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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, NOVEMBER 5, 1869.

No. 45.

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

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

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

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

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

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

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

**CRATHERN & CAVERHILL,**  
61 St. Peter Street.  
IMPORTERS OF HARDWARE,  
IRON, STEEL, TIN PLATES, &c., WINDOW GLASS, PAINTS and OILS.  
AGENTS:—Victoria Rope Walk.  
Vieille Montagne Zinc Company, 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.

**THOS. D. HOOD,**  
FIRST PRIZE  
PIANOFORTE MANUFACTURER,  
MONTREAL.  
Show Room:—79 Great St. James Street.  
Factory:—82 Champ-de-Mars Street.  
Constantly on hand, a superior assortment of Pianos, Square and Cottage.  
Second-hand Pianos taken in exchange. Repairing and Tuning promptly attended to. 43

**CARGO OF MOLASSES FOR SALE.**  
THE Subscribers are now receiving, and offer for sale, the cargo of the Brig "B. L. GEORGE."  
(Just arrived from Trinidad)

CONSISTING OF:  
Hhds } Choice Bright Trinidad Molasses.  
Tierces }  
Bbls }  
ALSO IN STOCK.  
3,000 packages of new fresh Green and Black Teas. Ex "Pallas" "Annie," and "Chinaman," from Yokohama and Shanghai.  
With our usual and general assortment of Groceries  
TIFFIN BROTHERS.  
Montreal, 20th May, 1869. 21

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

**JOHN WATSON & CO.,**  
Importers of  
GLASS, CHINA AND EARTHENWARE  
WHOLESALE,  
5 and 7 Lemoine Street,  
MONTREAL. 21-ly

**ROBERT MITCHELL,**  
COMMISSION MERCHANT AND BROKER, 24 St. Sacrament st., Montreal.  
Drafts authorized and advances made on shipments of Flour, Grain, Pork, Butter, and General Produce, to my address here.  
Advances made on shipments to Europe.  
The sale and purchase of Stocks and Exchange will receive prompt attention. 1-ly

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

**KINGAN & KINLOCH,**  
IMPORTERS AND GENERAL WHOLESALE GROCERS, and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal.  
Wm. KINLOCH. J. B. LINDSAY D. L. LOCKERBY  
8-17

**JOHN McARTHUR & SON,**  
OIL, LEAD & COLOR MERCHANTS,  
Importers of  
WINDOW GLASS, &c.,  
No. 18 Lemoine Street, facing St. Helen Street,  
MONTREAL. 1-ly

**DAWES BROS. & CO.,**  
COMMISSION MERCHANTS  
MONTREAL.  
Consignments of Flour, Grain, Leather, Ashes, Butters, &c., receive personal attention. 8

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

**HALL, KAY & CO.,**  
METAL MERCHANTS,  
MONTREAL.  
Sole Agents in the Dominion of Canada for following Manufacturers:  
Wm. Allaway & Sons, Tin and Canada Plates; Works at Lydney, Parkend & L.B.  
Morewood & Co., Lyon Galvanizing Works, Birmingham.  
A. & J. Stewart, Boiler Tubes, Clyde Tube Works, Glasgow.  
W. N. Baines, Engineers' Brass Work, Lancefield Brass Foundry, Glasgow.  
S. H. Debble & Co., Tinned Holloware, Park Foundry, Glasgow.  
Geo. Fairbairn & Co., the F Horse Nails, Camelon Park, Falkirk.  
ALWAYS ON HAND  
A large and well-assorted stock of Stamped and Japaned Tinware and General Furnishings, for Smiths, Plumbers, and Brass Founders 1-ly

**I. L. BANGS & CO.,**  
MANUFACTURERS OF FELT COMPOSITION and GRAVEL ROOFING, and all kinds of Roofing Materials, Office: 783 Craig Street, (West) Montreal. 22-ly

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

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

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

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

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

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

**THE STANDARD LIFE ASSURANCE COMPANY**  
 Established 1825.  
 WITH WHICH IS NOW UNITED  
**THE COLONIAL LIFE ASSURANCE COMPANY.**

Accumulated & Invested Fund - - \$18,909,350  
 Annual Income - - - - - 3,376,953  
 This Company continues to do Business under the  
 Insurance Act lately passed by the Dominion  
 Parliament.

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

**LONDON & LANCASHIRE LIFE ASSURANCE  
 COMPANY.**  
 Chief Office: Company's Building, Leadenhall Street,  
 LONDON.

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

Every description of Life Assurance business trans-  
 acted at moderate rates. Claims promptly settled.  
 Special attention is drawn to the 10 year non-forfeit-  
 ing plan on the half loan system.  
 Office: 104 St. Francois Xavier Street.  
 1-ly **THOMAS SIMPSON, General Agent.**

**MARINE & FIRE INSURANCE**  
**WESTERN ASSURANCE COMPANY**  
 OF CANADA.

**MONTREAL BRANCH:**  
 102 Francois Xavier Street,  
 (Up-stairs.)  
 Risks taken against loss and damage by Fire, and  
 Marine risks on Hulls and Cargoes at customary rates  
 of premium. Losses promptly adjusted and paid.  
 1-ly **A. R. BETHUNE, Agent.**

**PHOENIX**  
**MUTUAL LIFE INSURANCE COMPANY,**  
 HARTFORD, CONN.  
 ACCUMULATED FUND - - - OVER \$2,000,000.  
 ANNUAL INCOME - - - - - \$1,200,000.  
 ISSUES ORDINARY LIFE,  
 TEN YEAR NON-FORFEITING LIFE,  
 AND,  
 ENDOWMENT POLICIES,  
 At the rates annually charged by responsible Com-  
 panies, and returns all profits to the insured, who are  
 now receiving a return of 50 per cent, or half their  
 premium.  
 Parties at a distance can insure from blanks, which  
 will be furnished on application.  
 Usual restrictions as to residence and occupation  
 abolished.  
**ANGUS R. BETHUNE,**  
 General Agent  
 104 St. Francois Xavier Street  
 Active and Influential Agents and Canvasers  
 throughout the Dominion. 40

**F U R S .**  
 Fall Styles  
 1869.  
 Complete Stock now ready.  
 NOVELTIES IN  
**LADIES' FURS,** **SCOTCH CAPS,**  
**GENTS' FURS** **FELT HATS,**  
**YOUTHS' FURE.** **CLOTH CAPS.**  
**BUFFALO ROBES.**  
**BUCK GLOVES,** **KID MITTS, &c.**  
**WOLF AND COON ROBES.**  
**GREENE & SONS**  
 MONTREAL.  
 617, 619, 621 and 623 St. Paul Street: 1-ly

**ST. PETER STREET**  
 WHOLESALE  
**HAT, CAP AND FUR**  
 ESTABLISHMENT.

**HAEUSGEN & GNAEDINGER,**  
**WOULD call the attention of Country**  
 Merchants to their large stock of Hats, Caps  
 and Ladies' and Gents' manufactured furs.  
 All of the latest Novelties; also, Buck and Kid  
 Gloves, Mittens, Gauntlets, &c. &c.  
 Having made arrangements to meet the still in-  
 creasing demands for our Ladies' and Gents' Furs, all  
 of which are manufactured under the special super-  
 vision of the proprietors.

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

**BUFFALO and WOLF ROBES always on hand;**  
 also **RACoon COATS.** 30-ly

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

**SUTHERLAND, FORCE & CO.,**  
 Importers of  
**BRITISH & FOREIGN DRY GOODS**  
 490 St. Paul Street,  
 Montreal. 13-ly

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

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

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

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

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

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

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

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

**OGILVY & CO.,**  
 Importers of  
**STAPLE & FANCY DRY GOODS,**  
 495 St. Paul, Corner St. Peter Street,  
**MONTREAL.**

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

**THOMSON & CO.,**  
**CANADIAN WOOLLENS**  
 4 Lemoine Street,  
**MONTREAL.**  
 Advances - do on Con 6m-37

**JAMES MITCHELL,**  
OFFERS FOR SALE:  
SUGARS—Prime Barbadoes, Trinidad, Demerara, Porto Rico, Cuba and Jamaica, in Hhds, Trecs, and Brls.  
MOLASSES—Choice Retailing, in Pans.  
COFFEE } Jamaica, in Bags and Brls.  
PIMENTO }  
CODFISH—Green, in Brls.  
HERRINGS—Canso in Hh-Brls.  
ARROWROOT—Barbadoes, in Tins  
No. 7 St. Helen Street.  
Montreal, 15th Sept., 1869. 1-ly

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

**FRANCIS FRASER,**  
HARDWARE COMMISSION MERCHANT,  
28 St. Sulpice Street, Montreal.

Agent for French and German Manufacturers of Window Glass, Glass Ware, Fancy Goods, &c., Birmingham Hardware, Sheffield Electro-Plate Goods, Tools, Cutlery, Files, Steel, &c. 33-ly

**WHEELER & WILSON,**  
Awarded, over eighty-two competitors, at the Paris Exhibition, 1867, the HIGHEST PREMIUM, the GOLD MEDAL.  
For perfection of  
SEWING MACHINES.  
S. B. SCOTT & CO., Agents,  
315 Notre Dame Street, MONTREAL.

ALSO,  
AGENTS for the celebrated LAMBE KNITTING MACHINE. 5-ly

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

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

**MONTREAL BUSINESS COLLEGE,**  
Corner of Notre Dame and Place d'Armes.  
THE Course includes Book-keeping, Penmanship, Arithmetic, Telegraphing, Phonography and French. The College is connected with the Bryant and Stratton International chain, and the Scholarships issued by the Montreal branch are good either in Toronto, or any of the principal cities of North America.  
Circulars sent on application.  
J. TASKER,  
Principal.  
32-3m

**THE CITIZENS' INSURANCE COMPANY**  
(OF CANADA)  
AUTHORIZED CAPITAL .....\$2,000,000  
SUBSCRIBED CAPITAL .....\$1,000,000  
DIRECTORS:  
BUGH ALLAN, President.  
GEORGE STEPHEN. | C. J. BRIDGES.  
ADOLPHE ROY. | HENRY LYMAN.  
EDWIN ATWATER, | N. B. CORSE.  
Life and Guarantee Department:  
Office - - - 71 Great St. James Street.  
This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and Bonds of FIDELITY GUARANTEE.  
Applications can be made to the Office in Montreal or through any of the Company's Agents.  
EDWARD RAWLINGS, Manager.

**PHENIX FIRE ASSURANCE COMPANY**  
OF LONDON.  
(Established in 1782.)  
Insurances effected at current rates.  
JAMES DAVISON, Manager.

GILLESPIE, MOFFATT & CO., General Agents for the Dominion. 6-ly.

**KELSON, WOOD & CO.,**  
IMPORTERS & WHOLESALE DEALERS in European and American FANCY GOODS, Paper Hangings, Clocks, Locking Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys,

&c., &c., &c.  
MANUFACTURERS OF  
Brooms, Matches, Painted Pails, Tubs, Wash-Boards, and Bealers in  
WOODEN-WARE of every description.  
29 St. Peter Street, Montreal.  
AND  
74 York Street, Toronto. 33-3m

**THE TRADE REVIEW**  
AND  
Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, NOVEMBER 5, 1869.

See Advertisement of Moccasins for sale.  
Purchasing Department of the TRADE REVIEW. See Advertisement.

A dividend of six per cent. for the current half-year has been declared by the Bank of Montreal; of four per cent. by the Ontario, Mechanics' and Moulson's Bank, and of three per cent. by the City Bank.

The letter in other columns on the Dominion Telegraph Company, signed "Toronto," is from one of the most prominent business men in the West, and indicates that we would have been perfectly justified in criticising the management of the company even more severely than we have done.

A meeting of the shareholders of the Commercial Bank of New Brunswick, was held in St. John, on the 2nd inst. A statement was submitted by the Directors, shewing a reduction of liabilities since July last of nearly \$72,000, the outstanding liabilities being now only about \$180,000, of which \$12,000 are for circulation. The assets are estimated at \$360,000. There was a stormy discussion, and the meeting adjourned until the first Tuesday in February next.

**WHOLESALE FUR MERCHANTS.**  
**JAMES CORISTINE & CO.**  
Successors to  
G. LOMER & CO.,  
471, 473, 475, 477, St. Paul Street.  
Specialities of our own Manufacture:  
Ladies' and Gentlemen's Furs, Sleigh Robes, Lined Buffaloes, Buck, Kid, and Sheep Mitts and Gloves, Cloth Caps, etc.  
BUFFALO ROBES.  
MOCCASSINS specially manufactured for the LUMBER TRADE.

