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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, JUNE 14, 1867.

No. 22.

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PAPER MANUFACTURERS AND
WHOLESALE STATIONERS, 379 St. Paul st.
1-ly

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409 St. Paul Street.
GENERAL METAL BROKER.
1-ly Agent for Iron and Nail Manufacturers.

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

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Successors to Mailland, Tylee & Co.,

**WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,**
3-ly 10 Hospital st.

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BOOT AND SHOE MANUFACTUR-
ERS AND DEALERS, 201 and 206 McGill
Street, Montreal. 9-ly

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

DAVIE, CLARKE & CLAYTON,
WINE, SPIRIT & COMMISSION MERCHANTS
46 St. PETER STREET,
opposite St. Sacrament Street,
6-ly MONTREAL.

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

GREENE & SONS,
HAT AND FUR MANUFACTURERS
AND IMPORTERS. [See next Page.] 1-ly

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

S. H. & J. MOSS,
MANUFACTURERS OF READY-
MADE CLOTHING, WHOLESALE IMPOR-
TERS OF WOOLLEN, TAILOR TRIMMINGS, &c.,
5 and 7 Recollet Street, MONTREAL.
Our Spring Stock of Clothing is now complete, and
is well worth the attention of Eastern and Western
buyers. 83-ly

A. RAMSAY & SON,
IMPORTERS OF WINDOW GLASS,
Lined Oil, White Lead, Paints, &c., 37, 39 & 41
Recollet street, Montreal. 1-ly

THOMAS MAY & CO.,
CAVERHILL'S BLOCK,
No. 63 St. Peter Street.
Montreal, Sept. 15, 1866. 8-ly

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IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES, &c. WINDOW
GLASS, PAINTS & OILS, Agents, Victoria Rope
Walk, Vieille Montagne Zinc Company, have removed
to Caverhill's Buildings, 61 St. Peter Street, Montreal.
4-ly

EVANS, MERCER & CO.,
WHOLESALE DRUGGISTS,
265 Notre Dame Street,
MONTREAL.

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

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.
Consignments of Flour, Grain, Leather, Ashes,
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LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN BOOTS AND SHOES
221, 223 & 225 St. Paul st., Montreal.
We invite the attention of Merchants, East and West,
to our large and varied stock of Boots and Shoes now
on hand, and in process of manufacture for the Fall
trade. Goods in every conceivable style will be found
in our establishment, from the finest Kid or Satin
Gaiter, to the strongest Stoga or Hungarian Boot.
Men's, Boys', Youths', Ladies', Misses' and Children's
wear, in over 200 different patterns. Special notice is
requested to the fact that all our goods are hand-made,
and of the very best material. The introduction of
Pegging Machines having thrown a large number of
workmen out of employment, and consequently re-
duced the cost of labor, we are thereby enabled to
manufacture cheaper and more substantial Boots and
Shoes, at no greater cost than if made by machinery;
and are prepared to offer the choicest goods at the
very lowest possible figures.
Orders personally or by Post, will have our immedi-
ate and most careful attention. 1-ly

TIFFIN BROTHERS,
GENERAL AND COMMISSION MERCHANTS,
HAVE in stock and are receiving by
weekly steamers, and following vessels, viz:—
Ardenlee, John Bull, Oneida, and Psyche, from Lon-
don and Liverpool; Queen of the Clyde and Heath-
park, from Glasgow; Canny Scot, from Tarragona;
Schrs Greek, Margaret and Mary, and Constance,
from Charrente; Trush, from Bordeaux; Courier du
Canada, from Marseilles. Sit. from Havre, and Sea-
gull, from Antwerp, their usual spring importations
of
TEAS, GENERAL GROCERIES, WINES,
BRANDIES, &c., &c.,
to which they would call the attention of the trade.
Montreal, May 21, 1867. 1-ly

Established 1863.
LYMANS, CLARE & CO.

CHEMISTS AND DRUGGISTS,
MANUFACTURERS OF LINSEED OIL,
Importers of
FOREIGN DRUGS, PAINTERS' COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
552, 551, & 553 St. PAUL STREET,
MONTREAL, 10-1

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

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

TO CHEESE VAT MANUFACTURERS.
Large Tinned Iron Sheets 6 x 24 feet x 24 and 26 Wire
Guage.

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

BAUKHAGE, DEAK & CO.,
431 ST. PAUL STREET, MONTREAL,
IMPORTERS OF DRY GOODS.
Black Silks and Kid Gloves always on hand. 2-ly

W. J. STEWART, 430 St. Paul St.
Sole Agent—For FINLAYSON, BOUSFIELD &
Co. Machine, Shot, and Linen threads, Gilling
Twines, &c., &c.
W. HORNELL & Co.—Seine and other Fishing Twines.
Geo. & Wm. Waites—Cheap Shop Twines.
Wm. Clarke & Sons—Needles, &c.
J. & T. Jolley.—Lancashire Files and Tools.
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-ly

GREENE & SONS,
HATS, CAPS, STRAW GOODS,
[See next Page.] 1-ly

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

McMILLAN & CARSON,
CLOTHING.
WHOLESALE.
148 & 150 MCGILL STREET, Montreal. 6-ly

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS.
Importers of Window Glas. &c No 18 Lemoire
Street, facing St. Helen Street, Montreal. 1-ly

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

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

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

JAMES ROY & CO.,
IMPORTERS of DRY GOODS, including TABLE LINEN, SHEETING, &c., No 606 St. Paul st. near St. Peter. 1-ly

ETNA LIFE INSURANCE COMPANY.

The success of this popular Company is most extraordinary. Its policy holders now receive a yearly profit of fifty per cent. in cash, reducing the annual payments to one half the sum usually charged by other Companies.

Applications for Agencies in Canada or the Maritime Provinces made to S. Pedlar & Co., Managers, and General Agents, Office, No. 85 St. Francois Navio Street, Montreal. 28-ly

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Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley, Barrel Pork, Sugar-cured Hams, Bacon, Lard, Cheese, Butter.

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METAL MERCHANT,
 Manufacturer of Lead-pipe, Shot, Paints, and Putty. 1-ly

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

A. CHARLEBOIS & CO.,
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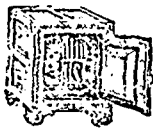
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IMPORTERS AND GENERAL WHOLESALE GROCERS, and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal. Wm. Kinloch. W. B. Lindsay. D. L. Lockery. 8-ly

ANDREW MACFARLANE & CO.,
 Importers of STAPLE AND FANCY DRY GOODS, 263 & 260 St. Paul and 93 & 93 Commissioners Streets, MONTREAL. 1-ly

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

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IMPROVED FIRE PROOF SAFE.
 KERSHAW & EDWARDS,
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HATS, CAPS, STRAW GOODS, &c.
 SPRING TRADE, 1867.

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

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

GREENE & SONS, Montreal. 1-ly

AKIN & KIRKPATRICK,
PRODUCE COMMISSION MERCHANTS, MONTREAL.

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

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

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

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GENERAL COMMISSION AGENTS for the sale and purchase of Breadstuffs and Provisions. Cash advanced on warehouse receipts, or Bills of Lading. 2-ly

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

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 In Warehouse and for sale: 11hds Bright Barbadoes and Cuba Sugar, Puns Strong Proof Cuba Rum, Bags Jamaica Pimento, Barrels Extra No. 1 Split Herrings, Barrels Cod Oil, Qlts. Large Codfish, &c., &c. And arrive ex brig "Fawn," 250 hds Choice Porto Rico SUGAR. No. 7 ST. HELEN STREET. April 4, 1867. 1-ly

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A. ROBERTSON & CO.,
 IMPORTERS OF **STAPLE AND FANCY DRY GOODS** 478 St. Paul, and 330 Commissioners Streets, MONTREAL. MONTREAL, 16th January, 1867. 1-ly

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WHOLESALE DRY GOODS,
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MONTREAL. 5-ly

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FOREIGN DRY GOODS
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STAPLE AND FANCY DRY GOODS,
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FANCY DRY GOODS.
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100 GREY NUN STREET, MONTREAL,
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BOILER TUBES, OIL Well Tubes,
Gas Tubes, Paints and Putty,
Fire Bricks, Fire Clay,
Flue Covers. DRAIN PIPES,
Roman Cement, Water Lime,
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Perhaps the largest assortment of Goods suitable
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 Receive weekly additions to their stock.
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 Invested in Canada..... 250,000
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 Have removed to 144 McGill Street.
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 The attention of Country Merchants is invited to the quality and prices of our Stock of
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 As our work is entirely HAND MADE, it is much more durable than the Machine made work, and our prices are as cheap as the cheapest. 33-ly

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THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, JUNE 14, 1867.

Notice is given in the *Canada Gazette* that application will be made for a charter of incorporation by Messrs. E. T. Taylor, J. McA. Vernon, James W. Taylor, George Durnford, and Frank Bond, all of Montreal, under the name of "The Dominion Fire and Waterproof Composition Company," for the purpose of manufacturing and selling composition for coating wood, metal, cloth, &c., so as to secure them against injury by fire or water. The business is to be carried on in Montreal, with a capital of \$80,000, in shares of \$10, all of which is subscribed.

Notice is given in the last *Canada Gazette* that whereas the Royal Proclamation for the union of Canada, Nova Scotia, and New Brunswick has issued, and the first day of July has been fixed for the day of such union, all Her Majesty's loving subjects in the present Province of Canada are invited to celebrate the said first day of July as a day of rejoicing. We hope the invitation thus given will be very generally complied with, and that no work not absolutely necessary will be done on that day, so that everybody may be as free as possible to take part in the rejoicing.

At the adjourned half-yearly meeting of the Grand Trunk Railway of Canada Company, held in London, May 30th, the following resolution was passed:
 "That powers be applied for in the ensuing session of the Canadian Parliament to convert the Postal and Military Bonds (say £1,200,000) into Equipment Mortgage Bonds, at a rate equal to 60 per cent, or say £720,000 of Equipment Mortgage Bonds bearing a fixed rate of interest of say 6 per cent, and to raise a further sum of £480,000 Equipment Bonds for the purposes of the Company; the whole issue of these Equipment Mortgage Bonds then being £1,700,000 the Postal and Military revenue being added to the income, and se-

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MORLAND, WATSON & CO.,
General Agents for Canada.
FRED. COLE, Secretary.
Inspector of Agencies—T. C. LIVINGSTON P.L.S.
 9-ly

curity possessed by the Equipment Mortgage Bondholders under the Act of 1862.
 "That the Act be subject to the consent of three-fifths in value of the Postal and Military Bonds, and of three-fifths in value of each class of bonds and stocks represented (personally or by proxy) at meetings specially convened for the purpose."

It is announced that preparations are being actively made to put the Grand Trunk Railway into a condition of more efficiency than has been the case for some years past; that 7,000 tons of rails of the very best mode of manufacture are now being made in England, to be shipped during the present season, and that about as much more are to be provided by the Toronto rolling-mill; that a considerable number of engines are being manufactured in England, which are expected to be placed upon the line during the present year, and to be available for the fall traffic, and that the stock of cars is being put into thorough repair, and considerable additions being made to their number.

The adjourned annual general meeting of the Montreal and Champlain Railway Company was held at Point St. Charles, Montreal, on Wednesday last, 12th inst. The report of the directors states that the amount accruing to the Company under the agreement with the Grand Trunk Company, amounted to \$107,714.94 for the year 1867, sufficient to meet the interest upon the Bonds and Preference Stock, and leaving a balance of \$12,060.15 to the credit of the sinking fund; this fund now amounts to \$25,402.18. The Hon James Ferrier, Hon John Rose, Messrs. Wm. Monk, Johnston, Thomson C. J. Brydges, E. H. King, E. M. Hopkins, W. E. Phillips, and Wm. Dow, were elected directors for the current year.

A good deal of interest has been excited in the suit brought by Messrs. Dun, Wiman & Co., of the Mercantile Agency, against J. M. Bradstreet & Son, of New York, for infringement of copyright in reprinting their Reference Book, containing names, capital, credit, and standing of merchants throughout the country. The trial commenced at the sitting of the Court of Chancery at Coburg on the 7th inst. The witnesses for the plaintiff, of whom there were a large number, proved that all the inaccuracies in Wiman's book issued in August 1865, were faithfully copied in Bradstreet's books, published in the following January. The town of "Apricot," which was inserted in the former book as a trap, and which was copied by Bradstreet, was proved to have no existence. The defendants did not attempt to deny the fact of having copied the book, but claimed the right to do so, it not having been copyrighted. The trial was closed on the 10th, the Chancellor reserving his opinion on the points of law involved, until the 18th.

WHY MUST THE INTERCOLONIAL RAILROAD COST OVER \$20,000,000?

ON a former occasion we pointed out the advantages that would accrue to the Dominion of Canada from the expenditure of \$20,000,000 or \$22,000,000 on the construction of the Intercolonial Railroad. But we did not say that the road could not be built for less than that enormous amount. On mature consideration, it is evident that several cogent arguments might be adduced to prove that this road—all important as it is—might be advantageously built on what is known as the "cheap" principle, or the 3 ft. 6 in. gauge. Mr. Sandford Fleming's report, from which we get the estimate of twenty or twenty-two millions, is based on the "dear" principle, or the 5 ft. 6 in. gauge. Why not, before committing ourselves to it, get an estimate at all events of the cost on the "cheap" principle. With the view of interesting the public on this question, we have made some calculations of what the Intercolonial Road would cost if built on the "cheap" principle. These calculations must necessarily be crude; but to show that they are not worthless, we may say they are based on an official report of Mr. J. E. Boyd, civil engineer for the Government of New Brunswick, on the construction of cheap railways; and in Mr. Fleming's official report of the survey of the Intercolonial Railway.

