERS,**

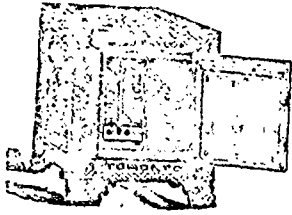
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**TORONTO**



**TORONTO SAFE FACTORY.**



J. & J. TAYLOR'S

PATENT

**FIRE PROOF SAFES**

ALSO

**FIRE AND BURGLAR PROOF COMBINED.**

Banker's Steel Safes, Vaults, Vault Doors, Locks, &c.

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Nos. 198 and 200 Palace Street,

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Send for a Price List.

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CHAS. D. EDWARDS,

Successor to

KERSHAW & EDWARDS,

Manufacturers of

**FIRE-PROOF SAFES**

Steel Safes, Fire and Burglar-Proof Safes, Iron Vault Doors, Jail Locks, Store Door Locks, Combination Bank Locks, &c.

19 Victoria Square,

(Under St. Patrick Hall),

MONTREAL.

19-3m



GOVERNMENT HOUSE, OTTAWA.

Thursday, 23rd September, 1890.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL  
IN COUNCIL.

ON the recommendation of the Honourable the Minister of Customs, and under and in virtue of the 5th Section of the Act 31 Vic. Cap 8, intitled: "An Act respecting the Customs"

His Excellency has been pleased to order, and it is hereby ordered, that Sheet Harbour, situate in the County of Halifax East, in the Province of Nova Scotia, shall henceforth be declared to be an Out Port of Entry, under the Survey of the Port of Halifax.

And it is further ordered that the Out Port of Tanager, now under the Survey of the said Port of Halifax, be and the same is hereby abolished.

WM. H. LEE,

Clerk Privy Council.

3-42

JOHN HEATH

(Late Thos. Lowe & Co.)

Buckingham Buildings, George Street, Parade,

BIRMINGHAM.

STEEL PEN MANUFACTURER,

and

STATIONERS' IRONMONGER.

Sole Manufacturer of Thos. Lowe's CELEBRATED STEEL PENS.

Agent for Hart's PATENT PAPER FASTENERS

Almost every article in demand under the head of STATIONERS' "SUPPLIES" kept in Stock, and any special make of Goods obtained to order.

Particular attention is requested to J. HEATH'S first-class EXTRA-SILVER PENS, now so largely used.

A Liberal Discount to Wholesale Stationers.

Illustrated Catalogues supplied to the Trade only, on receipt of business card.

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BY ROYAL COMMAND.



JOSEPH GILLOTT'S

Celebrated

STEEL PENS.

Sold by all Dealers throughout the World.

46-ly

FRANK PEARCE & CO.,

(Late of Waddell & Pearce, Montreal.)

**COMMISSION MERCHANTS**

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81 LOWER BUILDING, West,

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6-ly

LIVERPOOL.

THOS. MEADOWS & CO.

35 MILK STREET, CHEAPSIDE LONDON,

AND

60 and 61 THE ALBANY, LIVERPOOL,

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Agents for The British Colonial Steamship Company (Limited)—London to Canada and U.S. The American Steamship Company—Liverpool to Boston, U.S. And Canadian Express Company. 4-3m

**THE EUROPEAN MAIL**

FOR THE

CANADIAN DOMINION, &c.

Published in London every Saturday for Despatch by the Mail Steamer.

Subscription 52s., or \$13 per An., postage free.

IN this Journal is to be found a complete Summary of all the general News and a faithful reflex of the public opinion of the week. All information interesting to residents in the Canadian Dominion is given in extenso under the head of SPECIAL NOTICES. Full MARKET REPORTS and extensive TABLES OF WOOD, TOBACCO, &c., &c., and a detailed STOCK AND SHARE LIST are published in each number. To the MERCHANT, the SHIPPER, or the MANUFACTURER, this Journal is of invaluable assistance both as a Book of Reference and an epitome of all Social, Political, and General Intelligence.

To be obtained of Dawson, Pickup, and Newsven- 14-ly ders generally.

SEYMOUR'S

**STRAW BOTTLE ENVELOPES**



shipped in eight gross canvas packages at 6s 6d per gross or forwarded for packing empty Bottles or Wines and Ales for shipment. They save freight, breakage &c., and result on arriving. Established 12 years. Sole manufacturer.

THOS WHITEHEAD, 37 Eastcheap, London, E. O.

**IRELAND.**

DUNVILLE & CO'S



OLD IRISH WHISKEY

BELFAST,

Of same quality as that supplied to the INTERNATIONAL EXHIBITION OF 1862.

DUBLIN EXHIBITION 1865.

PARIS EXHIBITION 1867.

And now regularly to the HOUSE OF LORDS the quality of which is equal to the Finest French Brandy may be had in cases and cases, from the principal Spirit Merchants in Canada. The trade only supplied. Quotations on application to

10 Messrs. DUNVILLE & CO., Belfast, Ireland.

THE MONTREAL

**PRINTING & PUBLISHING CO**

PRINTING DEPARTMENT.

(Late M. Longmoore & Co.)

Every kind of work done in the very best manner forwarded by mail or express.

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

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Special attention given to RAILROAD and STEAM BOAT Printing.

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

Orders for Printing to be addressed to the

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Montreal Printing and Publishing Co.

**THE TRADE REVIEW**

AND

INTERCOLONIAL JOURNAL OF COMMERCE

Office No 78 St. Francois Xavier Street, (Up Stair

MONTREAL,

PUBLISHED EVERY FRIDAY.

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To Mail Subscribers,

\$1 per Annum strictly in advance.

Delivered by Carrier, - - - - \$2 per Annum

Registered letters at the risk of the Proprietors Address all communications to

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MONTREAL.

MR. A. H. ST. GERMAIN, Proprietor of the CANADIAN ADVERTISING AGENCY Toronto, Ont., is our SOLE Agent for procuring American Advertisements, and is authorized also to receive Canadian Advertisements for this paper. 23

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