We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.  
TERMS LIBERAL.

**G. F. GIBSON & CO.,**  
GENERAL AUCTIONEERS.  
Weekly Sales of Dry Goods, and all descriptions of Merchandise.  
CORNER ST. PETER AND ST. JAMES STREETS,  
QUEBEC. 6t-4B.

**THE VERMILION GOLD MINES.**  
THE Vermilion Gold Mines which created such a stir about eighteen months ago, have after all turned out a failure. These mines, it will be remembered, were discovered close on the boundary line between the United States and our North-west Territory, and created quite a *furor* among miners for a time, it being believed not only that these mines would prove to be of great richness, but that on our side of the boundary as well gold would soon be discovered in abundance. The new *El Dorado* was the attractive title which some of the American press gave to the Vermilion district, and under the stimulus of sensational articles, companies were soon formed and capital subscribed, to work the Mines. It would appear that at least \$200,000 have been expended by the different companies which began operations. Although great difficulties were experienced in reaching the mines with machinery, tools and supplies, the work was begun and prosecuted with great vigour and prudence. But it has now to be confessed that the mines have proved a stupendous failure, involving serious losses to a large number of persons in the North-Western States. The mines have been abandoned, and all the machinery and other plant is to be brought down during the ensuing winter and sold. This is an unfortunate termination to all the bright visions of gold and dividends, which were indulged in a few months ago, and affords an additional proof of the hazardous nature of mining operations. Whilst large fortunes are occasionally made from this description of enterprise, failures are more common than in other pursuits, and when companies are formed for the purpose of testing a mineral district, their enterprise and spirit deserves to be encouraged. The Local Government of Ontario would do well to bear this in mind. We are supposed to possess great mineral wealth on the northern shores of Lake Superior. Companies have been formed in Montreal and other places, to test this important fact, and we must say the Ontario Ministry have acted as if they were afraid these companies would succeed. Now, not only ought no difficulties to be put in the way of such companies, but every encouragement compatible with the public interests, ought to be given to them, and the more successful they are the better for the whole country. The experience at the Vermilion Mines proves how hazardous such enterprises are at best, and those who risk their capital in such projects deserve to reap a rich reward when they do succeed. To hamper them with royalties in case of success, is the best mode possible to blot out anything like mining enterprise altogether. The Ontario Government has advanced a few steps in liberality on this question, since its formation, but there is still room left for improvement.

## THE DOMINION TELEGRAPH COMPANY.

THE Toronto daily papers recently contained accounts of a meeting of shareholders of this company, which was called for the purpose of affording the Directors an opportunity to explain to the public, its claims to confidence. The meeting was composed of fourteen persons—of whom four were directors, two were canvassers for stock, two had become possessed of stock in payment of advertisements, and one was a reporter—so out of the fourteen, there were only five independent stockholders present outside of the Directors. It appears that in Toronto, there is stock held to the extent of \$150,000, divided among—say 100 shareholders, who—it is fair to presume—had all notice of the meeting, and it is rather a significant commentary on the management of the company, that so few responded to the invitation to attend. Mr. Cayley drew comfort from the limited number however, and is reported to have said that the absence of so many, was a proof of the confidence they had in the undertaking, and those who "managed it." Mr. Cayley's philosophy under the circumstances compares favourably with the Jollity of Mark Tapley; we really fear, after such a remark, that we have under-rated him. Certainly, the shareholders in this case have need of confidence; but the way in which the company has been managed thus far, is not—we fear—calculated to inspire it. Hon. John Hillyard Cameron seemed to take a different view of the matter from that of Mr. Cayley, and indicated a very deplorable lack of confidence, when he said, the best way of showing it, was to pay up "the arrears of calls upon their subscribed stock" now past due. Mr. Cayley must have felt his legs going from under him, when his bosom friend thus let the cat out of the bag, and for a "cut and dried meeting the episode is a refreshing one. We think it pretty evident that of the one hundred Toronto stockholders, the ninety five who did not attend the meeting, not only have not paid up their calls, but what is more—as is indicated by their absence—are not likely to do so.

But let us leave these preliminaries of the meeting, and examine the statement which Mr. Cayley made, and from which the public are to judge whether they are wise or not, in investing their money. In doing so, we confess to a feeling of disappointment. We did really think that having got rid of Mr. Reeve, with an experience of nearly two years, and with the fact so patent that the people are ripe for an opposition telegraph company, Mr. Cayley, or the directors among them, would present some tangible and feasible scheme, by which this unfortunate enterprise could be carried out. But Mr. Cayley is like the Bourbons, he never forgets anything, but he never learns anything. It would have been natural to suppose that the hints we gave him in our last article on this subject would have enabled him to prepare for the public some satisfactory statement. What was needed, were figures showing the amount of capital required to build a line, the number of miles needed, the cost of maintenance, the proportion of yearly depreciation in value of the property, the total amount of business of telegraphing done, the receipts of other lines, and a calculation of the profits to be earned. But instead of this, to what are we treated? One-third of the speech of two columns is taken up with the arrangement by which Mr. Reeve was got rid of, which, by the way, affords another illustration of the excellent management of this company. The public stopped paying up their shares when they ascertained that the contract to Reeve compelled the payment of \$250 per mile, but what will they say when it is told them that the directors have paid Mr. Reeve \$2,000 for the 113 miles between Toronto and Suspension Bridge—equal to \$371 per mile? Another large portion of the statement was taken up dilating upon the enormous value of the United States connections which Mr. Reeve had secured for them. We have again and again pointed out what ridiculous nonsense this is. The Atlantic and Pacific line which is their only immediate United States connection, is glad to have any feeder to its wires, and no particular merit need be claimed by Mr. Reeve or Mr. Cayley for that connection. But the character of that connection may be imagined by our readers when we tell them that this line was built under a contract to take stock in payment at the rate of \$1,000 per mile. As the line did not cost more than \$200 greenbacks per mile it follows that the contractors can make money by selling the stock at 15 cents on the dollar; and inasmuch

as they (the contractors) have foisted it upon the gullible public at par and as near it as they could, it stands to reason that they have made a good deal bigger thing, than—but for us—Mr. Secia-Reeve would have accomplished in Canada. If there is not some "hocus pocusing" in that concern, we shall be surprised, especially with W. D. Snow as the contractor, with his father "the original Josiah" of happy memory, as the promoter of its western connections. Let the public, once for all, dismiss from their minds all this humbug about the value in dividends, or right of property in these connections. We admit that it is of importance to have a United States connection, other than the Western Union line, but it is folly of the worst kind to estimate it beyond its value.

Mr. Cayley went on to say that a contract had been made with Mr. Colby, to build as far as Oshawa, for \$10 per mile, which is the only sensible and really practical thing the Directors ever did. We believe Mr. Colby to be a good contractor, and the price a reasonable one, but unfortunately for him and for the public, we very much fear, Mr. Cayley has got things so muddled that he won't be able to go further than Oshawa, if he even gets paid for what he does. We vainly try to cypher out what is the actual position of the concern. One fact is patent, they are in great and urgent need of money, for they have to pay Mr. Reeve \$5,000 on the first of December, and \$5,000 every three months for a year after, besides paying for the work as it progresses, and as but a very limited number of the shareholders respond to the calls, the financial condition of the concern seems deplorable. He says a single call of 10 per cent on the stock subscribed would yield \$14,000, but the result of the last call was only \$1,400. Alas for Mr. Cayley all he wants is money, and he exclaims, "If we could only get in the calls; if we can only get even \$5,000 on each call, we can pay everything and go on, and he proceeds to hold up a terrible calamity to induce the shareholders to pay up, by stating that "If they did not extend East, the People's line would certainly come to Toronto!" Awful, isn't it? And further—"If they did not get to Montreal, what would their line be worth?" and so on, for a column of platitudes, Mr. Cayley proceeds to beg his hearers. It never seems to strike him that the people would like to know "How much money do you want? At the outset you called upon us for \$500,000 to build 2,000 miles of telegraph. While you have been juggling with a New York sharper named Reeve, and throwing our money away at the rate of \$371 per mile, the People's line has been organized, and built over the best part of the Eastern Territory, yet you never tell us what difference that makes in your plans or policy. While you have been dilly-dallying, the Montreal line has reduced its rates, extended its facilities, and in no small degree obviated the necessity for an opposition, and certainly largely diminished its chances of success. Give us some facts upon which to justify an investment." But Mr. Cayley does not know how, he contented himself with vague generalities as to the difficulties which the Montreal line had to overcome, the rates it had to pay for Morse's patent (which is all nonsense), and the ample room there was for another line. We believe him. There is ample room for another line, and with good men at its head, and an efficient telegrapher to manage a good line well and cheaply built, and well and economically handed, a new line would pay a fair dividend. We have always thought so, and we think so still; the public would be benefited, and the shareholders paid a fair return, but we have no hope of it with the existing state of affairs in the Dominion Line. Why is it? It would be impossible to select an able board of directors. Mr. McMurrich is one of the best of men, Mr. McMaster one of the most successful, and John I. McKenzie one of the cleverest business men of the West, and yet somehow, the whole history of the Dominion line is so utterly bad, its management so poor, that it bids fair to fasten upon us—or many years more the monopoly of the Montreal lines, simply from its own imbecility and weakness. We are sorry to come to this conclusion. We had hoped that as soon as Mr. Reeve was got rid of, and time allowed to get matters into shape, we should have a clear and distinct statement of the condition of the company, some idea of its policy and plans, some facts (not platitudes) in relation to the profits of the business, and some sort of information of a practical and reliable kind. But in this hope, we are disappointed and if the results of the Toronto meeting are all that is to be expected, we fear

the chances of success of the Dominion Telegraph Company are slim indeed. The public, who were induced to take stock under the false representations of Reeve and his agents, will be much more content to lose all they have paid, than to throw away more money on the mere *ipse dixit* of Mr. Cayley and his friends. We have no doubt in the world, but that Mr. Cayley and his fellow-directors are perfectly honest in their conviction that a line under their direction will pay, but something more than honest belief is demanded, and unless they can produce facts as a basis for their belief, they must not be disappointed if the public hesitate to assist them. The Directors of the Grand Trunk line were just as honest, just as sincere—the projectors of the Provincial line equally so, and far more enterprising, but neither that sincerity, nor their faith in the project brought success.

Mr. Cayley may be a passable lawyer, Mr. Cameron a very excellent one, Messrs McMurrich, Moffatt, McMaster and McKenzie honourable and successful merchants, but they know nothing about telegraphing, and it will take them a good while to learn. We admit that it is not necessary they should know how to operate an instrument, or string a wire; but we do know, that there ought to be some idea of the work they have on hand; some knowledge of values, salaries, extent and character of business, cost of maintenance, &c., to fit these gentlemen for the position of custodians of money entrusted to them for a special object. All that they know is that the Montreal line without opposition, with the most skillful management, the best connections, and a high tariff has succeeded, and because it has succeeded, Mr. Cayley argues his line must succeed with a perfect net work of wires to compete against, rates lowered already to the lowest point consistent with profit, a United States swindle for a connection, (liable at any moment to fall into the hands of the Western Union Company, as did the connection of the Provincial line) with the best part of the Eastern country already covered with opposition lines, the best part of the Western country built at a cost of \$371 per mile, and confessedly not paying running expenses, with an empty exchequer, and obligations extending over a year to pay. With all this, and not a practical man at hand nor an atom of information and all their past mismanagement staring us in the face, we really cannot conceive what Mr. Cayley and his friends take the public to be, if they can be prevailed on to throw away their money on such an enterprise under such circumstances.

The public are, perhaps, not aware that before Mr. Reeve closed his negotiations with the Directors, he offered the Dominion charter lines from the Bridge to Toronto, and the whole affair to the Montreal Company at a very reasonable rate! It may astonish Mr. Cayley and his directors, but it is a fact. And the refusal of the Montreal Company to absorb the concern, which they could readily have done, indicates two facts: first, that they did not care to make an investment in a line that would not pay its expenses, and secondly, that their experience with oppositions has taught them to believe that the cheapest time to buy is when they are complete, with the capital all spent, and the owners glad to get rid of it at any price. The public will readily argue thus, "If the Montreal Company could not afford to buy up this opposition and extinguish it—if with all the money they have made (according to Mr. Cayley) they could not find a profit in running these lines, is it possible that Mr. Cayley and his coadjutors can do so?"