Mr. Fleming marks out fifteen routes along which the road might be built. We will take No. 10 route—a central one—to illustrate our subject. This route is 496 miles in length, of which 61 miles are already made. According to Mr. Fleming, the average cost of making and equipping this line would be close on \$46,000 per mile, or over \$20,000,000. Now, as a railway is never constructed within the first estimate, we may assume that in reality \$24,000,000 at least would be expended upon it. Further, we may assume that in proportion to the original costliness of the line, would be the yearly amount required for wear and tear and repairs. The reason assigned by Mr. Fleming for the magnitude of the outlay required, is the nature of the country through which the line will be laid. The grades will be many and steep, the curves numerous and sharp, much bridging will be needed, and embankments often necessary.

Bearing the above facts in mind, let us turn to Mr. Boyd's report on "cheap" railways. In the first place, he shows that cheap railways are peculiarly adapted to mountainous countries. By means of them a grade of 100 feet in the mile may be easily overcome, whereas on the dear principle, a grade of 70 feet in the mile would be the possible maximum. Again, on a 3 ft. 6 in. gauge, curves of 350 or 400 feet can be constructed with as much safety as curves of 1,500 or 1,600 feet radius on a 5 ft. 6 in. gauge. The result is that on the narrow gauge much tunnelling, embanking, bridging and cutting, are avoided. Besides, the annual cost of repairing the narrow gauge and keeping up the rolling stock is only a tithe of the amount necessary on a 5 ft. 6 in. gauge.

The estimate of constructing and equipping the International over No. 10 central route on the 3 ft. 6 in. gauge, we arrive at this way. Mr. Boyd says that such a line through a "medium country" could be made and equipped for \$12,000 per mile, or, at any rate, for \$14,000. We will take the larger estimate, and multiplying it by 435, the number of miles to be constructed, we get \$6,090,000 as the amount for which the road, so far, could be constructed on the cheap principle. This is not the total cost of the Intercolonial, however. There are already constructed 61 miles of road, over which a third rail would have to be laid down to suit the narrow gauge. From Mr. Boyd's estimates we infer this could be done \$4,000 a mile, or for \$244,000 in all. Add this to \$6,090,000, and we get the total cost of constructing the Intercolonial Railway at \$6,334,000, or considerably less than a third of the estimate, according to the dear principle and the broad gauge.

But we have been assuming that the road would be built of iron rails. Let us suppose that steel rails were substituted for iron—and steel rails last perhaps five times as long as iron; yet, according to Mr. Boyd, they would only cost on the 3 ft. 6 in. gauge less than \$2,500 per mile more than iron. Let us take the cost at \$2,500 added to \$14,000, or \$16,500 per mile, and we find that the 435 miles to be constructed would cost, if steel rail laid, \$7,177,500. To this we must add the \$244,000 for laying the third rail over the 61 miles already constructed, and we have \$7,421,500 as the total cost of a steel rail Intercolonial road on the 3 ft. 6 in. gauge, that would last five or six times as long

as the road that, according to Mr. Fleming's report, would cost over \$20,000,000!

To remove all objections to this estimate, however, it must be remembered that in making it Mr. Boyd had reference to a "medium country." We must assume that the route selected for the Intercolonial is not through such a country; that the country, in fact, is unfavorable to railways on the broad gauge at all events. For these extra difficulties we must allow (say) an additional \$3,500 per mile, making the total cost for steel rails no less than \$20,000 per mile. This appears to be a liberal allowance to overcome difficulties which, in the case of a 3 ft. 6 in. gauge, would not, in some cases, present themselves at all, and which in no case would be so formidable as in a 5 ft. 6 in. gauge. Taking then the rate at \$20,000 per mile, the cost of the 435 miles would be \$8,700,000; add \$244,000 for laying third rail over the 61 miles constructed, and the sum total is \$8,944,000, or, say, in round numbers \$9,000,000. Mr. Fleming's estimate for the 5 ft. 6 in. gauge being over \$20,000,000, the saving that would be effected by adopting the narrow gauge, after making ample allowance for the extra difficulties of the route and securing steel rails, would be over \$11,000,000!

It would be impossible in a short article like this to enumerate all the arguments that could be adduced for and against the construction of the Intercolonial on the "cheap" principle. A few, however, readily present themselves. It may be argued that the Imperial Government would object to a 3 ft. 6 in. gauge. But then this is by no means certain. All the Imperial Government wants is a good military road, and if it could get that for half price it would not object. The fact that it is under obligations to furnish other guarantees for defence and for the purchase of the Hudson's Bay Company's rights, would go far to make it accept a cheap and efficient Intercolonial; always provided that a portion, if not all, of the sums for which its guarantee are given were paid for out of the amount already guaranteed to the road. But even if no part of the surplus were to be devoted to such purposes, there are many public works in Nova Scotia, New Brunswick, Quebec and Ontario, to which the Imperial Government would gladly see it applied. At present great stress is laid upon the fact that the road is intended more for military than for commercial purposes, the greater reason, therefore, why the cheap line would suit. As commerce increased in the course of years, it would be time enough to widen the road, and then it could be done at little additional cost.

Again it may be said that a 3 ft. 6 in. would not do, because it would necessitate the breaking of bulk at Riviere du Loup. Well, that is an objection; but does it more than counterbalance a saving of over \$11,000,000 in the construction of the narrow gauge? If breaking bulk is a thing that must be avoided, according to our former calculations, a third rail could be laid down on 60 miles of the Grand Trunk Railway for \$2,400,000; and less than \$600,000 would buy the additional rolling stock required to equip it. So that by an expenditure of \$3,000,000 out of our saving of \$11,000,000, we would have a first-rate narrow gauge from Sandwich to Halifax and a balance of \$8,000,000 to invest in other public works. It will be objected that that plan would be too much for the benefit of the Grand Trunk Company. But as the point does not come up into practical shape, there is no use in alluding further to it.

In conclusion, we would say that, after all, our intention in writing this article is not so much to advocate the construction of the Intercolonial Railway on the 3 ft. 6 in. gauge as to draw public attention to the desirability of getting a road that will answer all the demands of defence and commerce, and that will not be so costly as Mr. Fleming, in his report, sets forth. There are a variety of plans that could be adopted. We might have a 4 ft. or a 4 ft. 8 in. gauge as they have in some parts of England, or we might have a broad 5 ft. 6 in. gauge; but constructed on cheap and efficient principles. That is the object of our writing. We have got an estimate of a first class line—fit for the most rich and populous country in the world; what objection can there be to getting estimates for a line suited to a country poor in wealth, and spare in population. Now is the time to discuss this question, it will be too late to do so when the contracts are given out.

PENETANGUISHEE FUR SALE.—Mr. Thompson's annual sale of Furs came off on the 2nd instant, and realized over \$18,000.—*Barrie Advance*.

THE MARITIME LAW OF NATIONS—A VOICE FROM BIRMINGHAM.

THE recent meeting at the Corn Exchange of the Council of the Montreal Board of Trade, assembled to confer with the representative of a great commercial corporation in England, on important points of international law, was a new and extraordinary incident in Colonial history, and a proof that the union of the Provinces has already begun to do its good work. Hitherto the scattered and divided colonies of England in North America were regarded as mere adjuncts of the parent state, without station, influence, or place among the nations; but henceforth they take their rank with principalities and powers, as a country that has even now considerably advanced in population and wealth, and is certain to attain greatness in the future, and that not a distant one. The Provinces of Canada, Nova Scotia and New Brunswick were of small account in the estimation of the world; but the Dominion of Canada, embracing all these, and hereafter to extend from Newfoundland to Vancouver's Island, presents a different object for contemplation; and, as we have said, begin to reap the benefits of their union under one government.

Mr. Alfred Field, Vice-President of the Birmingham Board of Trade, informed the meeting at the Corn Exchange that he had been deputed by that body to visit the Boards of Trade of the United States and Canada to request them to bring their influence to bear on the English and American governments for the purpose of inducing the two countries to abandon the use of privateers, in the event of war, whether between themselves or between the United States and any other country. If this were the sole aim of Mr. Field's mission, we imagine he would encounter little difficulty in fulfilling it. Privateering has virtually ceased in Europe since 1862, when the Congress held in Paris on that year declared that it should no longer be practised by the powers there represented, a declaration which has been adopted by every civilized country with the exception of the United States. But as the Government of Washington, at a later period, expressed their desire to come into the agreement, it is to be supposed that they, too, will sooner or later, adopt the principle. Mr. Field, however, in the name of his constituents, proposed a further important change in maritime international law, by which all private property, not contraband of war, should be exempt from capture by a belligerent.

That Mr. Field's proposals will everywhere meet with much respectful sympathy, there can be little doubt. But the question is if his views can be practically carried out. For ourselves, we suspect that privateering will still exist, though under new forms. The old letters of marque will cease to be issued, but there is nothing in the convention of Paris to prevent any government from granting regular commissions to the officers of ships, really the property of private citizens, thus giving them the character and status of national vessels. Self preservation, the first law of nature, may often make this a pressing necessity. If a great naval power were to force a war—unjustly perhaps—on one of the minor States, such for example, as any of the South American republics, the latter could only retaliate, for the loss and injury inflicted upon it, by attempting to destroy the commerce of its opponent at sea; and the feats of the Alabama and other Confederate cruisers have shown how effective such a mode of aggression can be. Would a weak power, without a navy of its own, hesitate to accept aid from its subjects or others, in the predicament to which we have alluded. We think not. Still the change which renders a nation, instead of individual adventurers and speculators, responsible for the acts of all armed ships is an improvement on the old system. Mr. Field's second project, we imagine, presents greater difficulties in its attainment. That commerce would derive immense benefits by rendering private property secure from seizure, war or no war, there can be no question; and with respect to these Provinces especially it would remove one of the greatest objections to our continent connection with the mother country. But this is only a single phase of the case, and we suspect that statesmen and governments will view the matter in a somewhat different light from that in which it is seen by the merchant and philanthropist. For instance, England and the United States possess the two largest commercial navies in the world, and their property always on the ocean is of incalculable value and extent. If we only take into consideration the ruin that the loss of this property, in ships and their cargoes, would entail on the people of both

nations, we will at once perceive how desirable it is that it should not be liable to seizure under any circumstance. But we should also remember that the dread of a loss so enormous is the best guarantee of the maintenance of peace between them. Indeed, as things stand, neither dares to force on a conflict, knowing what the consequences would be; but remove this safeguard, and we cannot depend on the continuance of friendly relations for a day. The purchase of the Russian possessions on this continent is convincing evidence of the American lust for territory, and the British Provinces are a prize which they would acquire at any price short of the destruction of their shipping and trade at sea. That binds them over, as it were, to keep the peace. It is the same, too, with all the maritime nations; and this has chiefly been the cause why England, from being one of the most warlike, has been converted into the most peaceful of countries.

Besides all this, it is evident that Mr. Field's arguments in support of his views are in some measure based on a false assumption. He says: "The rule of immunity from attack which prevails on land, where the people were in the immediate neighbourhood of the enemy's army, ought to obtain much more upon the disturbed and open sea." Now, it is well known that there is no such rule, and there is not always such unanimity, though with the advance of civilization, the destruction of private property is much less frequent than it used to be in barbarous times, when an invading army resembled a flight of locusts, destroying everything in their course quite apart from all feelings of humanity or generosity, a prudent general preserves the property on his line of march; for to act otherwise would be injuring himself, by cutting off his chief sources of supply, which often he cannot carry with him into the enemy's country, to the extent that he may want. He is mainly actuated by a wise selfishness. But when strategy, safety, or necessity demands a different course, the "rule" is seldom respected. Turenne's terrible sack of the Palatinate, is a notorious case in point; the devastations committed by the French in Portugal, when retreating from before the heights of Torres Vedras, are equally so; and the march of Sherman from Atlanta to Richmond, and that of Sheridan up the valley of the Shenandoah, afford more recent instances of the respect of belligerents for private property on land. In fact, it frequently happens that one of the parties in the war destroys his own property. This was the usual policy of the Scotch, before the union of the crowns, when invaded by an English army; and the Russians in 1812, not only gave their own cities of Smolensko and Moscow to the flames, but laid waste the whole route between these points, burning and destroying everything that could feed or shelter the invader. It is not to be expected that the enemy will show more forbearance on such occasions than the defenders themselves, when they deem it requisite to follow the example thus set them, and they are the only judges of the necessity of the act. We repeat then, that, Mr. Field's rule has no existence either in the theory or practice of war, by land or by sea.

Nevertheless we heartily wish him God speed in his mission of benevolence and mercy. Should he succeed in persuading the American Government to join the rest of Christendom in the condemnation of privateering, he will do a service to mankind, alike useful and acceptable. Yet Mr. Field ought not to forget that the utmost human exertion can effect is to mitigate the miseries and horrors of war; they cannot be wholly removed. War means murder, robbery, arson, and all the brood of kindred crimes: the axiom *inter arma silium leges* is as true at this day as it was some thousands of years ago, and the primary and a universal rule of the art is to kill or be killed. Revolutions cannot be made with rose-water, the French proverb says: neither can war.