In Mr. Cayley's speech he implied that we had doubted his personal honesty, and that we had advised the stockholders to be on their guard for fear the funds would be misused. We call our readers to witness that we never implied such a suspicion, we believe Mr. Cayley to be a thoroughly honest man, we have always said so, and we say so still, but in relation to telegraph matters, he has not shown as much ability as honesty. Our readers perhaps will agree with us in quoting the shrewd remark of Josh Billing, that in telegraph matters as in everything else, "the fools do more harm in this world than the knaves."

An idea may be formed of the immense business of Friday, the day of the great panic in New York, by a perusal of the following telegraphic statistics. On that day the Franklin Telegraph sent 5,000 messages, the Bankers and Brokers, 2,222, the office of the Western Union Telegraph Company at the gold room, 300; the office of the same line at 21 Wall Street, 800, and the main line about 1,000. More than four-fifths of this number were quotations of gold

OUR FISHERIES.

It has always seemed to us that the policy followed by our Government, since the abrogation of the Reciprocity Treaty, with regard to the Fisheries has been most childish. They have clung with the utmost tenacity to a shadow, while they let the substance slip from their grasp. By way of asserting no right of proprietorship, they levied at first a merely nominal tax on United States fishermen, assessed at the rate of fifty cents a ton on the vessels used, subsequently raising the rate to a dollar, and last year to two dollars per ton. This apparently increased tax, however, did not yield in 1868, half the amount obtained in 1867, owing it must be presumed to infraction of our laws by United States fishermen, and inefficient means employed to prevent it on our part. The New York Tribune in a recent issue states that the Gloucester fishermen "irritated at the frequent and persistent interference of British cruisers in their legitimate pursuits,"—interference which they were not going to put up with any longer—obtained legal advice as to the extent of their right to resist, and since then "have armed themselves abundantly with Enfield rifles," determined to be driven away by no meddlesome Britfishers. The Tribune further says that "the issue of a conflict between a fleet of a dozen schooners and a cutter would not be very doubtful," but admits that the international complications to which it would give rise, might be endless.

If our Government instead of merely levying an indelicate tax on foreign fishermen fishing in our waters—to the injury of our own fishermen—had at once taken the bold policy of completely excluding them, there would have been nothing of this kind, and no chance of "complications." It would have been seen that we were in earnest; no Gloucester or other foreign fishermen could attempt to cruise in Canadian waters, except at the risk of capture; and our own people would have taken the fish, and would have been able to sell them too, spite of duty, to the fish-eaters in the States.

A memorandum of the Minister of Marine and Fisheries, on this subject dated February 27, 1869, and concurred in by the Privy Council, shows that Government did not err through ignorance of the effect of their policy, or through indifference to its result. The memorandum contains the following paragraph—

"Thus the practical effect of a formal license system has been to admit Americans to an almost free use of our fisheries, whilst incurring on our part, and that of the Imperial Government, a very considerable and un-compensated expense to merely regulate foreign participation in those important advantages, to protect British fishermen in the concurrent enjoyment of their rightful privileges, and to guard the fishing grounds against substantial injury." And this same memorandum a little further on states that "whatever may be at present determined on by Her Majesty's Government, unless before the advent of another fishing season some satisfactory arrangement shall be effected, the existing and any other mere provisional system ought wholly to cease, and all concessive liberties of fishing be absolutely withheld." And regarding this very withholding of the liberty of fishing, while it is conceded that the adoption of this course "is considered to be fraught with disagreeable and perhaps dangerous complications," nevertheless "it is obviously that one which sooner or later must be adopted. The difficulties and delicacies of this question constantly increase through deferment."

It was then, before the commencement of the fishing season of 1868, determined to continue for that year the licensing system at a tonnage rate of \$2 per ton but as shewn, with the clear understanding that such system was only temporary, and in default of any satisfactory arrangement with the United States, ought wholly to cease before the advent of another season. Another season has come and nearly gone, and the same system is still continued under the recommendation of the Minister of Marine and Fisheries, as we find from his memorandum of 29th April last.

We should like to know how much longer this shilly-shallying is to last. It is of course necessary, as long as Prince Edward's Island is outside the Confederation, that nothing should be done in the matter without the consent of Her Majesty's Government, but it is equally necessary, and ministers should be held to a strict accountability if they fail in this respect, that the matter should be pressed on the home government for final decision. Either we have

rights, or we have none; either our rights are valuable, or they are not. We Canadians have made up our minds that we have exclusive right to our own fisheries, and we think the privilege sufficiently valuable. We have come to the conclusion too, individually and as a nation, that our rights should be no longer practically surrendered, but that they should be at once claimed and enforced. We feel assured that the Imperial Government will give consent to any policy on the part of the Dominion for the settlement of this question, provided it does not interfere with existing agreements between England and the United States. And we quite agree with Mr Mitchell that the only policy which would at all match the circumstances of the case, is that of total exclusion of Americans from all participation in our fisheries, within the prescribed limits of three miles from our shores. We trust the licensing system will end with the present season and that at next session of Parliament Government will be able to announce, not as a measure of retaliation or coercion towards the States, but as a resumption of our own rights, and as an encouragement to our own fishermen, they have decided to withhold altogether from foreigners the right under any circumstances to catch fish in Canadian in-shore fisheries.

THE TRANS-CONTINENTAL RAILWAY.

THIS great railway project continues to attract much attention in the United States, particularly in the cities of Portland and Oswego. The immediate object of the promoters of the enterprise is a line of railway from Portland by the South-east shore of Lake Ontario—Oswego being a principal point—and thence to Chicago; but connections are expected to be made with the great Northern Pacific line, and thus it is hoped there may be a continuous line of rail from Puget's Sound on the Pacific, to Portland on the Atlantic. A great railway convention was recently held in Oswego, to discuss and forward this great undertaking. There was a large gathering of railway men from New York State, Michigan, Maine, Illinois, and other States interested. The convention seems to have been very harmonious, and strong resolutions were adopted, urging the necessity of more railway facilities between the Mississippi and Upper Lake region and the Atlantic seaboard, and particularly commending the proposed Trans-Continental line to the east of the Gulf of St. Lawrence—Portland being the terminus—on account of the saving in ocean transit. We may explain that the Trans-Continental line is not intended to be new throughout. Several companies already in existence, are expected to amalgamate and form part of this great project. As we understand it from the resolutions passed at the Convention, which are unfortunately not very clear in their meaning to one who was not present, the Michigan Air line is intended to form part of the Trans-Continental. A new company is to be formed in New York to "organize a railway from the most feasible point in the eastern part of New York, between Whitehall and Albany, to run in the general direction of the south-east basin of Lake Ontario," and it is hoped, if possible, to make connections with a line through Ontario. Arrangements were made by which a meeting of all parties interested in the various lines can be called together when the necessity arises and from the tone of the speakers we should suppose that there is little doubt but that the Trans-Continental railway will before many years become an accomplished fact. The Convention in one of their resolutions strongly urged the Government to assist the two new Pacific roads which are being advocated—the Northern and Southern Pacific lines. The latter is a competitor of the Pacific road now running. In all the North-Western States the Northern Pacific is popular. It is intended to run close to our North-West Territory, with its Western terminus at Puget's Sound, and the eagerness of our American friends to get the line constructed, arises in no small degree from the desire to get the start of Canada, and thus possibly prevent our building a Pacific line through British Territory. There can be no doubt of the fact, that the shortest, and possibly the easiest constructed line, to the Pacific Ocean, could be made through British America, and it is equally clear that if any considerable amount of Asiatic trade is ever to pass across this continent to Europe a Canadian Pacific Railway would have the inside track of all competitors, being the shortest and cheapest route. Our neighbours exhibit great eagerness in building railways. Considering the popula-

tion and wealth of Canada, however, we have not lagged behind, but it is evident there is a great deal yet before us to do in this respect.

OUR PETROLEUM TRADE.

WE have marked with much gratification the increased activity manifest of late in the oil business of Canada. For a long period everything was dull and flat almost to the verge of absolute stagnation. Whilst in Pennsylvania the greatest activity was manifest,—old wells being pumped dry, and new ones sunk,—in Canada there was no demand for the crude oil. The fact was, our home market, which does not require over 100,000 barrels, was completely glutted, and from some cause or other there was no demand for the oil for foreign export. Canadian petroleum had got a bad name abroad from some early shipments; neither in point of color nor smell was it considered equal to the American article. Mainly through the enterprise of Messrs Englehart & Co., of New York, this state of matters has been changed. These gentlemen have created a large establishment at London, Ontario, and have shipped some first-class Canadian oil to Europe, and there is now every promise that not only will the objections to our petroleum disappear, but that it will rival in popularity the produce of the best Pennsylvania wells.

There is a wide field open for the increase of this branch of Canadian industry. There is scarcely a single important part of the civilized world that American petroleum is not now exported to. England, Germany, France, Turkey, India, South America, Australia, and many other parts of the world, now purchase it in large quantities. From an able article in the London Free Press, we learn that the production in Pennsylvania in September was 12,645 barrels per diem, and during the nine months of 1869 no less than 3,012,232 barrels had been produced: And the rate at which production is augmenting, may be known from the fact that these last figures show an increase of 294,561 barrels over the same period of 1868. Over 800 wells are constantly in process of being drilled, as fast as old ones give out, new ones being commenced. Although the enormous quantity of 49,000 barrels were obtained during September, the stocks on hand do not accumulate, for out of a tankage of 1,220,933 barrels, there was over one million barrels of tankage unused; in other words, there were over 210,259 barrels of oil on hand. The following statistics of the exports of American oil will show the valuable addition it makes to the exports of our neighbours:—

EXPORTS from New York from January 1st to October 10th, and from all other ports to October 2nd, during the years indicated:

From	1869.	18 8.
New York .....	62,851,861	43,902,605
Boston .....	1,802,763	1,948,425
Philadelphia .....	22,256,508	29,010,332
Baltimore .....	1,657,444	2,639,164
Portland .....	"	668,970
Total export from U. S. . . . .	77,968,733	77,627,075
Same time 1867. . . . .	"	47,478,857
Same time 1866. . . . .	"	47,625,601

These figures fully bear out the statement that petroleum is now one of the most important exports of the United States. We have referred above to the yield of oil during September. Taking that quantity at the prices given during that month, \$5.59 per barrel, the receipts run up to no less than \$2,374,645! And taking the whole exports for this year (nine months) as given above, 77,968,733 gallons, and counting the same at the market price of 32c per gallon, we have a total value of \$24,859,995 for nine months! Taking the remaining three months at the same rate, the total revenue from the wells of Pennsylvania during 1869 will not be less than the enormous sum of \$31,062,493. These statistics indicate the vast dimensions to which the petroleum trade of our neighbours has swelled.

Now, what is to hinder Canada from reaping a large part of this rich harvest. As our oil is now being refined, it is quite equal to American; and why, then, should we not soon have a large export trade of this article? We are glad to know that the trade is looking up, and that around Petrolia, Bothwell, and other places in the oil district, old wells are being vigorously pumped, and new ones are being put down. But our total yield is, after all, but trifling. A good authority sets it down at 1,200 barrels per day, or 400,000 per annum. Pennsylvania produces as much in a single month, and, with proper efforts to introduce our Can-

nada article abroad, we ought soon to double our production. To effect this end, our dealers must compete with the Americans. This can only be properly done by firms having considerable capital. Messrs Englehart & Co can do so, and will doubtless succeed - as they deserve to do - in their enterprise. But we ought to have many such firms, and we know no investment more likely to be lucrative than in refining and exporting Canadian petroleum if properly managed. Whilst thankful that our oil business is improving, we would urgently press capitalists to examine the wide field there is for the expansion of the trade, and the excellent chances there are for large firms to make money by refining and exporting on a large scale

THE DOMINION TELEGRAPH COMPANY.

(To the Editor of the Trade Review)

TORONTO, October 30, 1889

SIR, - If anything were needed to justify the articles which have appeared in the columns of the Review relating to the Dominion Telegraph Company, the report of the meeting of stockholders held here last week was quite sufficient.

The public are unquestionably indebted to you for saving them for the most part from an outrageous swindle. True, many people through the country have been victimised but the number is small compared to what it might have been, and those who have been deceived have paid but a small portion of their subscriptions, and there stopped.

But although Reeve, Snow & Co. have not been allowed to make \$200,000, as they intended, and would have done, had they been allowed to entirely carry out their operations, they have not done so badly after all. Let us see. - They have built about one hundred miles of line at a cost of say \$10,000. They have received therefor in cash \$15,000. Mr Cayley's notes for \$20,000 payable with interest within a year, and \$7,000 in paid-up stock in the company; and now they have gone back to the States, leaving Mr Cayley with a fragment of a telegraph line on his hands, which he can't seem to know what to do with, and liable, on account of its cost, for twice what it is worth.