NOTES ON THE TRADE OF CANADA FOR 1866. ARTICLE II.

THERE is a wide field for the expansion of Canadian trade in the West Indies. In spite of the many barriers in the way, a considerable business has sprung up between the different Provinces which compose our new Confederation, and the different Islands which compose the British West Indies. Our transactions should not, however, be confined to the latter. The Spanish West Indies import very largely each year of articles which we raise in British North America, and if once business was begun between us on a

satisfactory basis, our commerce might swell to large proportions. The visit paid by our Special Commissioners did good so far, that it proved both to the people of the West Indies and ourselves, that it would be mutually advantageous for us to exchange many of our chief commodities; but unless these recommendations are followed up by more vigorous exertions to foster trade than the Government has yet manifested, we fear little permanent good will ensue.

IV.—BRITISH WEST INDIES.

During 1866 the volume of our trade with the British West Indies, taken as a whole, was larger than in 1865. Nova Scotia takes the lead in this trade, her transactions being larger than any other of the Provinces, and with good prospects of increase. Henceforth we annex a statement of the exports of all parts of British America to these islands for the past two years, with per centage of increase:

Exports to W. Indies.	1865	1866.	Difference
Canada.....	\$ 41,313 3	63,003 55	incre's
Nova Scotia.....	1,969 459	1,635,673 163	decre's
New Brunswick.....	38,632	53,076 37	incre's
Newfoundland.....	231,115	485,657 71	incre's
Prince E. Island.....	27 240	16,405 43	decre's

Whilst the above shows, upon the whole, some advance in our British West Indian trade, we certainly think it does not show that expansion which it should do, and which, we trust, will be seen at the close of the present year. The same remark applies also to our importations from the British West Indies, which, however, make a rather better appearance than our exports. The following table gives the amount of purchases made by the different Provinces, New Brunswick excepted, its returns not having yet been published.

Imports from W. Indies.	1865.	1866.	Difference
Canada.....	29,329 4	105,630 49	decre's
Nova Scotia.....	97 396	1,013,263 51	incre's
New Brunswick.....	116 949		
Newfoundland.....	131 791	37,039 195	1 6 inc
Prince Ed. Island.....	23 91	82,540 35	incre's

Our trade with these islands is but a fraction of what it ought to be. In 1864, Jamaica, Trinidad, British Guiana and Barbadoes alone, imported 313,216 barrels of flour, in 1865 the amount was 431,221 barrels, of which the Americans supplied 372,093, and British America only 51,272. They annually buy abroad large quantities of lumber, butter, salted meats, dried and wet fish, leather and other articles, which we could supply them with cheaper than our American neighbours. We have also an ample field for the extension of our commerce with the

V.—SPANISH WEST INDIES.

The annual value of the imports of the West Indies belonging to Spain, is very large, the average being close upon \$150,000,000! A large part of this sum is made up of articles of which Canada produces a surplus, and for which we require a market. The average imports of flour are set down at fourteen millions; meats of different kinds at thirteen, grains at ten, fish at four, furs four and a half, wool ten, and woollen fabrics at two millions each! The following table shows the imports of certain articles into Cuba and Porto Rico, from the United States, during 1864, (with the duties annexed) which Canada might advantageously supply:

ARTICLES.	DUTY IN CUBA.	DUTY IN PORTO RICO.	U.S. VALUE.
Flour.....	4 per bbl.	4 per lb.	\$428,562
Butter.....	4 7/8 p 100 lbs.	2 7/8 p 100 lbs.	252,709
Cheese.....	2 3/8	2 00	169,187
Beef.....	3 2/8 per bbl.	1 50 per bbl.	51,563
Pork.....	4 3/8	2 65 per bbl.	414,941
Lard.....	4 3/8 p 100 lbs.	2 18 p 100 lbs.	2,208,364
Hams & Bacon.....	3 65	2 82	463,333
Salmon.....	2 68		
Mackerel.....	1 3/4 p 200 lb.	0 70 per bbl.	197,840
Godfish.....	1 3/4 p 100 lb.	0 60 p 100 lbs.	
Boards.....	5 3/8 p 1000 ft.	2 65 p 1000 ft.	735,337
Shingles.....	1 12 per 1000	0 83 per 1000.	10,331
Staves.....	7 44	3 63	718,965
Shooks, hhd.....	0 30 each.	0 18 each.	1,432,134
box.....	0 22		745,634
Petroleum.....	0 13 1/2 per gal.	0 17 per gal.	306,677

This statement affords abundant evidence that Canada and the Spanish West Indies might easily cultivate a large trade, which would be mutually profitable. In one important respect, business might be carried on with them more readily than with the British West Indies, the latter being so numerous, with different governments and different tariffs. We hope the publication of the above table—which we take from

Mr. Patterson's "Trade and Commerce of Montserrat"—in the *Trade Review*, may induce some of our more enterprising commercial men to test the wealth of Cuba and Porto Rico, which could scarcely fail to prove remunerative.

VI.—BRAZIL.

During 1866, Brazil bought very little, if anything, produced in Canada, and yet we might have supplied its people with large quantities of provisions and breadstuffs, for we take it for granted that our flour could be manufactured so as to keep fresh in tropical climates. Brazil imports most of the articles enumerated in the Cuban and Porto Rico list, and the scale of duties ranges from 10 to 40 per cent. Most of them we could supply as cheaply as the Americans, from whom they buy largely. To sum up in a sentence: we have in the West Indies and Brazil a wide field for the spread of Canadian commerce, and it is to be hoped the statesmen of our new Dominion will earnestly devote themselves to its development.

THE INTERCOLONIAL RAILWAY.

LOOKING over "Pine Forests and Hacmatac clearings," the title of a work published in 1853, by Lieut. Col. Kelgh, we find the following:—

"The spirit of disunion has been further exemplified by the discussions on the railway between Halifax and Quebec. * * * Had the issue been left to the decision of United House of Parliament for all the British North American Provinces, at this moment the railway from Halifax to Quebec would have been in full operation. The fact of the disunion of the Provinces has alone prevented long since, the accomplishment of this great national undertaking, and thereby most materially retarded the progress of the Lower Provinces."

This was written 14 years ago, much valuable time was lost before it was written, and much has been lost since, but we are at length about to stride on (let us hope for ever) the selfish and miserable straits of small and petty sectional differences and to enter on a new career. This railway which thinking men saw 20 years since was an absolute necessity to our political existence, will no longer be denied by disunion, but we may reasonably hope will shortly be in process of actual construction. It is no part of our purpose to enter largely into the vexed question of choice of route, but from all that has come to our knowledge we incline to the opinion that one of the so called, "Central Routes" will be adopted, and further, that all things considered, it is the route best calculated to advance the interests of New Brunswick, and of the road in general. It is the one best calculated to open up the country for settlement, and few persons out of the Province (and indeed few within it) have anything like an accurate idea of the magnificent country through which the route will necessarily pass by the selection of one of these Central Routes. However, as we said, we do not wish to enter into this part of the question, we rather wish to make a few remarks regarding the commercial prospects of the road itself. A great many well informed people are of opinion that the road can not be made to pay as a commercial speculation. We are not of that opinion, on the contrary, we think if it be properly constructed, and liberal and judicious measures taken with regard to the settlement of the lands in its proximity, that it will in three years from the time of its completion be in a paying condition. As to the construction of the work, great care will be necessary to prevent its falling into the hands of parties, who on the faith of the Government guaranteed for as much money as may be necessary, will plunge into an extravagant expenditure. This would be ruinous to the whole affair. Let the superstructure of the road be as solid and substantial as possible, and the gradients and curves as easy as can conveniently be obtained, but there is no need of expensive station buildings, or ornamentation of any kind. Let everything be plain, substantial, and serviceable. The history of the lavish and wasteful expenditure on the Grand Trunk, may afford a useful lesson, and save the country a vast amount of money. We are afraid that the question of gauge must be considered as settled by that in use on the Grand Trunk and Nova Scotia Railways, otherwise a narrower gauge like that on the Norwegian lines might very well have been adopted at a far less expense, and with plenty of rolling stock would probably have proved quite equal to all the requirements of the traffic.

Another very important matter will be the settlement of the public lands through which the road will necessarily pass. Primarily this will rest with the

New Brunswick Government, and very much will depend on the course of action they may pursue. It will be an object of the very highest importance to prevent these lands falling into the hands of speculators, who will lock them up for their own selfish purposes. The emigration to New Brunswick has never yet assumed anything like the importance which the real merits of its fertile soil and healthy climate demand, and here will occur an opportunity for adding largely to the population and wealth of the Province, and through it of the whole "Dominion." The construction of the railway will undoubtedly attract the attention of parties in England contemplating emigration, and we think that if sufficient means be taken by opening up roads, and instituting proper surveys, that a very large quantity of land might speedily be disposed of to actual settlers. But even if this should not be the case, we believe it would be far better policy to offer these lands (in lots say of 100 acres) gratuitously to settlers of good character, than to allow them to lay idle. It is of far greater importance to secure the presence of an active and industrious population, than any amount of price per acre for the land. From this source, then, if not ruined by local mismanagement, we may reasonably look for a large and constantly increasing local traffic which, while adding to the income of the road, will vastly increase the revenues and resources of the country. Then there is the mineral traffic which will be developed, and the vast supplies of various descriptions of lumber, the conveyance of which will furnish it abundant employment. It seems probable that by the extension westward of the St. John and Shediac line to the American boundary, the whole of this vast lumber region will be brought into direct communication with the United States. On the whole therefore, we come to the conclusion that with a due regard to economy in the construction of the Intercolonial Railway, and the adoption of a common sense policy in the settlement of the country through which it must pass, the road can be made to pay. It will be observed that we have said nothing of the through traffic, which will not only increase as fast as the two cities of Halifax and St. John in population and trade, but as fast as the increasing commerce and wealth of the Confederacy seeks the most rapid means of communication with the Mother Country. N. B.

THE ABOLITION OF PRIVATEERING.

A meeting was held last week by the Council of the Montreal Board of Trade, to meet Mr. Alfred Field, Vice-Chairman of the Birmingham Chamber of Commerce, the purport of whose visit to this country is set forth in the following letter:

BIRMINGHAM (CHAMBER OF COMMERCE,
OFFICE, EXCHANGE BUILDINGS,
NEW STREET, Feb. 9th, 1867.)

SIR.—The Council of this Chamber are impressed with the idea that it would tend to promote mutual good feeling and good understanding for the Chambers of Commerce for the various countries of the world to extend their intercourse with one another. They have therefore availed themselves of a visit which their Vice-Chairman, Mr. Alfred Field, is about to make to the United States and Canada to pass a resolution requesting him to seek an interview with your Chamber and other leading Chambers of Commerce of the United States and Canada, with the purpose of ascertaining what may be the views of your Chamber upon the question of such an alteration of International Maritime Law, as may declare all private property on the ocean whether of belligerents or of neutrals, free of capture unless contraband of war.

Mr. Field is also requested to learn and to convey to us your views upon any other commercial question upon which your Chamber might desire to communicate your opinion.

Mr. Field will address himself to you, when in your city, to learn whether it would be agreeable to the Council of your Chamber to receive him.

We are, Sir,

Your obedient servants,
WILLIAM SCHOLEFIELD, President and Member of
Parliament for Birmingham
GEORGE DIXON, Mayor of Birmingham and Ex-Chairman
JOHN S. WRIGHT, Chairman of the Chamber of Commerce.

The President of the Chamber of Commerce, Montreal.

Mr. Alfred Field on being introduced by the President, proceeded to lay before the Council of the Board the reasons the Birmingham Chamber of Commerce has for opening communication with similar bodies on this side of the Atlantic, and its desire for the interchange of ideas and information on commercial topics. The Chamber he represented had a special measure to propose for consideration, namely, that such a change should be made in International Maritime Law, that in case war should unfortunately break out at any time, private property on the ocean, of belligerents as

well as neutrals, unless contraband of war or breaking a blockade, should be free of capture. They thought the rule which respected private property on land should apply with even greater propriety to property afloat. Mr. Field explained in brief the present condition of the question. It was first mooted by Franklin, when he was the representative of the United States to Prussia, and until after the breaking out of the civil war in 1861, no opportunity was lost by the representatives of that country at the courts of Europe to urge this change on the governments to which they were accredited. In 1856, the Congress held in Paris laid down laws on the subject, and to these some thirty-eight nations gave in their adhesion. The articles of the declaration of Paris are four: First, privateering is, and remains abolished; second, the neutral flag covers the cargo of the enemy; third, neutral goods, unless contraband of war, are not seizable under the enemies' flag; fourth, blockades to be obligatory must be effective. This declaration of Paris did not contain any new ideas; it simply put into form what had been the practice of the nations engaged in the Crimean war. Russia, France and England had abstained from issuing any privateers during that war, for they knew that privateering would be abhorred to the enlightened feelings of humanity. The United States refused to be a party to this Paris Congress, on the ground that the principles laid down did not go far enough in not freeing private property from capture by public war ships as well as privateers; and the government of that country continued with considerable success to advocate its views on this question, making converts of Russia, Prussia, Sardinia, and of France. Soon after the war broke out between the North and South, however, the Washington government withdrew its advocacy of these views from all the European governments, it present policy being non-committal. It was to be hoped, nevertheless, that so soon as the Alabama difficulties should be settled, the U. S. government would resume its old position on the question under consideration. Mr. Field thought it unnecessary to say much touching the desirability of the change he advocated, and combatted the objection that was apt to be raised, that nations at war would be unlikely to carry into practice the rules agreed to in time of peace. He pointed out how frequently, if not usually, war was conducted more humanely even than the rules of nations required, in the Crimean war, of the United States in the late conflict, and of Prussia, Austria, and Italy last year, as proof of his assertion. He did not think it would be possible at present to obtain the general concurrence to changes advocated by some eminent men, to abolish the rule, for instance, permitting blockade, and that respecting contraband of war. As practical men, they must advance step by step, and the advance now advocated was the very next step to be taken, and one for which public opinion throughout the world was already ripe. The speaker then showed the very great interest England and her colonies, owing so large an amount of shipping had in having their ships safe from molestation in any time of war. Great Britain had more to gain from such a change than any other country, and she alone of all the nations of the world, previous to the American war, stood out against its adoption. She might again stand alone. What he wanted therefore from the Montreal Board was a resolution of sympathy with the object of the Birmingham Chamber of Commerce, and the adoption of some action which would assist in carrying out that object.

The Hon. John Young and others spoke in favour of the proposed change, but thought their influence with the Canadian government was not as great as it ought to be, their representations having hitherto been of little effect.

Mr. J. Gould remarked upon the advisability of the British and Canadian Chambers of Commerce exerting their influence to procure uniformity in weights and measures by the decimal or some other system.

Mr. Field said there was an annual motion passed by the London Board of Trade in favour of the decimal system, and the feeling in favour of it and a uniform coinage was daily increasing. He could understand the inconvenience to merchants of having to use the pounds, shillings and pence, and dollars and cents systems, constantly, as also the different systems of weights and measures in transacting business with each other. He hoped this Board would take some independent action on the subject of his address. Should they determine to memorialize the Home Government, through Lord Monck, and press on the Canadian Parliament some action on their party, the Board of Trade of Quebec, as he, Mr. Field, understood, would be glad to join them in precisely the same action. They did not state so definitely, but he said

he was in hopes that the Montreal Board would take that course when they stated that, should Montreal communicate to them the action agreed upon, they would probably take the same course themselves.

The following resolution was moved and carried unanimously.

"That this Council having heard the lucid statement of Mr. Field respecting the Chamber of Commerce in Birmingham with reference to the ameliorations and changes in international law, beg to tender their thanks to Mr. Field—to express their satisfaction at meeting him, and to state that, approving of the principles which he advocates, the matter will be brought before this Board at the first general meeting; that the opinion of the Council may be confirmed and some practical course of action determined upon."

The meeting then adjourned.

NEWFOUNDLAND.

THE Royal Mail Steamship "Merlin," Sampson Commander, arrived on Saturday from St. John, Newfoundland, bringing thirty-five passengers. We are indebted to Mr. D. Fenner for late papers. The following is from our esteemed St. John's correspondent:

ST. JOHN'S, N. F., May 28th, 1867.

There is no news of interest, you will be glad to learn that the injury to the 1856 cable is trifling, not in regard to the extent of the damage, for communication by it is completely cut off; but in regard to the facility with which repairs can be effected. Had not the 1856 cable been amply sufficient for all the requirements of business, it would have been temporarily repaired long ago. For two fine days would have been ample for that purpose. But now they will wait the arrival of a steamer from England, starting this week, to make a permanent repair.

Sealers have all returned, and the voyage on the whole is a better average than for many years past. The steamers in their second trips brought as follows:—

Bloodhound	400
Mastiff	3,300
Retriever	2,200
Wolfe	1,200
Hawk	1,500

The outfit for Labrador is progressing. It will not be large from St. John's but the Conception Bay merchants are supplying with their usual liberality. The price of fish will probably be much lower than in past years. The late high prices have proved ruinous to merchants, and cannot much longer be maintained.

The steamship "Merritt" sailed yesterday for Montreal via Sydney, with a part cargo of oil, hides, &c. The surveying steamer "Gulnare" arrived from Prince Edward Island on Sunday morning.—Halifax Unionist.

COBourg, PETERBORO AND MARMORA RAILWAY AND MINING CO.—We are pleased to learn that the work of various kinds on this line is progressing rapidly. The necessary rolling stock is ready, the track from here to Rice Lake is in good order, the scoops are all but ready the track on the new line of road, where an engine has been at work for the last week or two, is nearly all laid, and on the 20th of this month it is expected the first load of ore will be brought to Cobourg from the mines. We understand there are about 5000 tons ready for transportation, and the business will be continuous and in full operation from and after the date we have mentioned.

This successful solution of a question on which there had still remained a doubt in the minds of some, is in the highest degree satisfactory. The gentlemen under whose management the necessary preliminary work has been pushed forward so rapidly, in this way give conclusive proof that the hopes built upon this great enterprise are about to be realized; and those who sagely asserted that not a ton of Marmora iron would ever come to Cobourg, but that it was sure to find an outlet at Belleville or elsewhere, will have to acknowledge their error and indulge their propensity for grumbling in some other way. The iron is coming, already additional employment has been given to a large number of mechanics and labourers, and immediately we shall have freight for a large number of vessels, which of course will give a great increase to the revenue from the harbour. What more can we ask for the present.

Considering the depression under which the town has laboured for some years past, and that on the 20th inst. we shall have so to speak, tangible proof that better days are coming, we would suggest that in some way our gratification should find expression (by a town holiday, and a public demonstration of some kind), and we hope if the idea meets with approval, that the Town Council and our leading business men will take the matter up and carry it out in a befitting manner.—Cobourg Star.

ROYAL CANADIAN BANK.—The Paris branch of this Bank, under the management of Mr. Norman Totten, was opened for business on Saturday last. The office is in the brick building immediately south of Mr. Whitlaw's Mill. It is a spacious room, occupying the whole of the ground floor of the building, the walls are paneled with oak paper, and the furniture is oak and walnut, the safe is of stone built from the ground with burglar proof iron doors. There is every likelihood that the bank will do a large and profitable business, and that probably without interfering much with that of the other similar institution in town, as all the facilities now afforded by both banks are far from being out of proportion to the wants of the county of which Paris is the natural centre. We trust that the prosperity of the bank and of the community will go hand in hand.—Paris Star.

THE LUMBER TRADE.

M. R. Stubbs informed the public a few days ago, that the quantity of White Pine got out last winter on the Ottawa was 12,745,000 feet, and on the St. Lawrence 5,000,000. Since that statement appeared we have taken the best information in the trade, and can safely assert that this year's manufacture will reach fully twenty millions, which, if not intercepted at Sorel, will come to this market.

We find that the average stock for the ten years past was fourteen millions. The stock on hand on the 1st December last was two and one-half less than the average. The supply for the last ten years, as per Supervisor's returns, and quantities shipped by parties not passed through the office, was twenty-one millions; so that the supply of the present year, assuming that the whole will be got out of stream and brought to our market, will be one million less than the average of the last ten years.

The average export of the last ten years was eighteen millions. We may reasonably assume that as large a quantity will be sent away this season. Everything favours such a conclusion. Freight is low; the markets at the other side bare; and the troublesome clouds which have been hovering on the European political horizon for some time, have been happily, by the action of the Conference at London, cleared away. To give force to our opinion we will put our figures in shape, so that the reader may see at a glance how far they go to carry out what we assert:—

Stock on hand 1st Dec. last ft. 11,500,000
Estimated production 20,000,000

31,500,000

Estimated export 18,000,000
Estimated loss and local consumption, and unfit for shipment 4,000,000 22,000,000

Probable stock on 1st December next 9,500,000

But should the American buyers stop it at Montreal and Sorel, as they did last summer, and carry off two or three millions, it is worth considering what effect it will have on our trade. They will doubtless take a large quantity of our better class of timber. Prices keep up, and although it was generally supposed that the large quantity of saw logs got out in Canada, and every State in the Union where a pine-tree grows, would have affected prices, it seems that the demand is fully equal to the supply. We know that within the last month, large sales have been made at Peterboro', amounting to two thirds of the whole out of that section, at \$12 to \$13 per mille for the cut of the mill,—rank culls excepted—payable in gold on delivery at Port Hope. This is equal to 9½d. per cubic foot for common sawn lumber. We may reasonably assume, when they can afford to give this figure for common they will readily buy our prime 55 to 65 feet at Sorel at a fair price. We have it from the best authority, and give it as a fact that may be relied on, that a million and a half to two millions of such timber will be required by them.

We have put down four millions for loss, local consumption, difference of measure, and unshippable timber. This may appear large, but we believe it to be fully under the mark. It is well known to the trade that there is an immense accumulation of old timber in the coves which figures very respectably in the annual circular; but this timber is quite useless for export, and, when added to the heavy difference in measure of waney timber, and loss, etc., we think our figures indisputable.—*Quebec News.*

THE ANGLO-AMERICAN PEAT COMPANY.—We see that it is proposed to organize a company and apply for a charter under the provisions of the Joint Stock Act of this Province; said company to be called the "Anglo-American Peat Company of the County of Welland, Canada West." The capital stock of the said company is to be four hundred and fifty thousand dollars, in four thousand five hundred shares of one hundred dollars each, with a working capital of fifty thousand dollars.

In Canada we have no coal, and the price is annually increasing at such a fearful rate, that unless some substitute for it be discovered, and brought into general use, fuel will ultimately be beyond the reach of the poorer classes of the community, while the progress of manufacturing will be greatly retarded if not prevented, where steam is the great motive power. Although there are no coal beds in the Dominion of Canada, except in the Maritime Provinces, there are vast quantities of Peat, in almost every section of the country. These beds, by the use of capital and machinery, may be utilized to an extent, and thus we should be provided with an excellent substitute for both wood and coal—a substitute equally adapted for domestic or manufacturing purposes. The object of the Anglo-American Peat Company is to convert the immense beds of peat in the County of Welland into the best quality of fuel. It is deserving of the most liberal support and encouragement from every class of capitalists; for if carried into successful operation, as we have no doubt it will be, it will be the means of developing the wealth of the country, which has been buried for ages in the bosom of the earth; and it will have a most important influence in reducing the price of fuel, which cannot fail to benefit every class of the community. We hope to see such companies organized over the whole country where beds of Peat are to be found, for those beds when developed and converted into fuel will be far more valuable, and contribute more to the wealth, comfort and convenience than all the gold mines ever likely to be found in this country.—*Hamilton Times.*

WOOLLEN AND KNITTING FACTORY.—Some time ago we intimated that Mr. Whitlaw was negotiating with certain parties for the erection of a Woollen Factory on the Logan property. Negotiations to that effect, we are happy in being able to state, are now completed, and the work will be commenced to-morrow morning. The dam at the old saw mill, which was carried away about two years ago will be replaced by one of better construction, and a large factory fifty feet by ninety and three stories high erected. The Messrs. Penman of Woodstock, for whom the Factory is to be built, will carry on the trade in all its branches, manufacturing flannels, cloths, and hosiery or knitted goods. They are in a position to carry it on extensively and with energy, and they will employ a large number of hands. The machinery alone will cost \$10,000, and will be driven by about thirty-five horse power of water.

As the fall at Logan's mill affords between seventy and eighty horse power of water, the woollen factory will only require about half of what is available. Negotiations are pending, and we trust will soon be terminated favourably, for the sale of the other half to parties who contemplate erecting a paper mill.