The stockholders are consoled with the information that \$20,000 of the instalments Mr Cayley is now asking them to send in are to be remitted to Reeve & Co., Chicago, and if there is anything left, they will build an extension to Oshawa.

What, in the name of goodness, has become of the original programme of the company, on the strength of which we were urged to subscribe? Two thousand miles of line were to be built, the routes were defined, the principal towns and cities named which were to be connected, the capital stock of the company was to be \$500,000, &c., &c., but not a word do we hear of all this now, only an extension to Oshawa. The stupidity (to call it by no worse name) of the whole business is truly amazing, and the sooner the miserable faro-comers to an end the better for both the subscribers and the public, and the better the prospects for an opposition to the Montreal Company, which shall be worthy the name.

Yours truly, TORONTO

A SHABBY PIECE OF BUSINESS.

DETROIT paper records an act of official shabby business in the collector of customs at Port Huron which should be recorded. A party of gentlemen and ladies came from Montreal over the Grand Trunk Railway with the intention of passing over the railway from Port Huron to Detroit, and from thence to Chicago and St Louis. Among the party were Mr Potter, from England, President of the Grand Trunk Road, and Mr C. J. Brydges, Managing Director of that road. The party came over the Canadian road in the Director's car, and came with the car to Port Huron where they were met by the collector, we believe a Mr Sanborn by name, who demanded, before they could proceed, that Mr Brydges should pay the sum of twelve hundred and fifty dollars in gold, as the duty on the car. Mr Brydges stated to this officer that there was no intention of letting the car remain in the United States, and proposed to give a bond for its return, but this would not satisfy Mr Sanborn. It was then stated to him that it was the daily practice to pass back and forth not only the freight cars of the so called blue line but also the Pullman sleeping cars over the Great Western Road that officers of the company had repeatedly this summer gone to Canada in cars from this side, and that not long since a party of railway officials had gone from Detroit to Portland to one of the cars of the Michigan Central and returned without paying any duties either in Canada or in the States. All this pro-

duced no effect upon the official, and he not only persisted in his demand, but actually collected twelve hundred and fifty dollars in gold on the car. The whole policy of the two governments which has prevailed for fifty years, is set at naught by this action of a petty official. The Detroit Journal adds - We hope that Mr Boutwell will not only order the money paid to be refunded at once, but will promptly remove the officer who has committed the outrage. It is too serious a matter to trifle with.

THE CANADA PACIFIC RAILWAY.

PUBLIC notice is hereby given, that an application will be made to the Parliament of the Dominion of Canada, at the next session thereof, for a charter to construct a railway from Fort Garry, on the Red River, in the North West Territory, westward, to the confines of British Columbia, and eastward to such point of connection with existing railways in the Province of Ontario as may be found most desirable, with power to construct a branch of the said railway from Fort Garry, to such point on the frontier of the United States, at or near Pembina, as may be deemed most advisable. The said charter will be asked for in the name of "The Canada Pacific Railway Company" September 1879

-Canada Official Gazette, 24th Sept. 1889

1. The promoters of this enterprise present it to the public with an entire confidence that it will prove to be both a safe and a profitable investment, an enterprise which, while it benefits millions, will reward those who adventure boldly.

2. They are deeply impressed with the gravity of the task they have undertaken. To project the construction of a railway, at least twenty-five hundred (2,500) miles in length, and which will absorb at least twenty millions (20,000,000) sterling pounds of capital, is no light matter, nor is it of less weight to devise a plan, which, simply by beginning at the right end, will create a road, paying almost as it is built, mile by mile, producing prompt and assured returns, and holding out, day by day, fresh inducements to further investment of capital. If this road as built, convinces the capitalist that his money is safe and his returns speedy and sure, then its construction will be rapid and its success certain.

3. The promoters of the Canada Pacific Railway believe that they have devised such a plan. They now submit it in detail to the test of public opinion. They court publicity they invite suggestions, but they are satisfied that, admitting of change in detail, the plan, as a whole must ultimately prevail, supported, as it will be, by the shrewd sense of capitalists, and by the grave judgment of the Parliament of this Dominion.

4. The Canada Pacific Railway Company will apply to the Parliament of the Dominion, next session, for a charter of incorporation, including all the usual clauses and conditions, excepting the provisos for land damages, which will be superfluous, as the right of way will be granted free.

5. It is not the intention of the Company to ask from the Legislature any pecuniary assistance, by grant or otherwise, but they will ask for a free grant of land, in alternate blocks, to be surveyed and set off on each side of the railway on the location of the line itself.

6. They will ask to be authorized to make a railway between Fort Garry, the central point, eastward, to the Province of Ontario, to connect with Ontario lines of railway, at such place as may be agreed upon. This portion of the line may be estimated at 1,250 miles in length, and may be known as the "Niuegon Section."

7. Also to make a railway from Fort Garry, westward, to the Rocky Mountains. This portion may be estimated at 1,150 miles in length, and will be known as the "Assiniboine Section."

8. Also, to extend the said railway from Fort Garry to, or in the direction of, Pembina on the American frontier, there to connect with any or all of the American railways which may desire the connection. This portion of the line will be 75 miles in length and may be distinguished as the "Red River section."

9. It is intended to ask from Parliament authority to raise the amount necessary to construct and equip the whole line at road say a sum of £20,000,000, but in such sums as may be requisite, as the work progresses.

10. The issue stock for the construction of each 100 miles of the road, not to exceed one million for the construction of such 100 miles, and to issue fresh stock for not more than 1,000,000 for the construction of every successive division of 100 miles. All such stock, when issued, to rank alike.

11. Proprietors of stock in the first, or in any subsequent issue, to have the right to take new stock in a successive issue, in the proportion of per cent on amount of his original subscription.

12. The profits and the risks of the whole concern to be divided among all the stockholders of all dates of issue, share and share alike.

13. For the rest, the provisions of the "Canada Railway Act, 1868," will be as applicable to the Canada Pacific Railway as to the "Intercolonial Railway."

14. These powers having been obtained from Parliament, we will now consider the consequent proceedings and the future prospects of the Canada Pacific Railway Company.

THE RED RIVER SECTION.

15. The company will most wisely commence its operations at the point where the certainty of immediate returns will secure future monetary support, where success will guarantee extension.

16. The first link in this chain and it will be the golden link, will be 100 miles, pivoting on Fort Garry - 75 miles in the direction of the American frontier, and 25 miles pivoting toward the Rocky Mountains.

17. We will not pause here to dilate upon the uni-

versal fertility of the tract of country to be opened up by this first division of the line. Narratives of the last few years, multiplied within the last few months, have familiarised the public mind with the agricultural affluence of this section of the fertile belt. It is upon this coveted tract of territory that the eyes and hearts of countless thousands are at this time set with hungry longing. Upon the door, make sure the way, give easy access to this fertile tract of land, in winter and in summer, and it will be hard to over estimate the influx of emigration, or the profits which their conveyance, and the supply of their future wants, will divide among the transportation companies.

23. The American corporations in Minnesota and Dacotah, trending north, with a sharp eye to the future dividends, watch keenly the progress of developments on the Canadian side of the frontier, and are preparing eagerly to grasp their share of a business great beyond calculation.

18. This grand movement requires only to be set in motion, and the real motive power to begin at the right end. It is the entering wedge, which will in the shortest possible space of time, ray within three years, open the doorway into the heart of a territory containing 40 millions of the richest acres upon the earth, where myriads of deer, antelope and buffalo roam and grow fat, the settlers of Europe and America can live and thrive. Provide it is means of access, the shortest, the speediest, and the most remunerable, all the year round, and the increase of population, the growth of resources and wealth, will satisfy capitalists of the permanence of the movement, and of the safety of future investments. The digger for gold disappears when the dirt becomes unproductive, but the diggers of the soil increase and multiply, drawing riches from the land which they enrich in their turn.

20. So sure as the railway which now traverses the isthmus of Panama, pays to its stockholders 23 per cent, as surely will the Red River section of the Canada Pacific give like returns. Nature has conferred upon the first these exclusive advantages which the legislation of the Dominion will secure to the second. Under the charter of the Canada Pacific no competition can arise, and so long as that charter endures, the law creates its own isthmus.

THE ASSINIBOINE SECTION

21. It is the certainty of success - of the pecuniary success - of the Red River section of the Canada Pacific, which places the construction of the Assiniboine section beyond a doubt. It should however be said, and it will be said justly, that the Assiniboine section is in no way dependent on the Red River section. It relies upon itself, for no where else in the known world can there be shown an air line of eleven hundred miles, with scarcely an undulation to surmount, running by the side of great rivers, without the necessity of bridging any one of them, and passing for its whole length through the heart of the Fertile Belt, a tract of unsurpassed fertility - see, for example Lord Milton and Dr. Chedie's disinterested account, or take the following from the pen of Lieutenant John Stoughton Dennis, now Chief of the government survey at the Red River dated August, 1869 - "Last, but not least, the land, my dear C., of the Red River valley excels in fertility anything I ever saw in my life - the wheat crop is an eight to ten bushels per acre and I have no doubt that it will be so." The testimony of this gentleman speaks for itself in Canada - but he writes of land which has been already cultivated probably for some years - what, therefore, may not be fairly expected from the virgin soil of the Assiniboine and Saskatchewan? where the lands granted to the company will be settled and utilized as the road progresses, and will go far to defray the cost of construction.

22. It cannot be doubted but that the railway will scatter settlers as it goes. A combination of railway lines from Halifax to Fort Garry and from Philadelphia to Fort Garry, will receive the immense influx of emigration from Europe which awaits anxiously cheap conveyance and an assured refuge.

23. When we reflect, that, as stated, there are, at this time, of the people of England, 1,000,000 supported by the rate payers, and that the cost of such support amounts annually to £11,000,000, etc., and is increasing, it is clear that emigration has become a national exigency and must soon become a national charge. One year's expenditure upon this mass of paupers would transport the whole of them to the fertile belt, and transmute them into thrifty settlers - consumers of food and manufactures - a national benefit, instead of a national burthen. The question will be, where can these emigrants be put down most cheaply, most expeditiously, and most conveniently with the best assurance of future settlement. We know that all these conditions will be found combined in the Red River Territory or Fertile Belt, and when fulfilled will benefit greatly both England and Canada and the transportation companies.

24. It will be seen that the Assiniboine section does not reach the Pacific. It terminates at the foot of the Rocky Mountains, but reaching thus far, it will attain all present objects, awaiting authority to extend, which will be received either from the Legislatures of British Columbia or from that of the Dominion long before the confines of British Columbia can be reached. There is indeed every reason to expect that the Pacific Junction will be commenced at the Pacific coast, and a waiting this arrangement and hastening to meet it the Assiniboine section will fulfil its own mission, self reliant and self supporting with benefit to its proprietary, with immense advantage to Canada - doing good to all eyes, and read to do more.

25. But the first object of its mission is to compensate its own proprietary, to compensate those who make investments, in the faith of prompt and fair returns, and it may be confidently said, that if the Assiniboine section does not extend beyond the Rocky Mountains, it cannot fail for the reasons above given, to prove in itself a profitable investment. Like the

Isthmus of Panama Road, it opens a way to a new world, but it finds it on its path.

28. Hereafter when the Pacific section becomes a reality, the business and the interests of the whole line cannot fail to become enormous. Through traffic from China and Japan to Chicago, Toronto, Montreal and Halifax combined with a local business without break or interval increasing from day to day, with fresh elements of further increase growing without. But nothing can stay the tide of enterprise and interest which now sets toward the West. We may not discern the precise channel, but we know that the way exists and may be satisfied that long before our present enterprises can be brought to an end the road to the Pacific Ocean will be open before us.

THE NIPIGON SECTION.