It is probable that both establishments will be in operation by the fall, and that that portion of the town, which has now rather a deserted appearance will soon be a busy hive of industry, fresh influx of inhabitants will be one result, and dwelling houses which are now very scarce will have to be erected in considerable numbers.—*Paris Star.*

HOW TO MAKE A FORTUNE IN TRADE.—In the days

when the principal was not too proud to sweep out and shut up his own shop, and when the assistants were not above speaking of that gentleman as the master—when the word "governor" was not—more fortunes were made than at present. If this position be but admitted, the rest is plain sailing; for we hold that there is but one means of making a fortune in trade and that is by determined and systematic saving. There is now living a wealthy merchant, connected with the grocery trade, whose property was amassed on this foundation. Whenever he made one pound profit he put away two shillings in a perfect safe investment, whilst on the remaining eighteen shillings he lived and traded. If a man enters business, and the profits of his first year's trading do but amount to £70, he should make his personal expenses £10 less than that sum. To say that it is impossible to do this is ridiculous. To say it is hard to admit that you have not the necessary qualities to insure success. The whole art of making a fortune, which we will take to mean a retiring competency, consists in this power to imprison a given part of your earnings away from the fields of business speculation. The theory of "nothing venture, nothing have," which might well be taken as a motto of modern traders, is equally as false as it is specious; for though it seems to say that if you make no venture you can expect no return, it really says, or is taken by most to mean, that if you do not venture all you cannot expect any. Let us not be misunderstood. We are greatly in favour of legitimate speculation of all sorts; but we consider that kind to be criminal which is not legitimate; we think business expenses should be so arranged that it should not be in the power of any single speculation to entail even the prospect of bankruptcy. Another means to the end of acquiring a fortune is to have a fondness for the business you are at present engaged in and a pride in its success, independently of the money return. Fortunes have, we believe, been made through the heartiness with which men enter into the spirit of affairs, as we know they have been lost by the intermittent energy and indifference which mark the imperfect character of others.—*The Grocer.*

SHORT WEIGHTS AND MEASURES.—The parliamentary return just issued showing the convictions of

tradesmen for using unjust weights, measures, or balances, relates to a quarter of the year ending the 24th of June last, which may be taken as a sample of the whole year. In the greater part of the kingdom there seems to be no very strict inspection. There was not a single conviction in many large towns; among them Dover, Exeter, Gravesend, Hastings, Leeds, Newcastle, Nottingham, and York. In Norwich there were but two; in Bristol three; in Wolverhampton five; in Birmingham 15; in Manchester 14; in the city of London 25; in Liverpool 32. If we take a single county, Staffordshire, we see that if we suppose the absence of convictions to imply innocence, we must believe that all the honesty nestles in one district. In the Burton upon Trent division there was one conviction; in the Leek division two; in the Shenstone, Eftord, and Rugely division three; but in the West Bromwich, Wednesbury, and Walsall division there were 24. So also in the metropolis; there were only twelve convictions in Marylebone, 31 in St. Pancras, 33 in Finsbury, none in Paddington or the Strand division, but cross the water to Newington division, and there are 225, and with heavy penalties, some as high as £5. It is rare to find a 15 penalty inflicted anywhere else in the kingdom. There was one at Salisbury on a marine store dealer, but he had over 30 deficient weights. Among his 56lb weights was one which was above an ounce too heavy, but per contra, he had two other 56lb weights each of them above 7oz too light. These deficiencies are a grievous tax upon the poor, and a disgrace to the tradesman. Considering the variety of practice which appears to prevail in the inspection, the arrangement which has been made in Bath seems to be worthy of more general adoption. In that city all persons using weights and measures are required to bring them once a year to the inspector's office to be examined and stamped; and persons complying with

this regulation are not summoned by the inspector if all the deficiency that he finds in his intermediate visits is the mere result of wear and tear, but the weights or measures are re-adjusted (not by the inspector) without further trouble or discredit to the tradesman. In Bath there were but seven convictions in the quarter; but 1170 weights and measures examined at the office were incorrect, apparently from mere ordinary usage, and were re-adjusted and re-stamped.—*Europe n Times.*

PARIS EXHIBITION.

PARIS, May 22

THE "World's Show," independent of its individual attractions, has drawn hundreds of our countrymen to the Capital of France, by the splendid fetes given by the Sovereign of this country, his Ministers, and the Ambassadors accredited to this Court, and to which every individual connected officially with the Exhibition is invited. At Lord Cowley's, on Thursday last, the King and Queen of the Belgians, the Queen of Portugal, the Emperor and Empress of France, the Prince of Wales, the Duke of Edinburgh, and Prince Oscar, with many other illustrious personages, were present. It is said 3,000 invitations were sent out, and the whole of the vast garden of the British Embassy was covered in to afford room for the guests to circulate.

The Ball was opened by the Prince of Wales, our Royal Commissioner (for in that character he now visits Paris), who danced with the Empress, and whom he afterwards handed in to supper. The Emperor paid our popular heir-apparent the most marked attention, and to show the cordial feeling he entertained for the British nation, he wore no other decoration than the Order of the Garter, a circumstance much talked about in Parisian salons, and which has still further propagated the *Anglomania* which already, I may say, exists. The Prince of Wales has won the hearts of the people here by his unaffected and affable manner. He visits all the places of public amusement, and seldom fails to stroll through the palace and grounds, with which it is believed he is much pleased, and in which he has already made several purchases.

I told you in my last that I would give you some idea of the grounds, and the buildings in them, which surround the levithan bazaar itself. But new charms spring up so fast, I fear that the sketch I give you of them will be but meagre, since a tolerably thick volume would barely suffice to furnish a detail of the parks and the sights to be seen in them.

The first intention of creating four distinct parks seems to be wholly abandoned, or rather choked out, since there are now at least 211 buildings—some very large, beside roads, paths, fountains, lakes, statues, trophies &c., &c. erected on the 325,000 square yards intended to be laid out in pleasure ground—a church, a large club-house, a theatre, an hospital, several schools, statues, temples, chalets, steam-works, breweries, peals of bells, bakeries, divans of every kind, and oriental palaces, are some of the many erections which cover the ground, not to speak of sheds for machinery, gun-sheds, and model factories. Yet of all this I will endeavour, as far as your space allows, to give you a short sketch, as well as a glimpse of the Horticultural Garden, in one corner, happily reserved and free from those many erections which crowd the rest of the park. To this portion a small extra fee is demanded on entrance.

The longest and most important building is the International Club, of which the Duke de Valmy is President. It is built to accommodate, on its two floors, 2,000 or 3,000 members, and was intended as a sort of commercial hall, where purchases and exchanges might be made; where exhibitors and their friends might meet; where lectures should be given on scientific subjects, and new inventions mutually explained. Add to this the advantages of a restaurant and coffee house and hourly communication with the Paris bourse; a post-office, a branch telegraph establishment and a waiting room. International games of chess were to be played with professors in every part of the world; and nothing was to be wanting to make this establishment delightful. The subscription was fixed at the small sum of four pounds (100f) for the duration of the Exhibition, and every one foretold the future success of the International Club, which is now complete, and presents a very handsome appearance. The expenses incurred in erecting it I hope may be repaid by the many shops which surround it on the ground floor; but I greatly fear that so few foreign exhibitors have taken up their residence in Paris, that the number of the subscribers is somewhat small, and few as yet frequent this establishment. The tariff for breakfast and dinner is not as reasonable as it might be, and many object to pay a subscription without some commensurate deductions in other charges.

Close to the Club House is a very fine large building, built, I am told, in close imitation of the Palace of the Bey of Tunis. It almost seems a pity to erect so fine a residence for a few months duration only. The entrance is free; and I cannot imagine who has thus gone to a very great expense without a hope of return. The Palace is reached by some thirty wide steps, at the top of which four Nubian sentinels are posted, and add another charm to this romantic abode of royalty, above which the Tunisian flag floats. The outside walls are painted in gay colors. The erection itself consists of two raised stories having a large central hall, and about eight other chambers on each floor. These appear fitted up as smoking rooms, audience chambers, dormitories and baths. They are well furnished, and the walls covered with arabesques. The nearest object I have seen which approaches them in appearance, is the Alhambra at the Crystal Palace at Sydenham. On the ground floor and beneath the Palace itself, is a Tunisian divan, where a band of five native musicians continually play and attract large crowds. There is a female attached to the Company,

and if she be a fair specimen of her countrywomen, they are by no means an ugly race.

I next went into the Chinese Coffee-house, which is erected in close imitation of one of his Celestial Majesty's palaces, in the group of residences where he is pleased to recreate himself in Peking during the summer. The building is formed of wood fancifully carved and painted, bearing a strong similarity to the Swiss Chalets. Dragons and straggling Josses being the substitute for flowers and pretty medallions. I went up stairs and drank a cup of tea, *a la Chinois*, and I confess I fancied it very good, though it was without our European addition of milk. The herb was served up on a silver cup, sugar was also brought in and a kettle of boiling water. A table spoonful of tea was thrown into a moderate sized china cup, and hot water instantly poured over it—a sort of cover resembling a reversed saucer was quickly put on—and which I was especially requested not to remove, lest I should lose the aroma. For an instant I was puzzled how I was to accomplish the feat of drinking. Observing my neighbor, however I discovered that the cover only fitted on lightly, and I at once sucked up an excellent cup of tea through the slight aperture left by the reversed saucer. For this I paid seven pence only. In the garden at the back stands a large theatre, in which Chinese actors perform every evening. There are three females attached to the establishment, but in these occasions they only play the part of spectators. I went into a small pavilion to see them. They were all then smoking and enjoying themselves. Their rich dress, fancifully arranged, would have deceived me. I should have mistaken them for female Mandarins, but I was assured they belong to the lower classes and came here to show off their little distorted feet, which are anything but beautiful. I should think the arrangement of their hair would alone require the labour of several hours—it is twisted up far above their skull and is by no means ugly. The youngest girl of this strange trio is exceedingly pretty, and boasts of the most beautiful and delicate complexion I ever beheld.

Beside the Chinese Coffee-house, I entered an Egyptian construction, in which a splendid ground plan of the Nile and its banks is very cleverly displayed, and in the next house built to imitate an Egyptian residence, I lingered for some time over a wonderful model or chart in plaster of the Isthmus of Suez, and the railway across the desert. Nothing can give a better idea of the former great undertaking, which is here clearly and exactly shown. Many a writer might correctly publish an account of this wonderful model, which also shows the form of the vessels, &c., which are now employed. Hand-bills, throughout Paris, already give the freights charged, especially for coal, from the Mediterranean to the Red Sea. The grand Egyptian Mosque, is one of the chief ornaments of the Park. The roof is supported by Egyptian caryatides, gay habiliments, bronzed limbs, and golden faces. These support a large roof, which covers in a gallery that surrounds the temple itself. The walls are covered with the most beautifully executed hieroglyphics, so curious, so original and strange, that a whole day might be well spent in looking them over. The roof is about 20 feet high, and the building itself, which stands on elevated ground, is approached through a double row of sphinxes, while all around is in strict keeping with the Eastern character of the structure. The interior of the temple itself is filled with fine figures of Egyptian deities, some of them above five feet high. Other curiosities are scattered around, while the walls, display some highly interesting figures, painted in the style of hieroglyphics, representing the commerce, the navigation, the trades, and habits of the people—true to life even in the present day they are portrayed as the old children of Apsis and Osiris.

But I am dilating too fully, and this you will admit when I tell you that the sights to be seen in these parks are in number 211 and that at least one half of them deserve especial mention. If however, I can give you within the next fortnight a glimpse at a dozen of them I shall feel that I have done as much as the space afforded me permits.

The most gratifying sight for an Englishman, and that which is the best arranged and organized in the whole establishment, is the British Armory, where the arms of our countrymen are displayed and explained to the thousands of visitors. The chief feature is a cannon of 12-inch bore, and requires 24 men to work it. It weighs 25 tons, and requires 24 men to work it. The charge of powder is 74 lbs. The ball (conical) weighs 600 lbs! This massive gun is intended for a fortification; but I am assured would be found equally efficient at sea. Crowds flock to see it. There are several breach-loading guns, varying from seven to nine inches in bore, and one polygonal side-loading cannon, worked on a travelling wheel. They are all Armstrongs. There is also a leviathan mortar, with its original castings and arms of every kind. The Horse Artillery show the newest weapon in the shed; it is only a nine pounder, but fires with a precision unknown to the old gun, and limbers up with greater celerity.

Mexico has a large building, supposed to represent the old temple where human sacrifices were offered; but there is really nothing original to be seen in it, although an extra fee is demanded from those who enter. There is also a shed of agricultural instruments, said to be the most interesting ever collected together, but I do not dare to touch on them; they fill a gallery above a quarter of a mile long. Outside I noticed several religious institutions; branches from the British Bible Society, the Missionaries, and others, distributing tracts. In this park I also saw the design for a tomb, in imitation of the ancient style, designed by Godfrey, and now made by T. Fulham, of Broxburne, a very great addition to the English portion. I also gazed up at the electric lamp, which is highly elevated in the air, and admired an obelisk formed of a single piece of coal from the Albion mines at Pictou, with other fine specimens from Glace Bay in Nova

Scotia. I was much interested in the testing house by some new modes of lighting and warming. I admired the illuminations of Mr. Deffries; and must here close, having given you only a slight glimpse of some of the interesting objects exhibiting in the English Park, leaving the other three, as well as the reserved Horticultural Garden, which is certainly the most lovely spot I ever beheld, exceeding not only all my most pleasing recollections, but surpassing the most gorgeous pictures of Elysium I ever read, for a future communique.

I will, however, continue the exterior beauties of the *Exposition Universelle* in my next.—*Correspondent Gazette.*

ST. JOHN TRADE REPORT.

ST. JOHN, N.B. June 8, 1867.

THE business of the week has shown signs of greater activity than for some time past, and the necessary labor connected with the loading and dispatching of so large a fleet of vessels as is now in port, gives the labouring portion of the population ample employment; in its turn easing the springs of many a business which would otherwise be comparatively inactive. As announced in our Thursday's telegraphic dispatch, the Government proposes to remove the duties on shipbuilding materials, and on certain raw materials of manufactures, and also to impose duties on spirits equivalent to those in force under the Canadian Tariff. The removal of these duties on raw material will be a great boon to our shipbuilders and manufacturers, and it is difficult to understand on what principles of sound policy they could have been so long retained. The proposal to increase the duty on spirits caused quite a rush on the part of importers to take their liquors out of bond, and we are informed that on Wednesday the excess of receipts at the Custom House was \$34,000 over ordinary days, and very large sums have been paid since then. The bill for the incorporation of the "Merchants' Bank of St. John" has passed its second reading without opposition, and it is understood that the bank will commence business very shortly. The Government has introduced a bill providing that, in addition to the subsidy of \$10,000 per mile to the Western Extension Railway, the Province should take stock in the undertaking to the amount of \$300,000, and as the proposition seemed to meet with very general concurrence on the part of the House, it will probably become law. The Company will thus get possession of the road at a figure very far below its actual cost, and the question naturally arises whether it would not be far better to construct it at once as a Government work than to give such an enormous bonus to American capitalists. The shipping arrivals of the week comprise six vessels from Great Britain with general cargoes, one from Philadelphia and one from Cape Breton with coals, two from Boston with general cargoes, one from Barbadoes with molasses, and the usual Boston and Portland steamers, besides a considerable number in ballast.

We notice that a new steamship line has been started, leaving St. John every Tuesday for Yarmouth, N. S., and proceeding from thence direct to Boston, returning by the same route. There is considerable business intercourse between Yarmouth and St. John, and we think there is every prospect of its proving a successful speculation.

LUMBER.—The clearances for the week of this staple have been considerable; there have been thirteen vessels for ports in Great Britain with timber and deals, eight for United States ports with sawn lumber of various descriptions, and four for the West Indies. The cargoes of the West Indian vessels were more or less assorted, consisting of hay, nails, matches, pails, fish &c., in addition to the lumber they carried. Freight still continues low, no material change being observable from our last week's quotations. The freshet having subsided, logs are in ample supply, and the mills are actively at work. We quote:—Spruce Logs, per m, \$5.75 to 6.00; Sapling Pine, do, \$4.00 to 4.70; Box Pine, do \$4.00 to 6.00; Spruce Deals, do, \$8.75 to 9.00; Shipping Pine Boards, do, \$13.50 to 15.00; Spruce Laths, \$1.00 to \$1.10.

FLOUR.—The market has been very unsettled throughout the week, and a further decline has taken place since our Thursday's report. The receipts have not been large,—about 1,100 bbls.,—but they are entirely in excess of the demand, which is of the smallest possible character. Round lots are wholly unsaleable, and the quotations given to-day must be regarded to some extent as nominal:—Strong Superfine, \$9.25 to 9.50; Ordinary Brands, \$8.75 to 9. Oatmeal is in moderate demand, and has not participated to any

extent in the fall in the price of Flour; \$7.85 to 7.70 being still obtainable. Corn Meal, \$5 to 5.25.

PROVISIONS, GROCERIES &c.—Are without material change. The market for butter is however completely broken down. The consignments of this article have been entirely in excess of the wants of the community, and sales of inferior qualities especially, are wholly impracticable. Shippers should bear in mind that in a market as limited as ours, a very small quantity in excess of actual wants serves to paralyze it; and nobody here speculates much in produce, however low the price may be. We notice the arrival of a cargo of molasses, of excellent quality from Barbadoes, and also 250 puns from Halifax.

Fifty-five bbls of Canadian clover seed, (arrived too late for this season's sowing), were sold by auction on Bank account on Wednesday, and realized from 6½ to 7c per lb.

Forty shares Commercial Bank Stock, at auction to-day, were sold at \$48 to \$50 per share.

Extract of a letter from Captain Smith of brig Julia Lingley, dated Valparaiso, May 1, 1867, to William M. McLean, Esq., of this city:—We were 116 days to Valparaiso, from Glasgow. Carried away spars, sails, &c. Made for Magellan's Straits, where we intended getting refitted. Were boarded by natives in the Straits, and only for the timely assistance of the United States ship-of-war Ossepa, which towed the vessel to Pyla Plada, she would have been captured and the crew massacred.

QUICK PASSAGE.—The schooner Cygnet, Anderson Master, which left this port on the 7th of May, with a cargo of herring, for Montreal, returned on Wednesday last, having made the return passage in 4, and the round trip in 14 days. The Cygnet, which is owned by the Charlottetown Mechanics' Fishing Company, brought down 370 barrels of flour, a lot of brooms and buckets, together with a few boxes of hoop skirts, boots and shoes, for Messrs. J. W. Falconer & Co.—*Charlottetown Patriot.*

The annual report of the Postmaster General has been published, and is on the whole of a very satisfactory character. The revenue of the department for the year, was \$56,344.94, against \$51,111.68 in the preceding year, and the expenditure \$72,381.68, leaving a balance against the office of \$16,036.72 to be provided by the Province; a smaller sum than ever before required for that purpose. The number of miles of Postal Routes was 3,071, and the number of miles actually travelled in the year 779,88. The increase in the money order department is remarkable, the amount of orders issued being \$280,139.37 or \$68,826.17 more than in the preceding year.

The Postmaster General recommends compulsory prepayment by means of stamps and also a reduction in the rate of postage to three cents the *joz*. On this latter point he remarks: "I would also recommend that the postage be reduced to three cents for the single rate, thus placing the privileges of the Post office within the reach of the poorest inhabitant; and I am satisfied that in a short time the revenue would exceed that collected under the present rates. The fact of the department not being self-sustaining, is no argument against a reduction of the rates of postage, as the experience of other countries goes to show that a low rate of postage has invariably increased the revenue. * * * The Post office should be looked upon in the light of a great civilising and educational institution, one that marks the progress of a country, and in these particulars, ranks with the school and the printing press."

BY TELEGRAPH.

ST. JOHN, N.B., June 13th, 1867.

BUSINESS generally unchanged. Flour market very dull, and prices further declined; receipts moderate; demand very small; quotations nominal; Strong Superfine, \$9 to \$9.25; Superfine, \$8.50 to \$8.75; Middling, \$8.75. Rye Flour, \$8.75. Oatmeal, \$7.25 to \$7.50. No change in Provisions.

REVIEW OF THE HALIFAX MARKET.

(From the Circular of C. M. Creed.)

SINCE our last review the weather has not been altogether favorable for out operations, and business has been consequently dull.

BREADSTUFFS.—There has been an excitement in the flour market, owing to a considerable decline in Canada. The stock of No. 1 Canada is light, barely sufficient for three weeks consumption, and receipts come in sparingly. Holders are asking \$10.50; very little changing hands at this figure. Rye Flour has also receded; Corn Meal dull and declining, there is a large quantity on hand. We quote at \$5.50, but

speculators are not disposed to purchase at this rate. The imports for the week—From Canada—2,005 bbls flour, From United States—1,552 bbls flour, 300 bbls rye, 519 bbls corn meal, 5,524 bush corn: From Prince Edward Island—50 bbls oatmeal; Coastwise—39 bbls oatmeal.

FISH.—All descriptions dull. Cod quiet, good hard cured in moderate request; soft cured and Labrador very dull. Mackerel—the market is nearly bare, quotations nominal, 100 bbls arrived from Boston per schr. "Freud." Herrings quiet, quotations range from \$1.25 to \$2.25 per bbl Alewives in fair request, stock on hand small. Receipts for the week, 756 bbls herring from Newfoundland. The exports, To West Indies—1 bbls tres, 16 hf bbls, 100 drums, 923 boxes, 648 hf boxes, codfish; 203 tres, 60 drums, 61 boxes Seal-fish; 1,120 bbls, 65 hf bbls, 5 kits Mackerel; 1971 bbls, 19 hf bbls herring; 289 bbls, 23 hf bbls Alewives; 6 bbls salmon, 115 boxes smoked herring. To United States—69 tierces Seal-fish. To Canada—40 barrels herring.

PRODUCE.—Potatoes and oats in fair request; butter dull and drooping with no prospect of recovery. Receipts for the week: From P. E. Island—4,413 bush potatoes, 7,605 bush oats; From Canada—910 bush oats; Coastwise—50 bushels potatoes. Exports to West Indies—80 bbls potatoes, 211 pkgs butter.

PROVISIONS.—Pork, there is some enquiry for Mess, principally for Labrador fishery Prime and Primo Mess quiet; Lard in fair request, Beet dull. Receipts. Coastwise—254 bbls pork, 32 bbls beef; From Prince Edward Island—23 barrels pork; From United States—25 barrels pork. Exports to West Indies—29 pkgs lard.

WEST INDIAN PRODUCE.—We have no change to note, Molasses firm, but the demand is not active; sugar also firm without change in quotations; rum in moderate request. Imports for the week—229 puns, 33 tres, 28 bbls Molasses; 40 hhd, 13 bbls sugar. The exports to Canada—174 puns molasses, 47 hhd sugar, 14 puns rum, 60 bags coffee; To United States—77 puns molasses; To St. John, N. B.—250 puns, 10 tres molasses, 25 bags coffee. To other ports not Provincial—7 puns molasses, 6 hhd, 10 bbls sugar.

SALT.—Since our last review we have to notice the arrivals of ship Fanny Forsyth, and barque Attilia from Liverpool, with 1,843 tons, and 2,180 bags, barque Glacier, from Lisbon with 609 tons, a schooner from Oporto, with 350 hhd, also schooner Gazelle, from Boston, with 390 hhd; also three schooners from Canada, with 4,355 bags.

MONEY MATTERS UNCHANGED.

THE COTTON TRADE.—Great financial agencies work silently, but they are most potent in their effects. Recently we have witnessed a succession of cotton failures in this country and in England, amounting in the aggregate to several millions of dollars, and the full effects of the depression of the cotton trade have not yet fully been developed. In this city there are large amounts of protected cotton bills, the acceptors of which are not yet announced in the list of insolvents, and upon which the holders decline to take action lest the depression should spread into panic and induce numerous failures. It appears not to be generally understood that this condition of affairs is due to the dependence of our commerce upon the discount facilities of the Bank of England. That institution has for some time past persistently declined to discount the bills of cotton merchants. What may be the reasons of this extraordinary course we know not. It may be that Manchester, desiring to have cheap cotton, has prevailed upon the directors of that institution to withhold the facilities enabling merchants to carry cotton. Or it may be that, imagining cheap cotton to be an essential to the renewal of their orders for yarns and goods from the continent of Europe, the Bank has taken this course as a step towards increasing the Continental trade or it may be that, thinking cotton unreasonably high, the managers deem cotton paper unsafe to discount; only in that case it would seem singular that the Bank should have discounted cotton paper for so long during the previous period of the decline in price. But, whatever may be the cause of its action, its effect has proved most baneful to the cotton trade, and the injury is not confined to the merchants and bankers of this country, but extends equally to the great mercantile interest of Liverpool.—U. S. Economist.

THE WHEAT CROP ON THE PACIFIC.—The wheat crop of this year, which now promises to be immense, will be further swelled by a heavier contribution than ever from California. The San Francisco Bulletin says:

"Agricultural prospects are excellent. The grain crops in the great valleys of the Sacramento, San Joaquin and Tulare, are generally in fine condition. It is believed a much greater breadth of land is put into wheat than there was last year. Confidence in the continuance of a large export demand, and the increased facilities for exporting flour have encouraged our farmers, many of whom have put in crops of from 4,000 to 5,000 acres each. But we are glad to observe that while so much grain is being cultivated, more attention is also being paid to a variety of other products."

MONEY MARKET.

THERE is no change to note in the condition of the money market beyond the usual demand at this season of the year by importers for the purpose of remitting to England, a demand which the banks are supplying. Outside of those institutions the inquiry for accommodation is very limited, there being very little commercial paper offering in the street. Sterling Exchange is still firm at last week's rates.

Gold in New York has been dull during the week, with very trifling fluctuations, closing at 137. Greenbacks have sold at 27 to 27½ per cent discount, but are not abundant, the brokerage business being reported as unusually stagnant.

SILVER is abundant at previous rates. The following are the latest quotations of Sterling Exchange, &c. &c.:

Bank on London, 60 days sight..... 110½ to 110½
 " " " sight..... 111
 Private, " 60 days sight..... 109 to 109½
 Bank in New York, 60 days sight..... 110½
 Gold Drafts on New York..... par to ½ dis.
 Gold in New York..... 137
 Silver..... ½ to ½ dis

THE GROCERY TRADE.

Baldwin, C. H., & Co.
 Chapman, Fraser & Tysoe
 Chapman H., & Co.
 Childs, George, & Co.
 Converse, Colson & Lamb
 Davis, Clark, & Taylor
 Fitzpatrick & Moore
 Gourner, Jules
 Frank, J. C., & Co.
 Gillette, Moffatt & Co.
 Jeffers, Brothers & Co.

Anderson, John & Co.
 Ringan & McIntosh
 Leeming, Thomas & Co.
 Mitchell, James
 Phelan, Joseph
 Robertson & Beattie
 Robertson, David
 Sinclair, Jack & Co.
 Tait, J. C., & Sons
 Thompson, Murray & Co.
 Torrance, David, & Co.
 West, Bros.

THE weather during the past week has been for the most part unusually fine, and business throughout the country has been favourably influenced thereby. The jobbing city trade has been of a rather limited nature, transactions to any extent having taken place in one or two articles only.

The trade sale of groceries and liquors for account of Messrs. H. Routh & Co., which took place yesterday was fairly attended, the audience, however, being entirely composed of city buyers, western merchants being altogether unrepresented. The bidding was consequently not very spirited, but most of the goods offered were sold, and at prices considered satisfactory, when the absence of country buyers is taken into account. Below will be found a statement of the goods disposed of and prices obtained.

SUGAR.—Has had some speculative inquiry, and several hundred hogsheds have changed hands at \$5½ to \$5¾ per 100 lbs for good Barbadoes in bond. Prices still have an upward tendency, it being impossible to lay raw sugars down here at the prices at which they are now selling. A further improvement is also reported in the New York and London markets.

MOLASSES.—Are quiet, with few transactions passing, but holders are firm in their demands. We hear of a cargo of Trinidad having been stored with the expectation of being able to command an advance on present rates.