27. It must be borne in mind that this great Northwest Territory, although much traversed, has not been surveyed. We know enough of the Red River and Assiniboine sections from the reports of travellers, traders and scientific men, to speak confidently of the aspect of the country generally, and the character of the soil, and thence, there can be no doubt as to the singular facilities afforded everywhere on the face of this vast plateau for the construction of railways, but with the Nipigon section, taking the same to extend from Fort Garry to Lake Nipissing, we are not so well acquainted. It has been traversed, and some portions partially surveyed. We know that between Lake Nipissing and Michipicou, on Lake Superior, to the north of the Georgian Bay of Lake Huron, large tracts of good land exist, as yet uninhabited, but from Michipicou to Fort Garry the country is also known to be rocky and rugged. The river Nipigon, from which the section is named, descends from Lake Nipigon to Lake Superior, through a deep gorge rocky and precipitous, rising like monumental cliffs of the Saguenay, many hundred feet high. Careful surveys may produce a safe passage of this river between these two lakes. It is not, however, impossible but the line may be forced to circumvent Lake Nipigon. Lake Nipigon is reported to equal Ontario in area. To avoid, therefore, such a circuit, careful and tedious surveys will be required on the line of the river, and from thence around the northern end of Lake Superior. These explorations will occupy much time, while the air line through a prairie country can be located rapidly and reliably. It is proposed, therefore, on the granting of a charter, to institute at once exploratory surveys of the Nipigon section. It is intended also to prosecute location surveys on the Red River and Assiniboine sections as soon as the Parliament of the Dominion gives authority and it is hoped that then the engineers of the company and the surveyors of the Government, will proceed at once, side by side, to locate the line and to survey and set off the township touching on the line, so that the work of construction and the progress of settlement may advance hand in hand.

28. In presenting this introduction to the public, it has not been thought necessary to encumber an already lengthy paper with statistical details confirmatory of the future prospects of the Canada Pacific Railway. A more formal prospectus will hereafter supply all that can be required on this head. It is only necessary to call attention now to the wonderful success of the American Pacific Railway, to its extraordinary and increasing returns, and to the now acknowledged fact that it is already over-worked and charged to repletion to satisfy the public mind that the Canada Pacific, which will be built under conditions so much more favorable, clear of heavy preliminary expenses, clear of all land charges, having its line and station grounds free, and possessing land allotments on each side of its track, which will secure population and create local traffic, cannot fail to produce great returns as it goes, and finally share and share largely in the present and prospective profits of the American Central Pacific.

29. While the business prospects of the Canada Pacific are quite equal to those of the present American line, the cost of construction will be much less, and will be reduced still more by the employment of Chinese labour. We find that the American Central Pacific has cost on an average \$60,000 per mile. Now, railways in Minnesota cost, equipped, \$39,000 per mile, and it is believed that the road on the Red River and Assiniboine sections of the Canada Pacific can be built at a much lower rate, and most assuredly so, if built, not upon credit, stock or bonds, but as it will be on cash payments.

30. Such is the scheme devised by the promoters of the Canada Pacific Railway. It is a scheme self-making, self-appointing and self-reliant. There can not be the shadow of a doubt but that the Red River section will build the Assiniboine section; that the Assiniboine section will extend to the Pacific and then build the Nipigon section and that the Canada Pacific Railway will rank as one of the most successful enterprises of the age if it is undertaken at once, boldly, and begun at the right end.

**BANK CHANGES.**—The announcement will take the public somewhat by surprise, that Mr. E. H. King has resigned the General Managership of the Bank of Montreal, that his resignation has been accepted, that he is to be President of the Bank, and that Mr. Angus, the Local Manager at Montreal, takes his place. The change dates from the 31st October. Mr. McIntyre, of St. John, N.B., takes the post vacated by Mr. Angus. Mr. Geo. W. Yarker, the Manager of the Toronto branch, has been offered the Inspectorship of the Bank, the duties of which office he will probably assume in the spring. It is a well-earned promotion, and carries with it a salary of \$10,000 per annum, as that now paid Mr. Yarker. (Monetary Times.)

THE COTTON TRADE OF GREAT BRITAIN.

THE London Times, in its discussion of the condition and necessities of the Cotton trade of Great Britain, discloses some important facts. Adverting to the probability of a more than average cotton crop it says that though the supply of cotton last year, 2,490,000 bales, was good, and promises to be better now, the trade of Lancashire is dull; that Mr. Bright has to lament the want of cheap cotton, and that the destinies of their cotton industries are as gloomy and obscure as ever. The enigma that puzzles the Times is, that before the war cotton was to be had for sixteen a pound, and England had the command of the world's markets with cotton stuffs, because the English manufacturer could undersell all others, even on their own ground. This is no longer so. The Times is disposed to attribute the loss of trade to a change of price. That price now averages one shilling a pound. It was reasonable enough when the war put a stop to cotton growing, that the prices should rise. But now that the old fields are producing cotton again, and other fields too, why should not the former price return, and with them England a former monopoly of the world? The explanation offered by the Times is that, though the supply may have regained its old proportions, the number of cotton buyers has increased, and they bid against each other for supplies. Formerly all the good cotton used to come to Liverpool. That is not so now. Foreign nations are not content to grow cotton for English spinners. They spin it for themselves, as for instance, in the United States and India, and, says the Times, "the surplus they export is scrambled for by manufacturers who never attempted to compete with us before ten years ago, but who now work their mills as fast as we do. The 2,500,000 or 3,000,000 bales will not come to England; much will be retained in the United States, to be worked up in the New England mills and much of the remainder will be carried off by the manufacturers of the Continent of Europe."

The Times then inquires how all this has come to pass. Why, for example, should the Americans, who used to be satisfied to grow cotton, resolve now to be growers and spinners too? And why should the Hindoos resume their old trade of cotton-spinning? And how is it that France takes up a manufacture which so short a time since was an English monopoly? To the questions the Times can offer, in effect, but two replies. The first is that, whereas the former price of cotton per pound was 8 pence, it is now 12 pence. The second is, that English goods are excluded in some other places, for some unassigned reason, without protection.

These reasons may be as satisfactory to the readers of the Times as any others would be, but that is not a saying much for them. The 12 pence per pound must be paid by all other manufacturers as well as those of Great Britain, and if it were to be had for any less, they could themselves obtain it cheaper. Protective tariffs might be accepted as a solution of the difficulty, were it not for the fact that British goods no longer find a market in France, even under the existing free trade relations with that country. The only explanation of this decline in the demand for British cotton is found in the fact that the English manufacturer cannot compete with the French. The whole question may be reduced to a very simple proposition. The war stopped the supplies and this raised the price of cotton. This suggested to other nations the propriety of importing the English spinning-jenny, and manufacturing for themselves. They made the attempt and succeeded.—New York Com. Bulletin.

**COUNTERFEIT GREENBACKS.**—As a good deal of American money changes hands in the Dominion, especially among dealers in produce, it is well that the public should be posted as to several new and dangerous counterfeits which have lately appeared. We quote from "Thompson's Bank Note Commercial Reporter":—

10s. on the United States Treasury Notes (Greenbacks).—This last issue is so well executed, and so close an imitation of the genuine that professional experts can hardly detect the difference. The letter "p" in "pay to the Bearer," has an upstroke; in genuine it has not. The fine lines which form the shading are coarse and scratchy compared with genuine.

15s. on the United States Treasury Notes (Greenbacks).—Imitation Second Issue. Has on upper right border 14 small Xs, and 16 Xs, on left. The genuine has 15 Xs on right and left of engraver's name. The portrait of Lincoln on the left end is not well engraved.

20s. on the United States Treasury Notes (Greenbacks).—Imitation. The engraving is well executed. The two letters A in the word PAYABLE below the vignette, are smaller than the other letters, and the H in the word THE is not crossed.

**COTTON—ITS LOSS OF WEIGHT.**—The question of the diminution of weight in cotton is one of interest to planters, merchants and manufacturers. In order to at least have one fair experiment in regard to it, our fellow citizen, John H. Holmes, Esq., cotton broker, says the Commercial Courier, has obtained a bale of new cotton grown in Orangeburg County, in the State, classed full low middlings, weight 419 lbs and has placed it on a scale in a central position in his office, where it will be undisturbed by any other agencies than the action of the atmosphere. Under cover near it will be placed a thermometer. The range of the thermometer, direction of the wind, and character of the weather, will be noted each day, and the change in the weight of the bale, if any, recorded. This bale will be retained its position for 12 months in order to give the trial a thorough test.

GREAT WESTERN OF CANADA.

The report of the directors states that the receipts on capital account during the half year amounted to 258,951, mainly arising from the first instalment of the issue of 5 per cent. preference stock. This included the proportion of discount thereon, which had been charged against the remission of interest allowed by the Government on the final settlement of the loan. The aggregate expenditure to the same date amounted to 5,392,593, leaving a balance to the credit of capital account of 126,285. The whole of the 5 per cent. preferred stock, amounting to 1,018,000, had been issued at the agreed rate of 80 per cent. the first call of 25 per cent. was payable on the 11th of May last, and carried dividend from that date. The remaining instalments, three of 15% and one of 12%, would be payable on the 1st of December, 1869, 1870, 1871, and 1872 respectively. An Act of the Canadian Parliament had confirmed this issue of preference stock, with option of conversion into ordinary shares, until the 1st of January, 1880. The outlay on capital account during the half-year, after deducting sales of surplus lands, had been 4,430. The gross receipts on revenue account amounted to 385,068, and the expenses, including renewals, to 232,795, leaving 152,273. From this was deducted 4,811 for interest on bonds, loans, &c.; 53,722 loss on conversion of American funds; 934 loss on working Erie and Niagara Railway, and 2,000 set aside for revenue of ferry steamers—total 103,517, leaving 48,756, to which was added 1,003 balance from the preceding half-year, 7,952 proportion of half year's dividend on Detroit and Milwaukee preference shares, and 4.2 profit on working the Gt. and Mich. Railway, making 67,618 available for dividend. The dividend to July 21st, on the first instalment of the 5 per cent. preference stock amounted to 2,608, leaving a balance of 55,110. From this balance the directors recommend a dividend on the ordinary shares at the rate of 3 per cent. per annum free of income-tax, payable in London on the 9th of November, which would absorb 53,256, and leave a surplus of 1,854 to the credit of next half-year. The revenue fund for the ferry steamers now amounted, with interest to 12,561. The loss on conversion of American currency for the half-year amounted to 53,722, as compared with 54,749 for the corresponding half of 1868. The average rate of conversions during the same half-year was 135, the average price of gold for the same period being 137. The amount of assets in American funds in hand, at 21st of July, 1869, amounted to \$218,055, against \$215,450, at the commencement of the half-year.

The total traffic receipts showed an increase of 28,429, as compared with the corresponding half of last year. The low tariff of rates referred to in the last report as arising from competition had been continued throughout the half year by rival American railroad, and the North Shore route [of which the Great Western line formed the middle link] had to adopt the same rates. This had considerably affected the ratio of working expenses to earnings, which in the past half year amounted to 60.45 per cent, against 58.45 per cent, in the corresponding half-year. The opening of the Pacific Railroad would bring to the Great Western line a considerable traffic between the Atlantic and Pacific coasts, which was formerly conveyed by the Panama route. Passengers could now travel through in the same car from New York to Chicago, where direct connections were made with the Pacific Railroad. The Great Western would share in the advantages of 2,000 miles of additional railway communication west of the Missouri River. The Erie, Lake Shore, and Michigan Southern Railroads were already said to be consolidated. Should any definite and acceptable proposals be made to this company, they would be submitted to the shareholders for their consideration. The unbroken gauge established between the East and West by the third rail over this line had developed a large grain business never before conveyed by railway. From this traffic important results might be expected in future. On all the sections of country in the neighborhood of the line the crops had been more abundant than for some years past. A freight line had been established in connexion with the Detroit and Milwaukee Railroad, by which freight was transported between Grand Haven and the Atlantic seaboard without transfer. The surplus revenue of the Detroit and Milwaukee Railroad Company to the 30th of June, 1869, admitted of a dividend



at the rate of 7 per cent. per annum to this company on the \$2,085,000 preference shares. One fourth of this sum of 10,693½, had been applied in part liquidation of the Detroit and Milwaukee old interest account, which now stood in the balance-sheet at 6,947½. The gross earnings of the Detroit and Milwaukee Railroad for the half-year to the 30th of June last were 154,787½, and the working expenses, taxes, and insurance 59,162½ leaving the net revenue 95,165½.

### CANISTER MEAT PRESERVATION

The London Grocer says—

Canister preservation depends on the well-known fact that without the presence of atmospheric air, or at any rate its vitalizing constituent, oxygen, putrefaction cannot ensue. Under guidance of this axiom it might seem that uncooked meat might be preserved in canisters hermetically sealed. Not so, there would remain a certain amount of air surrounding the meat, and not only so, but air would be locked up in the meat fibres. Cooking is indispensable—boiling; this, too, at a very high temperature, as will in the sequel be made apparent. Canister meats are prepared both roasted and boiled, as most of us are aware; but the roasting is what we may call—not meaning any disrespect—a spurious process, one standing in the same relation to pure roasting that colored photographs do to pure photography. Let us illustrate this by an example. We have a raw leg of mutton, and we design to seal it up in a tin-plate canister under the guise and designation of roast mutton. Under these circumstances the leg of mutton is partially roasted in the ordinary way; it is then handed over to the canister preserver, to be operated upon in his peculiar fashion. He takes a canister as near as may be, to a leg of mutton in size. He adds some water—this is judicious; he solders on a tin-plate lid, through which he makes a small hole. He then immerses the canister in a bath of chloride of calcium, but partially, the bath liquid must not actually cover the canister but leave its upper part free. This chloride of calcium bath is heated by a ramification of high pressure steam-pipes to a degree of temperature considerably above that of boiling water, and in which necessarily the fluid held by the canister is very soon brought to the boil, and a sharp jet of steam escapes through the small hole, which the reader will not forget has been made in the canister lid. For how long a time this boiling operation should be carried on is a matter of judgment with the operator—of nice judgment, too, for unlike an ordinary cook, who can see the meat, our leg of mutton's soldered down and made invisible. Of one thing be certain—if the leg be in the slightest degree raw in any part, if the last lingering trace of air be not driven out by boiling, the meat will not keep. Our particular canister will be a waster—if good for anything at all, good for the manure market. Well aware of this, the canister cook takes care that any error he may commit shall be on the safe side. He boils the incarcerated leg of mutton too much rather than too little, and now the reader will begin to see that over-cooking is a necessity with these canister provisions. By and by the moment comes when the canister cook's judgment admonishes him to solder up the small hole, through which steam is still violently escaping. This is not to be done without the exercise of some dexterity, for solder will not bite until the escape of steam has been momentarily checked. The operator proceeds in this wise. In his left hand he holds a sponge charged with cold water, in his right hand a soldering iron. He squeezes the sponge when a gush of cold water falls upon the canister, and this treatment momentarily checks the evolution. He profits by that moment. With dexterous touch the hole is soldered, and the canister, for good or bad, as time may manifest, is sealed. Hitherto the stages of the process have not been dangerous; henceforward, until the removal of the canister from the bath danger is imminent, for, as will be evident from the conditions, the generation of steam still goes on, and, there being no aperture through which excess of steam may escape, the sides of the tin canister are violently strained. In practice it is found necessary that this heating under pressure shall be some little time maintained. It is found desirable that steam shall actually be driven into the bones of the joint under cookery. For a time there is danger; notwithstanding, our leg of mutton must actually remain where it is, and at this stage bursting sometimes happens, and accidents—in one case within our remembrance, fatal—have occurred. A manufacturer of these provisions told us that he once knew of an operator being killed by a dead turkey; the tin case which held it bursting, the scalding chloride bath was blown over the cook's head and shoulders, when the turkey was undone and he done for at one and the same moment. Such is the process of canister-cooking a so-called leg of mutton. Were the leg to have been boiled, every step of the operator we have described would have been gone through, except the preliminary semi-roasting. It is of course, desirable to know whether the operation has been successful or the reverse, and after a time this can readily be ascertained, without opening the canister, in the following way. Let the soldered contents be what they may, the canisters are stored away in a chamber heated to a degree provocative of putrefactive fermentation. Either it does or does not ensue, according to the success of the processes adopted. If it ensue, gas is evolved. Now, gaseous evolution will naturally plump out the sides of the canister, whereas, under reversed conditions, the tin-plats will remain crumpled or shrivelled. By noticing these appearances, the purchaser of canister provisions will know how to lay in his stock. He will know it to be his policy to choose the ugliest looking, the most shrivelled canisters, all that look plump and pretty owing their beauty to putrefactive gases within. It would be late in the day to explain the merits and demerits of this mode of animal food preservation. Over-cooked the meat must be; hence all this second cooking should be as much as possible avoided. When possible, we think canister provisions should be eaten cold, and when, as in the case of soups, this is incompatible with the nature and genius of soup, a simple warming up is all that can be recommended.

### THE NOR'-WEST.

The following is from the London Standard of the 14th inst. :—

"The Bishop of Columbia has lately drawn attention to the fact of Great Britain's neglected opportunity in North America. A railroad may be considered scarcely a legitimate subject for a pastoral charge, or an episcopal speech. Still, taking the position socially, politically and geographically, in which the right reverend prelate is placed, and considering all the direct and contingent bearings of the question, we are by no means inclined to assert that he has stepped out of his legitimate vocation, while we are ready to admit that we owe him patriotically a debt of gratitude for the representations he has made. On the continent of North America we find four chief railroad routes from the Atlantic to the Pacific—one completed, and three projected and likely to be carried out. Beginning north, there is the "North Pacific" line, from the extreme west of Lake Superior by Forts Clark and Alexander across one fork of the Rocky Mountains, and skirting another between Washington district and Oregon, reaching the Pacific south of Victoria. Next comes the "Union Pacific," from New York between Illinois and Iowa, through Nebraska just north of Colorado, skirting the Great Salt Lake to Sacramento and San Francisco. A branch nearly direct south approaches Denver in Colorado, and this is marked to run intersecting Colorado territory, joining the Atlantic and Pacific Railroad, and also meeting a line running parallel from the middle of the western boundary of Colorado through Kansas, Missouri, West Virginia, and Maryland, to New York. The main trunk of the Atlantic and Pacific line is marked through Indian territory, and runs through New Mexico and Arizona to Santa Cruz and San Francisco. Lastly, comes the Atlantic and Californian Railroad, connected with a network of lines in the Southern States, and running through Louisiana and Texas, to the north of the Gulf of California, and thence running up nearly parallel with the seaboard of the Pacific, between the two mountains and the coast, to San Francisco. There is a Gulf branch from this to Matagorda Bay in the Gulf of Mexico, and another into the Gulf of California,

meant to join a line bisecting Colorado and passing through New Mexico and Sonora, in fact running southward at nearly right angles through the two great southern projected lines from the Union Pacific Railroad.

There may, and indeed must, be deviations from the as yet merely projected routes. There are great difficulties in the way of some portions of them, but we may consider that on the whole we have given a tolerable notion of the way in which the United States will first, and at no distant period, develop the resources of their enormous territory by means of railroad communication. What it may hereafter be, thirty or fifty years hence, may not be beyond our powers of conception to imagine, but certainly cannot be defined or laid down.

What have we to do with this mighty network of communication save to wonder and approve, to direct thither our surplus population, and send, so far as we can, our starving thousands in search of plenty and prosperity and new life? We had occasion lately to speak of Colorado, with its magic climate, its scenery and fertility, its parks (truly people's parks), its rivers, lakes, and mines, its growing cities, its myriads of wild cattle its thriving herds of tame, its abundant game and fish, its cereals and vegetable productions, and lastly, the now easy approach to this El Dorado and earthly Paradise in one. What if we have a hitherto neglected Colorado of our own. What if we have an easier, nearer route from the Atlantic to the Pacific, a far preferable highway of commerce between East and West; between London and China, Corea, Japan, and the great Eastern Archipelago! The worthy bishop tells us that we have something of this kind and that the route is 1500 miles nearer than the United States shortest line of transit. It was, as we pointed out in a recent article, the announcement of this by British authors, some twenty years ago, which led the Government of the United States to endeavour to be first in the race, and to plan their great exploring expeditions to lay down the routes. We had the advantage and the opportunity in our own hands. During the great American civil war England might have completed her line had the farsighted counsels of patriotic Englishmen been adopted. And coupled with the project for an Atlantic and Pacific Railroad through British North America was one for securing our vast possessions; for the employment of all our convict labour, and for the absorption of all our emigrants, having the greatness, stability, and prosperity of this empire in view. The line projected many years ago ran from Halifax to Quebec, thence north of Lake Superior, between Lake Winipeg and Fort Garry to Fort Langley, nearly opposite the Southern point of Vancouver's Island. It was ridiculed by some as impossible, because of the Rocky Mountains. But the United States engineers and our own explorers have taught us that this was but a grizzly bugbear of quid nunc, incapable of realizing a great and patriotic design. This route leads over some of the finest climate and territory in the world, through a country capable of supplying all Europe with corn. Coal, iron, lead, copper, timber, stone, lime and brick clay, we were long ago informed, are "there deposited in convenient profusion along the banks of navigable and connected waters, extending their proffered aid in the very direction of this invited route." Even the Hudson's Bay Company's monopoly no longer bars the road to settlement and the land of plenty and promise.

It was but a phantom, when the plan was first proposed. Listen to Sir George Simpson, speaking, in 1841, of the territory between Lake St. Anne, just north of Lake Superior, and by which the line would pass to Fort Garry, which we may term the central station of the whole line, and which is very nearly between Montreal and the Pacific terminus: "The country, during our march, passed through forests of elm, oak, lime, birch, &c.,

and many a spot reminded us of the rich and quiet scenery of England. The paths of numerous portages were spangled with violets and roses, and many wild flowers, while the currant and the gooseberry, the raspberry and plum, the cherry, and even the vine, were abundant. All this bounty of nature was laboured, as it were, with life, by the cheerful notes of a variety of birds, and by the restless flutter of butterflies of the brightest hues. One cannot pass through this fair valley without feeling that it is destined to become, sooner or later, the civilized habitation of man, with their bleating flocks and tawny herds, their schools and their churches, their full garners and their social hearths." A little further on he speaks of the mineral wealth of the country. All this England has neglected to let her millions suffer want, and her thousands starve.

We have not space at present to pursue this subject further, or we could quote Mr. Thos. Simpson, who traversed the greater part of the remaining portion of the route in the winter months, and Colonel, then Captain Fremont. The latter tells us of the grass which cures itself standing, as it is said to do in Colorado, and of excellent pasturage 10,000 feet above the level of the sea. The last, or Pacific division of the route, is the finest of all. It boasts a tropical vegetation in a temperate climate. We may return to this subject ere long.

Our present need demands a territory presenting the highest advantages to emigrants, which can be reached within reasonable time, and by easy means of access. Such a territory we lately pronounced Colorado to be, and we see no reason to alter our views. But if within a brief period this country can offer equal advantages on her own territory and with equal, if not greater, facility of approach, and with a mighty imperial and national object and design involved in the boon, it is the duty of every citizen, not depraved and emasculated by cosmopolitan theories of decline, to do all in his power to assist in the realization of an undertaking pregnant with such vast and momentous consequences to the future destiny of Great Britain.

LIVERPOOL MARKETS.

LIVERPOOL, Wednesday, Oct. 20.

THE weather during the first portion of the week was warm and fine, but the latter part has been bitterly cold; ploughing continues to advance rapidly; we hear many complaints of the potatoes not keeping, particularly the late kinds, which are rotting more than usual. The country corn markets are no higher, but now that the reports have advanced these will doubtless follow.

At the London corn market on Monday last there was a small supply of English wheat, which met a ready sale at an advance of 1s per qr., and Foreign was in fair demand at the same advance; flour firm and 6d. per barrel dearer.

At our corn market, on Friday, there was a very decided improvement in the demand for wheat at 1d to 2d advance on previous market rates, owing to the accounts from New York of the break in the canal, preventing shipments to some extent. Flour was not dearer. Indian corn without change in value. Oats and peas remain the same.

At our corn market yesterday, there was about the usual attendance of country millers and dealers, who bought freely of wheat and the prices obtained at the end of the day were fully 4d. over the rates of Friday, or 1d to 6d. advance on the week. Flour 6d. to 1s. dearer, and in better demand. Indian corn fully 6d. per qr. higher, and a large quantity sold. Peas firm. No change in oats.

Deliveries of British wheat for week ending 16th inst. — 62,774 qrs, against 70,703 qrs in 1863, and 79,292 qrs in 1867.

Imports into this port for week ending 18th Oct. — Wheat, 41,632 qrs; oats, 7,687 qrs; peas, 84 qrs; Indian corn, 29,977 qrs; oatmeal, 8,350 loads; flour, 931 sacks, 6,282 bbls.

Exports in the same time were — Wheat 3,680 qrs; oats 125; peas, 70; Indian corn, 679 qrs; oatmeal, 72 loads; flour, 444 lbs, 1,255 bbls.

Provisions — We have again to report a large demand for butter, even with grass here still growing to an unusual extent. Lard continues dull without change. Bacon and Hams unchanged. Cheese much wanted and again dearer.

Ashes — Sales very trifling. Pots and Pearls both at 8s. for 1863 brand.

Copper Ore — A fair business in rich Regulus at 8s. 6d., and Bars at 87.

KENNETH DOWIE & CO.

HALIFAX MARKET REPORT.

HALIFAX, N. S., Oct. 23.