TEAS.—Are quiet and steady, with very little changing hands. Prices are unchanged.

FRUIT.—Raisins of all descriptions are neglected, the recent sales by auction having supplied the demand. Currants are also dull.

SALT.—Sales have been made at 60 to 65c. of Liverpool Coarse. A lot of old is reported as sold at Quebec at 70c. Fine is quoted at 70 to 75c.

WINES AND LIQUORS.—The stock of red wines is considerable, the arrivals having been large, with much more looked for, so that no advance in prices is likely to take place. A large amount has changed hands at rates which have not transpired. Stocks of Gin are light, and high quotations are maintained. Rum is quiet. Irish Whisky is wanted, and prices are firm.

Sale of Groceries on account of Messrs. H. Routh & Co. J. G. Shipway, Auctioneer.

PAINTS.—220 tins white, 5s, 50 do red, 4s 9d, 50 do yellow, 4s 9d; 25 do black, 4s 6d. 60 do brown, 4s 6d, 25 do green, 6s.

VINEGAR.—89 qr casks Bordeaux, 35c to 40c, 50 tres do, 32c to 35c; 57 hhd do 32c.

MACCAONI.—40 bales, 13s to 13½c, vermicelli, 24 bales, 13½c.

FRUIT.—Nuts.—Walnuts 154 bags, 6½c to 6½c, according to quality; filberts 154 bags, 6½c to 7c, sardines half tins, 26 cases, 15½c to 15½c, quarter tins, 11½c to 12c.

WINES AND LIQUORS.—Caracas 25 cases, \$7 to \$9; Claret—Chartreuse in cases, \$6.25; St. Julien, 225 in

cases, \$2 to \$2 60; Brandy in hhd, \$1.22 to \$1.67; and in cases, from \$3.50 up to \$7; Gin—10 hhd De-Kuyper, \$1 50 to \$1 32; 100 cases red, \$6 50; 100 cases green, \$5 35 to \$3 40.

RICE.—1 0 bags Arracan, \$3. 85 to \$4 10. TEAS.—Japan, 115 pkgs 51c; Oolong, 10 pkgs 42½c; Twankay, 40 do 37c, Hyson, 50 do 36c to 57c; Young Hyson, 105 do 35 c to 63c, Imperial, 100 do 70c; Gunpowder, 25 do 91c.

SPICES.—Pepper b'ack, 40 bags 8c to 8½c; Jimento, 6 bags 5½c; cloves, 10 do 9c.

CHEMICALS.—Soda, 110 kegs 5½c to 61c; sal soda, 55 kegs \$1 85; borax, 10 cases 16c to 16½c.

THE HARDWARE TRADE.

Brush, George,
 Charles, A., & Co.
 Crathern & Carehill
 Currie, W. & F. P., & Co
 Evans & Evans,
 Franz, John Henry
 Forrier & Co.
 Fraser, F.

Gilbert, F. E.
 Hall, Kay & Co.
 Ireland, W. H.
 Kenshaw & Edwards,
 Morland, Watson & Co.
 Mulholland, & Baker,
 Robertson, Jas.
 Round, John & Sons,
 Waddell & Pearce.

DURING the past week we have to report trade quiet, and the amount of business transacted only moderate. Stocks in the main are fully assorted, and there is rather a disposition to press sales.

PIG IRON.—There is a wide difference in the views of buyers and sellers, and several lots which have recently arrived have not been sold, but have been put in store with the expectation of an advance in prices. \$23 to \$27 is asked for No. 1 Gartsherrie; \$22.50 to \$23 for Summerlee and Glengarnock; and \$21.50 for inferior brands, at 6 months ex-yard.

BAR IRON.—Scotch continues in good demand. Best brands can be bought at \$2 45 to \$2 50 per 112 lbs. Best refined Staffordshire is in full supply, selling at \$2 80.

FLOOR AND BAND IRON.—The demand is slack, and sales slow. Prices are somewhat easier, but we do not lower quotations.

BOILER PLATES.—Are more inquired for at stiffer prices.

CUT NAILS.—The demand is, if anything, in excess of the supply, and prices are firm, while there is no prospect of any accumulation of stocks at present.

TIN PLATES.—Are offering in lots below quotations, there being a surplus stock chiefly of inferior brands.

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick,
 Cameron & Ross,
 Converse, Colson & Lamb
 Crawford, James
 Hobson, Thomas, & Co.
 Kirkwood, Livingston & Co

Laidlaw, Middleton & Co.
 Leeming, Thomas & Co
 Mitchell, Robt.
 Napshad, Thomas W.
 Sinclair, Jack & Co.
 Seymour, C. E.

LOUR.—The whole week has been one of uninterrupted dullness and depression in the Flour market, such as alone can follow a season of undue inflation when prices have been run up by illegitimate speculation without any substantial basis for the rates paid. Until the market declines to a point at which dealers consider themselves safe in buying a few hundred barrels ahead of daily wants, no improvement can be looked for. United States markets, both East and West, are uniformly dull, drooping, and depressed. The late violent reactionary decline has been arrested, but prices remain unsettled, and the demand almost at a stand-still. The near approach of the sowing season has also its influence in damaging the market by causing holders of doubtful parcels to press sales at any obtainable price. It will probably be some weeks before any activity or even healthy feeling can be looked for. Bg Flour.—There is little offering but no sales can be reported. Rye Flour has participated in the general decline and depression, quotations being mostly nominal.

WHEAT.—Sales of a few parcels have been made at \$1 60 to \$1.65 per bush, but little is doing, however; holders in the West being indisposed to sell at present prices, and millers are only taking what they need for present consumption.

COARSE GRAINS.—Pease have been sold at 50 to 54c per 66 lbs., according to quality, situation, &c, samples afloat having, as usual, the preference. Absence of sufficient tonnage to move off the stocks has largely operated against this article throughout the season. Barley and Oats unchanged.

PORK.—Remains without notable change. The demand is merely by retail, and prices are still the turn in favor of the buyer. Stocks continue light, and while willing to meet purchasers, holders are firm, and no material abatement would be submitted to.

LARD.—Is nominal at late rates. No wholesale transactions can be noted.

HAMS CURED.—Stocks are considerable, and somewhat in excess of the demand. Sales are consequently dragging, and large parcels difficult to move, except at some reduction.

BUTTER.—Now coming forward freely, but as yet the quality of the bulk of the arrivals is not sufficiently good to meet the views of shippers to Britain; sales are consequently the merest retail. It will be some time, probably, before prices become settled to a ship-

ping point, as so much depends upon the quality that is offered. Advices from Britain continue to depreciate the sending of anything but good, sound eatable qualities.

ASHES - Pots are quiet, and fluctuate but little from day to day. Pearls are weak, and slightly lower.

THE LEATHER TRADE.

Hua & Richardson, Seymour, M. H.
Seymour, C. E. Smyth & Edminson. Shaw F. & Bros.

THERE is no particular change to note since our last report, business continuing quiet; the sales making being mainly for immediate use.

SPANISH SOLE - The receipts are comparatively small, and stocks are light, which tends to keep prices firm.

SLAUGHTER S LE - There is no improvement in the demand, and in the absence of sales, prices are nominal.

HARNESS - The receipts have been larger, and some cutters have supplied themselves for the present, so that there is less activity.

WAXED UPPER - Is not particularly inquired for, but there are no large stocks in market, and prices are unchanged.

GRAINED UPPER - The inquiry has fallen off, and sales the past week have been trifling.

BUFF AND PEBBLED - The demand has been only moderate; the preference being given invariably to prime stock.

PATENT AND ENAMELLED - Sell only in limited quantities at about recent rates.

CALSKINS - The receipts are larger, and more choice stock is now procurable but the demand is unimportant.

SPLITS - There is a fair inquiry - chiefly for medium and heavy - at unchanged prices.

SHEEPSKINS - Light Russets are in request, and sell freely. Medium and heavy are less in demand.

HIDES - The receipts are light, and prices continue firm, with no immediate prospect of any abatement.

BOSTON CATTLE MARKET.

Cambridge Tuesday, June 11, 1867.

AMOUNT OF LIVE STOCK AT MARKET.

Table with 4 columns: This week, Last week, Same week last year, and 3 rows for Cattle, Sheep, and Swine.

NUMBER FROM EACH STATE.

Table with 4 columns: Cattle, Sheep & Lambs, Calves, Swine. Rows for Maine, N. Hampshire, Vermont, Massachusetts, New York, Western, Canada.

Total 734 1976 788 1900
And 50 Horses.

There were - cars over the Boston & Maine Railroad, 4 over the Eastern, 40 over the Boston & Lowell, and 172 over the Fitchburg Railroad. Total 216.

PRICES OF MARKET BEEF - Extra, \$14.00 to \$14.75; first quality, \$13.00 to \$13.50; second quality, \$12.00 to \$12.50; third quality, \$10.50 to \$11.50.

PRICES OF STORE CATTLE - Working Oxen - Sales at \$150. 20 to \$325 per pair.

MILCH COWS AND CALVES - \$50, \$65, \$80, \$100 to \$125.

YEARLINGS - \$20 to \$30; two year old, \$40 to \$50; three years old, \$60 to \$75.

Veal Calves at \$3.00 to \$12.00.

SHEEP AND LAMBS - Prices in lots, \$4.00, \$4.50, \$5.75 to \$6.00 each; extra, \$6.00 to \$8.75 each, or from 5 to 8jc. per lb.

HIDES - 9/4 to 10c. per lb. Tallow 7c to 7 1/2c. per lb.

PELTS - Lamb Skins 50c each. Calfskins 20c to 25c. per lb.

Sheared Lamb Skins 25c each.

N. B. BEEF - Extra and first quality includes nothing but the best, large, fat, stall-fed oxen; second quality includes the best grass-fed oxen, the best stall-fed cows, and the best three-year old steers; ordinary consists of bulls and the refuse of lots.

SHEEP - Extra includes Coesets, and when those of an inferior quality are thrown out.

REMARKS

CATTLE - Receipts this week 734 head, against 246 head last week. The average quality was better. Prices have declined nearly \$1 per cwt, and in some instances \$1.25; they now stand where they were about two weeks ago. The market opened dull in the morning, but as the forenoon advanced the larger number of Cattle changed hands at about our quotations.

SHEEP AND LAMBS - There is a fair supply from the Northern States - about 700 head more than last week; prices are rather lower. The supply will now continue to increase; the young stock in the country have had a good season to mature, and are in a thriving condition.

MONTREAL CATTLE MARKET.

Extra quality Cattle, \$10.00; First quality of Cattle, \$9.00 to \$6; second and third quality, \$8.50 to \$7.50; Milch Cows, \$20.00 to \$30.00; Extra \$35.00 to \$40.00. Sheep, \$5.00 to \$6.00; Extra, \$6.00 to \$10.00. Lambs, \$2.50 to \$3.50. Hogs, live weight, \$6.00 to \$6.00; Hides, inspected \$c. to 0c. per lb. Pelts, \$1.80 to \$2 each. Lamb and Clippings 80c. Tallow, 6c. per lb.

NEW YORK LUMBER MARKET

New York, June 11th - 1867.

Table listing Lumber, Woods, Staves, &c. with prices for various types like Spruce, Eastern, Bird's-Eye Maple, Black walnut, etc.

STAVES.

Table listing various types of staves and their prices, including White oak, Pipe, Heavy, Light, etc.

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers,) Havana Prices Current of Imports, dated May 31, 1867:

Large table listing various commodities like Land, Peas, Beans, Potatoes, Onions, etc. with prices in dollars and cents.

EXCHANGE - London 60 days 11 to 11 1/2 per cent premium. New York Currency 23 1/2 to 24 per cent discount.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

Table showing receipts of various agricultural products like Wheat, Flour, Corn, etc. for the week ending June 12, 1867.

STOCK MARKET.

Table listing stock market prices for Banks, Railways, Mines, Bonds, and Exchange, including closing prices and last week's prices.

CANADIAN SECURITIES IN ENGLAND.

LONDON, 29th May, 1867.

GOVERNMENT SECURITIES.

Table listing prices for various Canadian government securities like Canada 6 per cent Jan. and July 1877, etc.

RAILWAYS.

Table listing prices for various railway securities like Atlantic and St. Lawrence, Buffalo and Lake Huron, etc.

BANKS.

British North America 51 to 53

MISCELLANEOUS.

Table listing prices for various miscellaneous securities like Atlantic Telegraph, Do do 8 per cents, etc.

PRICES OF GRAIN.

Table showing average prices for various types of grain like Flour, Superior Extra, etc., for the week ending June 12, 1867.

ASSIGNEES APPOINTED.

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Burkholder, Enoch	Woodstock	James McWhirter
Burwash, Stephen	St. Eugene, C.W.	John White
Borlan, Paul	Napanee	W. S. Robinson
Gelsman & Landers	Oil Springs	Geo. Stevenson
Ginn, William Wells	Brookville	Herbert C. Jones
Potter, John	Guelph	Thomas Saunders
Todd, George & George M.	Guelph	Edwin Newton
Turcotte, Armand	St. Bonaventure	E. S. Brown
Whoefer, Zachariah	Hudson, C. E.	Geo. D. Dickson
Wood, Nathan Loring	Belleville	W. F. Findlay
	Aylmer, C.W.	