BUSINESS has been very active the past week and the exports have been light. The imports, however, are much above the average. Among the imports in addition to those given under the different headings below, (and the cargoes of hardware, &c., 22 "There" "Medway," and "Highfive") are 2,333 tons coal from Cape Breton and 191 tons Anthracite; and 479 seal skins. Exports — 39 Malingtree 8210 deals, 412 deal ends, and 8,635 saltings; 2 M Boops, 15 M 1st's, 62,300 feet lumber, 63 M brick, 31 bxs tobacco and 4 chests and 4th-chests tea.

GRAIN & PRODUCE.—The flour market continues unsettled. Since our last report, an advance of 30s has taken place in Montreal on Superfine, but prices could not be maintained, and have again declined to the old figures. The demand here is fair, but we have no change to note in prices, though holders might possibly accept a figure slightly below our quotations for large lots. Cornmeal, fine flour and oatmeal quiet and unchanged. Receipts 5,278 bbls flour, 250 bbls cornmeal; 44 bbls oatmeal; and 637 bags wheat. Exports — 367 bbls flour; 165 bbls cornmeal; and 10 bags, and 20 bbls oatmeal.

FISH.—The receipts of the week have been heavy, especially of codfish, but prices are mainly unchanged. There is a fair enquiry for codfish and haddock, and prices are firm. Mackerel are in moderate demand only at former figures. Herring and Alewives quiet and unchanged. Salmon dull and nominal.

RECEIPTS.				
	Qtls.	Bbls.	Hf-Bbls.	Bxs
Codfish.....	11169			
Herring.....		523		
Salmon.....		463		
Mackerel.....		1476		
Smoked Herring....				1000
Trout.....		10		
Caplin.....		8		
Alewives.....		48	2	
Scaldfish.....	222			
Oysters.....		201		

EXPORTS.				
	Tons	Drms	Bxs	Hf-Bbls
Codfish.....	422	100	17	160
Pollock.....				63
Smkd Herring.....			243	

	Bbls.	Hf-Bbls.	Kits.
Salmon.....	79	1	10
Mackerel.....	597	1	
Herring.....	2340	7	
Alewives.....	80		
Trout.....		100	
Tongues and Souds.....		10	1

OILS.—Unchanged. Receipts 22 casks cod oil; 92 casks seal oil, and 474 casks kerosene. Exports—4 casks cod oil.

PRODUCE.—Oats in fair demand at 60c., notwithstanding recent heavy arrivals. Potatoes in good demand. The stock, however, has been so much increased during the week, that prices have materially declined. Prince Edward Island, selling at 25c. and Cornwallis still commands 38c to 40c. Barley dull and nominal. Butter in fair demand at quotations. Lard unchanged. Receipts—15,812 bushel and 8 bbls potatoes, 11,100 bush oats, 834 do turnips, 4,694 do barley; 9 pkgs lard; 624 pkgs butter; and 1,400 bbls apples. Exports—1,474 bush oats; 163 bbls potatoes; 125 bbls apples; and 103 pkgs butter.

PROVISIONS.—Pork in fair demand but hardly so firm. Beef quiet and unchanged. Receipts 33 bbls pork. Exports 5 bbls pork.

SALT.—Unchanged. Exports (exclusive of fishermen) 63 bbls. Receipts

	Tons	Hhds	Bush	Bags	Bbls.
Ex Receipts.....	0	0	4570	0	0
Prev reptd.....	12370	7832	81443	8855	1923
1863.....	12370	7852	91813	8855	1923
1862.....	10627	8212	64889	12344	

WEST INDIA GOODS.—Sugar firm and in active demand at former figures. Molasses in good request at quotations. Rum unchanged. Exports—63 puns 2 tres, and 3 barrels molasses; 49 hhds, 8 tres and 105 bbls sugar and 2 puns rum. Receipts—

Molasses.			
	Puns.	Tres.	Bbls.
Prev. reported.....	16380	1155	1063
Total to date.....	10280	1155	1063
1863.....	11944	1237	92

Sugar.				
	Hhds.	Tres.	Bbls	Bks
Constance.....	0	0	675	0
Prev. rept'd.....	615	232	654	0
Total.....	6587	615	232	654
1863.....	10474	1073	4233	340

—Citizen.

ASSIGNEES APPOINTED.

NAME OF INSOLVENT	RESIDENCE	NAME OF ASSIGNEE.
Willard, William.....	Jobourg.....	Alex. Martin.

APPLICATIONS FOR DISCHARGE.

NAME	RESIDENCE.	DATE.
MacLennan, John Peter.....	Orfilla.....	Dec. 6
Mulder, Wm. & John.....	Orfilla.....	Dec. 6

FOR SALE.

100 doz.

EXTRA FINE, LARGE SIZE,

MOOSE MOCCASINS

SHEEP TOPS, SELECTED QUALITY.

Suitable for Lumber Trade.

\$12.50 per doz.

100 doz.

EXTRA FINE, LARGE SIZE,

MOOSE MOCCASINS

BUFFALO AND BUCK TOPS,

\$13.00 per doz.

The above, direct from best manufacturers,

ARE FOR SALE BY THE

PURCHASING DEPARTMENT

OF THE

TRADE REVIEW

5 per cent discount from above quoted prices will be allowed for cash.

INSOLVENT ACT 1864 AND AMENDMENTS.

In re;

OLIVIER PELTIER, an Insolvent.

A first Dividend Sheet has been prepared, subject to objections until the twenty-fourth day of November next.

L. DISAENRIE, Assignee.  
JOLLETTE, St Colator, 1864. 653

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

The Line for LAKESERIE and HURON, is composed of Propellers

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

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

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

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

**MULHOLLAND & BAKER,**  
Importers of

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

Yard Entrance—St Francois Xavier Street. 1

**McINTYRE, DENOON & FRENCH,**  
Montreal,

HAVE RECEIVED BY LAST STEAMER  
**SILE MANTLE VELVETS, 24, 27 and 30 inch.**  
**TARTANS and TARTAN POPLINS**  
Which they offer to the trade cheap,  
And **KNITTED WOOLLEN GOODS** of all descriptions.

November 3, 1869.

1-ly

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

**THE CANADA BRICK MACHINE.**  
Patented 1868.

**MEDAL and DIPLOMA** awarded at the Provincial Exhibition, Montreal, 1868.

**THIS Machine will mould 15,000 Bricks PER DAY,** with the attendance of one man to put in the Clay, one man or smart boy to attend to the Moulds, three strong boys to wheel off the Bricks and hack them up, and a small boy to sand the pallets.

To make **SLOP BRICKS**, less attendance than the above will be required.

By an alteration in the relative speed of the pinions and crown wheel, it will mould

**30,000 BRICKS PER DAY.**

The Clay can be moulded stiffer than by ordinary Machines, and the great pressure applied gives more solidity and strength to the Bricks. They also retain their shape, and dry much quicker.

This Machine is inexpensive and simple, and is adapted for either steam or horse power.

If a stone or other obstruction prevents the Moulds from moving forward, the Machine will not get out of order, but regulates itself.

Provision is made for giving the pressure required for soft or for stiff Clay.

The corners are always well finished and the Bricks turned out will all be fit for front.

It is undoubtedly the most perfect and suitable Machine for making Bricks yet introduced into use.

**NINE** of these Machines worked by steam, and **TWO** by horse power can be seen in actual operation at the Steam Brick Manufacturing Establishment of the undersigned, head of Fullum Street, Montreal.

The **CANADA AUTOMATIC BRICK MAKING MACHINE** is manufactured and for sale (with the right of using it) by the Patentees

**THE PATENT RIGHT**

For towns, counties, or districts, will be sold on application to

**BULMER & SHEPPARD,**  
Patentees,

Office: 242 PARTHENAIS STREET,  
MONTREAL. 2m-22

**N. S. WHITNEY,**

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

14 St. Helen Street,

MONTREAL.

1-ly

**AKIN & KIRKPATRICK,**

**GENERAL COMMISSION MERCHANTS**

COR. COMMISSIONER & PORT STREETS,

MONTREAL.

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

**AKIN & KIRKPATRICK,**

**GENERAL COMMISSION MERCHANTS**

No. 2 Ontario Chambers,

CORNER CHURCH and FRONT STREETS,

TORONTO.

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

**AKIN & KIRKPATRICK,**

**GENERAL COMMISSION MERCHANTS**

COR. COMMISSIONER & PORT STREETS,

MONTREAL.

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

**THE ETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.**

RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1820.—Commenced business in Montreal in 1850.

Accumulated Funds, over.....	\$10,000,000
Policies issued in 1867 .....	15,251
Amount insured in 1867 .....	44,783,822
Receipts for 1867 .....	5,123,447
Surplus Fund (over all liabilities) ..	1,834,763
Deposited with Canadian Government.	100,000
Daily income in 1868, nearly.....	20,000

The best facilities for the Insurance of Healthy Lives.

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

S. PEDLAR & CO., Managers.

Montreal, 15th August, 1868. 23-ly

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

607 St. Paul street, Montreal.

References:

Wm. Workman, Esq., Montreal, President City Bank.  
Henry Starnes, Esq., Montreal, Manager Ontario Bank.  
Hon. L. H. Holton, Montreal.  
Messrs. Thomas, Thibaudan & Co., Montreal.  
" James, Oliver & Co., Montreal.  
" Thibaudan, Thomas & Co., Quebec.  
Hon. Wm. McMaster, Toronto, C. W.  
Messrs. Denny, Rice & Co., Boston, Mass.  
Austin Sumner, Esq., Boston, Mass.  
Henry Young, Esq., 22 John street, New York.  
Samuel McLean, Esq., Park place, do. 23.

**FERRIER & CO.,**

**IRON & HARDWARE MERCHANTS**

St. Francois Xavier Street,

MONTREAL.

Agents for:

Windsor Powder Mills.

La Tortu Rope-Walk.

Burrill's Axe Factory.

Sherbrooke Safety Fuse, 1-ly

**A. RAMSAY & SON,**

**IMPORTERS of WINDOW GLASS,**

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

37, 38 & 41 Recollet street, MONTREAL.

And Agents for

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

Joseph Lane & Son, Varnish Manufacturers, Birmingham and London.

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

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

**DOMINION METAL WORKS,**

(ESTABLISHED 1828).

**CHARLES GARTH & CO.,**

Manufacturers and Importers of

**PLUMBERS, ENGINEERS & STEAMFITTERS,**

**BRASS, COPPER & IRON WORK.**

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

EVERY DESCRIPTION OF WORK FOR

**SUGAR REFINERIES, DISTILLERIES,**

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

Warming of PUBLIC and PRIVATE BUILDINGS,

CONSERVATORIES, VINETRY, &c., &c.,

By Hot-Water, Steam, or Warm Air.

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

MONTREAL.

1y-17

**EAGLE FOUNDRY, MONTREAL.**

GEORGE BRUSH, Proprietor.

Builder of Marine and Stationary

**STEAM ENGINES,**

**STEAM BOILERS** of all descriptions

**MILL and MINING MACHINERY,**

All kinds of **CASTINGS** in BRASS and IRON

**LIGHT and HEAVY FORGINGS, &c.**

**PATTERNS and DRAWINGS FURNISHED.**

33-ly

**LARIVIERE & CIE.,**

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

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

Good terms to the trade.

WAREHOUSE AND OFFICE.

233 AND 235, ST. PAUL STREET,

and

12 & 14 St. Amable Street.

MONTREAL.

**MONEY MARKET.**

THE demand for money is fairly active but the supply is still abundant to meet all the legitimate requirements of trade.

Sterling Exchange is in ordinary demand, but rates are entirely unchanged.

Exchange on New York, payable in gold is without much demand, and rates remain as last quoted.

Gold in New York has steadily declined since the date of our last report, closing at 127½. Greenbacks are quoted at 78c. to 78½c.

Silver is without noticeable change, the rate of discount remaining low.

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

Bank on London, 60 days sight	106½ to 109
Private, " 60 days sight	107 to 109½
Bank in New York, 60 days sight	160
Gold Drafts on New York	1/4 dis. to par.
Gold in New York	127½
Silver, large	18 to 19

**THE GROCERY TRADE**

GENERALLY speaking, business in this branch of trade has been a quiet nature during the past week; nevertheless a fair amount of goods has been placed for the season, taken in connection with the public sales already held, and those announced to come off next week and the week following.

TEAS—Have not had much enquiry. Some little business has been done in Greens, while Japans have been almost entirely neglected, and Blacks meet with little favour.

COFFEE—The demand has been little more than retail, and chiefly for city consumption.