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Beare, William	County of Brant	August 16
Brisco, Walter	Newburgh	" 23
Brown, Templeton	Peterborough	" 13
Kemp, William Edwin	Hastings	" 9
Laurie & Co.	Newburgh	" 23
Shorey, Nelson & Son	Newburgh	" 23

WRIT OF ATTACHMENT ISSUED.

DEFENDANT'S NAME AND RESIDENCE.	CLAIMANT'S NAME	DATE.
George Tainer, Peterborough	Edward Miall & Co.	May 31

THE MONTREAL PRINTING & PUBLISHING CO.

PRINTING DEPARTMENT.

(Late M. Longmoore & Co.)

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

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

LEGAL.

MUNICIPAL,

and ASSESSMENT FORMS,

On hand, and Printed to order.

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 Manager of the Printing Department.

MONTREAL PRINTING & PUBLISHING CO.

GEORGE P. BLACK,

COMMISSION MERCHANT,
DOMINION WHARF, HALIFAX, N. S.

SOLICITS Consignments from Canada; also, orders for West India and Nova Scotia Products

Acting for the Agent at Halifax of the Grand Trunk Railway, he is enabled to offer facilities for Storage, &c., which are equal, if not superior, to what can be found any where else in Halifax. Consignments to him via Grand Trunk Railway will be free from Drayage and consequent Extra Coöperage

do can furnish Storage, if necessary, at all times for 20,000 bbls. at moderate rates.

He refers to Honble. Benj. Wier, Agent of Grand Trunk Railway at Halifax. 22-6 mos

CAMERON & ROSS.

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

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

CAMERON & ROSS.

THE GAZETTE.

NEW SERIES.

A JOURNAL OF THE DOMINION OF CANADA.

PRICE ONE PENNY.

Delivered in the City by Carriers—in Advance... \$6 00
Sent by Mail .. do. 5 00
Tri-Weekly Edition, by Mail..... do. 3 00
Weekly Edition, do. do. 1 00

THE GAZETTE is now Published by the Montreal Printing and Publishing Company, and no expense is spared to make it what it claims to be—"The Journal of the Dominion of Canada."

It contains all the latest news by mail and telegraph. It contains more reading matter than any other daily paper in the Dominion.

It contains correspondence from all parts of the world.

Read what other papers think about it. The Quebec News says:—

The Montreal Gazette.—Our cotemporary comes to us clothed in a new dress, and in a complete change of typographical appearance. The proprietorship has lately been merged into a joint-stock company, though Messrs. Lowe & Chamberlin remain the leading spirits of the enterprise. It is now, as it has been all along, one of the ablest conducted sheets in the Province, and is, without exception, the only newspaper in the proper sense of the term, that we can boast of. Its typographical appearance is really beautiful, and the very large quantity of reading matter it contains will make it most acceptable to its patrons. We doubt, however, if Montreal has sufficiently advanced in wealth and intelligence to make such an enterprise a success. We have been anxious to try the experiment all along but found it wouldn't pay. We wish our cotemporary every prosperity, and hope it is the beginning of a new era in journalism in the Dominion.

The London Evening Advertiser is very nearly as complimentary thus noticing The Gazette in its new form:—

The Montreal Gazette appears in an entirely new dress, and is, we think, the handsomest sheet in the Dominion of Canada. As the type is small, though sharp and distinct, a very large amount of reading matter is given in each issue. Placard types are eschewed, the advertisements being set up in a neat, compressed style. The typography of the paper has a thorough English appearance. We have often thought of adopting a stringent rule with regard to the hand-bill advertisements which disfigure newspapers, and probably shall do so ere long. Where all announcements are displayed in black letter, what advantage has one merchant over another? Where all the advertisements are neatly and compressedly displayed, no person can complain, and the advertisements are certain to be more widely read. The Gazette is about the size of the Evening Advertiser, which is another proof—if proof were needed—that a superfluity of waste paper is no indication of influence or status. The Gazette is published under the auspices of a joint-stock company, numbering among its members leading capitalists, literary men, heads of the mechanical departments, etc. The Gazette has long been the leading paper of Montreal, and under the present arrangements will take a first place among the press of the Dominion. We wish our cotemporary every success, and we hope its enterprise may prove abundantly remunerative.

The Dundas Courier wishes success to the new enterprise in the following handsome terms:—

Montreal Gazette.—Quite a transformation has lately taken place in the appearance and general conduct of this well-known journal. In the first place, the hand-bill form of displaying advertisements is entirely discarded, and the old country style adopted, of condensing them in the smallest space, and, at the same time, so classifying them that they are much easier found out. By this means more room is given for general reading matter. In the second place, it is published on the co-operative system, under the name of the "Montreal Printing and Publishing Company."

The company comprises the firms of Lowe & Chamberlin, Longmoore & Co., together with assistant editors, reporters, the heads of the printing and press departments, a number of literary men and a few friends. By this combination the Gazette must become a power in the new Dominion, and will, in all probability, prove to be in Canada what the Times is in England, the leader of public opinion. In addition to all these advantages, the price has been reduced to a penny, and arrangements are to be such that the paper can be had at all the principal points in the Dominion. To mail subscribers, the advance price of the Daily has been reduced to \$5. The Gazette has always, in dealing with public questions, taken a higher tone than most other leading Journals in the Province, and we doubt not that under the new order of things no falling off in this respect need be feared. We wish the new enterprise the greatest possible measure of success.

These are only a few of the notices which have appeared in the papers all over the British Provinces, but may be taken as a sample of the others.

Registered letters at the risk of the Publishers.

All business communications to be addressed to the Secretary of the Montreal Printing and Publishing Company, Montreal.

All newspapers copying this advertisement for one year will be furnished with the Daily Gazette for the same time as an exchange, on receipt of the paper containing the notice.

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

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

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

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

G. & W. WURTELE,
ST PAUL STREET, QUEBEC,
IRON AND GENERAL MERCHANTS.
IMPORTERS OF
Tin and Canada Plates, Sheet Lead, Pig Iron, Chains and Anchors, Wire Rope, Paints and Window Glass, &c.
Manufacturers of Cut Nails. 19-1y

JOHN B. GOODE,
WHOLESALE IMPORTER OF ELECTRO PLATED WARES, JEWELLERY, FANCY GOODS, CUTLERY, &c., No. 57 St. Sulpice Street
MONTREAL. 9-1y

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

MONTREAL, 16th May, 1867.
IRONMASTERS' PRICE LIST
MONTREAL CUT NAILS.
In 100 lbs. kegs inclusive: a fair assortment with not over one-quarter, Shingles, under 25 tons \$3.22½ per keg.
25 tons and over..... \$3.12½ per keg
Shingle Nails, when sold alone, EXTRA over assortment..... 20c. per keg.
2 lb. and 5 lb. Nails, when sold alone (five per cent being a forced in assortment) 40c. per keg.
Terms 4 months, or 3 per cent for cash.
H W IRELAND.
18 BROKER.

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

DEPARTMENT OF CROWN LANDS.
Ottawa, 17th May, 1867.

NOTICE is hereby given that the lands in the township of Ryan, in the District of Algoma, Upper Canada, will be open for sale on and after the EIGHTEENTH JUNE next, upon application to Joseph Wilson, Esquire, Crown Land Agent, at Sault Ste. Marie.
The price one shilling an acre cash; subject to actual settlement; or one dollar an acre, under the mineral Regulations of the 13th July last; subject to current timber licenses.

ANDREW RUSSELL,
Assist. Com. of Crown Lands.
19-3

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

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

McCULLOCH, JACK & CO.,
 WHOLESALE IMPORTERS OF
FANCY AND STAPLE DRY GOODS,
 425 & 423 St. PAUL STREET,
 corner St. Francois Xavier Street.
 MONTREAL. 3-1y

ROBERT MILLER,
 (late R. & A. Miller)
WHOLESALE MANUFACTURING STATIONER,
PUBLISHER AND BOOKBINDER,

Importer and Dealer in
**SCHOOL BOOKS, WINDOW SHADES & WALL
 PAPERS,**
 AGENT FOR Lovell's Series of School Books, Cana-
 dian School States.
 Printing and Wrapping Paper and Strawboard
 Manufacturer.
 397 NOTRE DAME STREET,
 MONTREAL. 10-52

HIBBARD & CO.,
MANUFACTURERS' AGENTS,
 and Importers of Gusset Webs and Shoe Findings,
 Manufacturers and Importers of Rubber Goods,
 Manufacturers and Patentees of Cirée Belting,
 MONTREAL. 9-1y

DUNCAN & FORSTER,
**IMPORTERS OF EAST & WEST
 INDIA PRODUCE AND GENERAL GRO-
 CERIES,** 12 & 14 St. John Street, Montreal. 9-1y

THE "MORNING NEWS,"
 A FIRST-CLASS
**POLITICAL, COMMERCIAL, AND GENERAL
 NEWSPAPER,**

Established in the year 1839, and printed in St. John,
 New Brunswick, is furnished to Subscribers on the
 following cash terms:—

Tri-Weekly Edition, per year..... \$2.50
 Weekly Edition, " " " " " " " " 1.00

The "NEWS" contains the latest intelligence,
 foreign and domestic, and affords to the general reader
 an invaluable source of information.

The "NEWS," being without a successful rival in
 New Brunswick in point of circulation, etc., offers to
 Canadian Merchants, Manufacturers, and others, an
 excellent medium of advertising, by means of which,
 to a certain extent, now that Confederation may be
 regarded as accomplished, an extension of trade to the
 Maritime Provinces, may be secured.

TERMS MODERATE.

WILLIS & DAVIS,
 Proprietors.

53-6m

A MARITIME ADVERTISING MEDIUM.

THE MORNING JOURNAL,
 ST. JOHN, N.B.

A COMMERCIAL, POLITICAL AND GENERAL
 NEWSPAPER,

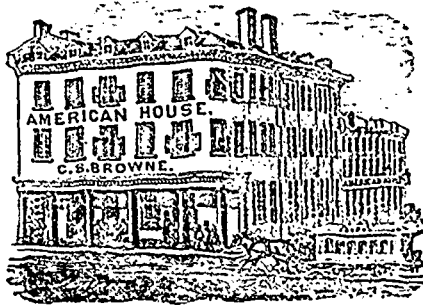
PUBLISHED TRI-WEEKLY.

Terms of Subscription,—\$2.50 per Annum, in advance,

Advertisements inserted at usual rates: Brief Busi-
 ness Cards \$10 to \$14 per annum.

The Colonial Presbyterian, issued weekly from the
 same Office, is an excellent Advertising medium.

WILLIAM ELDER, A.M.,
 Editor and Proprietor.



AMERICAN HOUSE,
 Corner of St. Joseph and St. Henry Streets,
 MONTREAL.
 C. S. BROWNE, Proprietor.

The above well known house having been enlarged
 by the addition of the large house heretofore known
 as the Exchange Hotel, and entirely refitted and
 newly furnished in first class style, will be kept as a
 First Class House in every respect, except as regards
 price, which will be as moderate as possible.

JESSE TRAYER,
**WHOLESALE GROCER AND COMMISSION
 MERCHANT,**
 540 ST. PAUL STREET,
 (opposite Albion Hotel)
 MONTREAL.

Orders for Flour, Oatmeal, Tobacco, Cheese, Hams,
 Brooms, Pails, Leather, or any description of Mer-
 chandise, promptly attended to.
 Consignments of Fish, Cod and Seal Oils, Wool, &c.,
 respectfully solicited and returns promptly made.

References kindly permitted:

HENRY STARNES, Esq., Manager Ontario Bank.

Messrs. Greene & Sons, Messrs. J. L. Cassidy & Co.
 " Starke, Smith & Co. " Rimmer, Gunn & Co.
 " Henry Joseph & Co. " L. Chaput, Son & Co.

JOHN RHYNAS,
COMMISSION AND SHIPPING MERCHANT,
 MONTREAL.

Consignments of General Merchandise received and
 advances made. Orders for the products of Canada
 carefully executed.

DAVID B. MACLEAN & CO.,
**PRODUCE AND GENERAL COMMISSION
 MERCHANT,**
 Shippers and Ship Agents,
 MONTREAL, C. E.

DAVID B. MACLEAN. | **BENJAMIN BAGAMAN.**
 THOMAS C. CHISHOLM.

E. D. TUCKER & CO.,
SHIPPING AND COMMISSION MERCHANTS,
 Boat's West India Wharf
 HALIFAX, N.S.

REFERENCES:

Messrs. R. Simms & Co., } Montreal.
 Joseph Tiffin, Esq., }
 Messrs. Henry Chapman & Co., }
 Messrs. Cudlip & Snider, St. John, N.B.
 Messrs. Harvey & Co., St. John, N.F.
 The Union Bank of Halifax, Halifax. 2-6m

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

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

1867 IRELAND'S 1867
FREIGHT AND PASSENGER LINE
 FROM

Montreal to Kingston, Toronto, Hamilton, St.
 Catharines and vice versa.

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

OSPREY.....Capt. SMITH.
 AMERICA....." MOORE.
 BRANTFORD....." HANNA.
 (new composite steamer now building at
 Hamilton.....Capt. MALCOLMSON.
 CITY OF LONDON....." FOLLOCK.

The above steamers, having first class accommo-
 dation for passengers, will afford to families during the
 summer months, a cheap and comfortable mode of
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