SUGAR—Raws have been somewhat extensively dealt in, with sales to the refineries and to the trade of over 700 hhds. of all grades. Transactions with the refineries were mostly on private terms. Grocery Sugars dealt in were at prices from 8½c to 9½c. No change in Refined Sugars.

MOLASSES—Is in better supply, and offering freely, but holders find it difficult to effect sales at present current rates.

FRUIT—There has been a good demand for new Fruit, at prices somewhat over those obtained at recent trade sales.

RICE—Is without change in price, the demand being light, however, and the market rather favouring the buyer.

SALT.—There is no change no note, prices of both Coarse and Fine continuing unaltered.

**MONTREAL PRODUCE MARKET.**

Akin & Kirkpatrick, Daves Brothers & Co. Mitchell, R. B.

FLOUR.—With liberal receipts, and in the absence of speculative demand, the market has ruled dull, transactions being chiefly in single hundreds for local use. Though rates have not materially declined, some concession has been found necessary, in order to effect sales, and from 5c to 10c decline may be quoted in the leading descriptions. Extras have not undergone much change, the supply being restricted, and demand of a retail character. Latest transactions have been at \$5 to \$5 10, according to sample. Fancies are slightly lower; latest sales at \$4.75 to \$4.81. Ordinary Supers continued steady at \$4.65 for some days, but have lately been pressed, and sales were made at the close at \$4.60. Good Western Supers, inspected, going at same price. Sundry parcels of Welland Canal were placed in the fore part of the week at from \$4.65 to \$4.70. Any recent transactions have been on private terms, supported in the neighborhood of \$4.60. Strong Flours may be quoted lower, best samples being now obtainable at about \$4.50. Latest sales of No. 2 have been at \$4.30 for ordinary, choice commanding about \$4.35. Little done in the lower grades, casual sales within quoted range. Sags still scarce; good samples find prompt sale at outside figures. Oatmeal is accumulating, and prices steadily receding. Lower Canada brands are offered at \$4.40, best Ontario at \$4.50 to \$4.60, but is only moved in a retail way, shippers evincing no disposition to take hold. Nothing beyond a small retail business done in Cornmeal.

GRAIN.—Wheat—Few sales to report. A cargo of Red Winter placed at the close at \$1. Parcels in

store are freely offered at same price, but declined. Sundry cars of inferior Winter Wheat, in store, though pressing for a length of time, have not found buyers, though offered at several cents below current quotations. Little U. C. Spring offering. Limited parcels on the spot command \$1.02½ to \$1.04, according to sample. No recent sales of Western. Cargoes placed in the fore part of the week at \$90, at which there are sellers, but no buyers over 97½c. Peases influenced by declining tendency in Britain, have given way, ranging down to 82½c per 66 lbs. at which a cargo was placed at the close. Choice samples have been placed in a retail way for Quebec and Lower Port trade at somewhat higher figures. A few sales were made in the earlier part of the week at about 85c for shipment. Barley dull and drooping; farmers' loads sell from 55c to 65c, according to sample. Oats quiet at unchanged rates.

PROVISIONS—Present no new features. Former retail demand for Pork continues, and full previous rates are maintained. These, however, may be expected to give way shortly, sales for future delivery being made at rates lower, according to time of delivery being more or less distant. Little doing in Cut Meats, and prices obtained varies, according to quality and style. Lard in retail demand, and rates only maintained by scarcity. Tallow commands more enquiry, and good samples would meet prompt sale at full rates. Butter has arrived freely, but all desirable lots have been promptly taken for shipment at former quotations. Parcels of selected have commanded exceptional rates. Cheese—Arrivals are beginning to fail off, but are still liberal for the season. Rates of last week continue to be paid for all desirable shipping lots.

ASHES.—The further advance in ocean freight and insurance has influenced prices unfavorably, and sales are difficult at our reduced quotations.

**THE LEATHER TRADE.**

Akin & Kirkpatrick, N. S. Whitner, Seymour, M. H.

TRADE in this department of business is still quiet. Receipts for the past week have been more liberal, and prices have suffered no change.

**THE BOOT AND SHOE TRADE.**

THERE is no change to note since last week's report. Sales still continue large, and prices are well sustained. Operations will, no doubt, be carried on to a later period than usual, on account of limited supplies.

**PORT OF QUEBEC.**

**STATEMENT OF ARRIVALS AND TONNAGE.**

COMPARATIVE statement of arrivals and tonnage at this port, from sea, in 1868 and 1869, up to the 23rd October inclusive:—

	Vessels.	Tons
1868.....	883	662,657
1869.....	884	663,032
More.....	1	475 more.

Number of ocean steamers which arrived here up to this date, and to the corresponding date last year:—

	Steamers.	Tons.
1868.....	64	66,169
1869.....	69	92,280
More.....	5	20,111 more.

Comparative statement of arrivals and tonnage from the Lower Provinces up to date, and to the corresponding date last year:—

	Vessels.	Tons.
1868.....	143	17,778
1869.....	84 vessels.....	14,664
24 steamers.....		12,762
Less.....	109	27,416
More.....	55	9,633 more.

\* The Quebec and Gulf Ports Steamship Company's steamers are included in the above.

J. BELL FORSYTH & CO.

**GREAT WESTERN RAILWAY.**

Traffic for week ending Oct. 8, 1869.

Passengers.....	655,455 88
Freight.....	69,168.64
Mails and sundries.....	2,653.28

Total receipts for week..... 77,128 18  
Corresponding week, 1868..... 55,222.60

Decrease..... \$21,905.58

**STOCK MARKET.**

	Closing prices.	Last Week's Prices.
<b>BANKS.</b>		
Bank of Montreal.....	167 1/2	168 1/2
Bank of N. A.....	108 1/2	107 1/2
City Bank.....	91	90
Banque de Peuple.....	113 1/2	108 1/2
Molson Bank.....	101 1/2	101 1/2
Ontario Bank.....	111	112
Bank of Toronto.....	128	127
Quebec Bank.....	128 1/2	103 1/2
Bank Annonais.....	103	108
Gore Bank.....	87	88
Banque Jacques Cartier.....	108 1/2	109 1/2
Eastern Townships Bank.....	101	101
Mercantile Bank.....	108 1/2	107 1/2
Union Bank.....	108	108
Mechanics Bank.....	80	81
Royal Canadian Bank.....	80	81
Bank of Commerce.....	100	100
<b>RAILWAYS.</b>		
G. T. R. of Canada.....	15	16
A. & St. Lawrence.....	15	16
G. W. of Canada.....	8	9
A. & St. Lawrence.....	8	9
Do. preferential.....	80	80
<b>MINES, &amp;c.</b>		
Montreal Mining Company.....	\$22 1/2	\$22 1/2
Huron Copper Bay.....	50	45
Lake Huron S. & C.....	.....	.....
Quebec & L. R.....	.....	.....
Union Telegraph Co.....	125	147
Montreal City Gas Company.....	83	83
St. Lawrence R. R. Co.....	108	119
Richellon Navigation Co.....	122 1/2	124
Canadian Inland Steam N. Co.....	90 1/2	103 1/2
Montreal Elevating Company.....	11 1/2	11 1/2
British Colonial Steamship Co.....	60	60
Canada Glass Company.....	00	00
St. Lawrence Glass Co.....	00	00
<b>BONDS.</b>		
Government Debentures, 5 p.c. sig.....	93 1/2	94 1/2
" " 6 p.c. 1878, cy.....	103 1/2	104
" " 7 p.c. cy.....	103 1/2	104
Dom. Union 6 per cent. stock.....	103 1/2	103 1/2
Montreal Water Works 6 per cent.....	97 1/2	98
Montreal City Bonds, 6 per cent.....	97 1/2	98
Corporation of Port of Montreal, 6 p.c.....	111 1/2	112 1/2
Montreal (City) Bonds, 6 p.c.....	103 1/2	103 1/2
Quebec City 6 per cent.....	90	90
Toronto City Bonds, 6 per cent, 1860.....	93	94
Kingston City Bonds, 6 per cent, 1872.....	93 1/2	95
Ontario City Bonds, 6 per cent, 1860.....	85	87
Champlain & St. Lawrence, 6 per cent.....	73 1/2	73 1/2
County Debentures.....	.....	.....
<b>EXCHANGE.</b>		
Bank on London, 60 days.....	118 1/2	109
Private do.....	107 1/2	108
Private, with documents.....	107	107 1/2
Bank on New York.....	21	21 1/2
Private do.....	21 1/2	22
Gold Drafts do.....	21 1/2	22
Silver.....	15 1/2	15 1/2
Gold in New York.....	127 1/2	127 1/2

**RAILWAY TRAFFIC RETURNS.**

FOR THE MONTH OF SEPTEMBER, 1869.

Total	NAMES OF THE RAILWAYS.		Passenger Returns.	Mails and sundries.	Freight.	Total 1869.	Total 1868.
470,707	Grand Western Railway.....	178,672	470,707	83,891	629,621	1,111,610	1,120,681
	Great Trunk Railway.....	221,629					
	London and Port Stanley Railway.....	1,000					
	Welland Railway.....	1,000					
	North York Railway & Port Hope Railway.....	13,822					
	Port Hope Railway & Port Hope Railway.....	4,205					
	and Peterborough Branch Railway.....	.....					
	Cobourg and Peterborough Railway.....	1,423					
	Brookville and Ottawa Railway.....	6,850					
	St. Lawrence and Ottawa Railway.....	634					
	Carleton and Grenville Railway.....	.....					
	Stantford, Shefford, and Chambray Railway.....	371					
	St. Lawrence and Industry Railway.....	2,224					
New Brunswick and Canada Railway.....	69						
Parsons and North American Railway.....	7,409						
Paterson Extension Railway.....	601						
New Scotland Railway.....	.....						
Total.....	470,707	83,891	629,621	1,111,610	1,120,681		

\* No Returns. JOHN LANGTON, Auditor.

WEEKLY PRICES CURRENT.—MONTREAL, NOVEMBER 4, 1893.

Main table of weekly prices current for Montreal, November 4, 1893. Columns include Name of Article, Current Rates, and various commodity categories like Groceries, Tobacco, Hardware, Soap and Candles, Boots, Shoes, Produce, and Drugs.

MARKET PRICES OF COUNTRY PRODUCE.

Table of market prices for country produce in Montreal, November 4. Categories include Flour, Grain, Fowls and Game, Meats, Dairy Produce, and Vegetables.

HAVANA PRICES CURRENT. The following is the latest Lawton Brothers, Havana prices Current of Imports, dated Oct. 15, 1893.

Table of Havana prices current for imports, dated Oct. 15, 1893. Lists various goods such as sugar, coffee, and other commodities with their respective prices.

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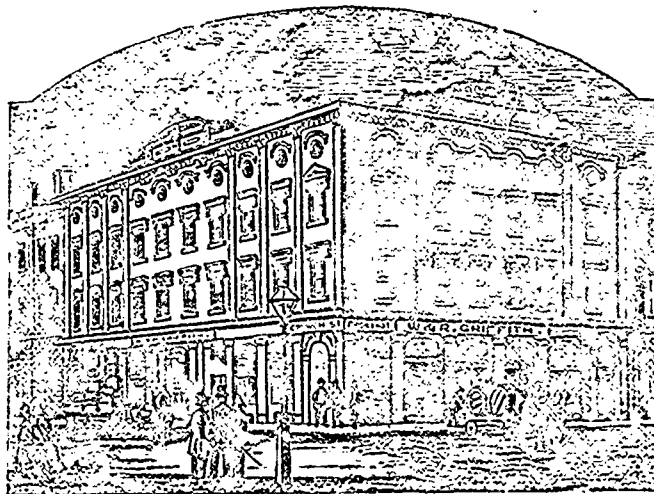
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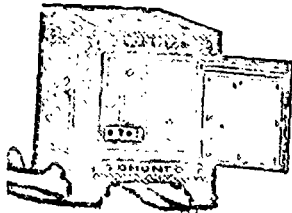
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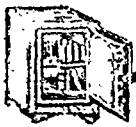
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19-3m



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Thursday, 23rd September, 1899.

PRESENT:

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ON the recommendation of the Honourable the Minister of Customs, and under and in virtue of the 8th Section of the Act 51 Vic., Cap. 6, intitled: "An Act respecting the Customs," His Excellency has been pleased to order, and it is hereby ordered, that Sheet Harbour, situate in the County of Halifax East, in the Province of Nova Scotia, shall be and the same is hereby declared to be an Out Port of Entry, under the Survey of the Port of Halifax.

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

WM. H. LEE,

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3-42

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