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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, APRIL 9, 1869.

No. 15

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

**H. W. IRELAND.**  
 409 St. Paul Street.

**GENERAL METAL BROKER.**  
 1-ly Agent for Iron and Nail Manufacturers.

**CHAPMAN, FRASER & TYLER,**  
 Successors to Mailland, Tylee & Co.

**WHOLESALE WINE, GENERAL**  
**and COMMISSION MERCHANTS,**  
 2-ly 10 Hospital St.

**GEORGE CHILDS & CO.,**  
 (IMPORTERS.)

**WHOLESALE GROCERS,**  
 Nos. 20 & 22 St. François Xavier St.,  
 48-ly MONTREAL.

**TEAS AND GENERAL GROCERIES.**  
 Fresh Goods regularly received. Stock and assortment large and attractive.  
**J. A. (Late J. A. & H.) MATHEWSON,**  
 203 McGill St.; Stores in rear 41 to 47 Longueuil Lane.  
 Montreal, Feb. 27, 1868. 1-ly

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

**GREENE & SONS—SILK HATS.**  
 See next Page. 1-ly

**CRATHEBN & 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:—52 Champ-de-Mars Street.  
 Constantly on hand, a superior assortment of Pianos,  
 Square and Cottage.  
 Second-hand Pianos taken in exchange. Repairing  
 and Tuning promptly attended to. 42

**CARGO OF SUGAR FOR SALE.**  
 THE Subscribers are now receiving, and  
 offer for sale, the cargo of the  
 Brig "SIX FRERES,"  
 (Just arrived from Barbadoes)

CONSISTING OF:  
 Hhds } Choice Bright Barbadoes Suggr.  
 Tierces }  
 Bbls }  
 Puns Molasses.  
 ALSO IN STOCK.  
 3,000 packages of new fresh Green and Black Teas.  
 With our usual and general assortment of Groceries  
**TIFFIN BROTHERS.**  
 Montreal, 11th May, 1868. 1-ly

**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,  
 on my address here.  
 Advances made on shipments to Europe.  
 The sale and purchase of Stocks and Exchange will  
 receive prompt attention. 1-ly

**JAMES ROY & CO.,**  
**IMPORTERS of DRY GOODS, in-**  
 cluding 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 Mer-**  
**chants, corner St. Sacrament and St. Peter streets,**  
 Montreal.  
**WM. KINLOCH. W. B. LINDSAY. D. L. LOCKERTY.**  
 8-ly

**JOHN McARTHUR & SON,**  
**OIL, LEAD & COLOR MERCHANTS.**  
 Importers of  
**WINDOW GLASS, &c.,**  
 No 14 Lemoine Street, facing St. Helen Street,  
 MONTREAL. 1-ly

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

**GREENE & SONS—FELT HATS.**  
 See next Page. 1-ly

**HALL, KAY & CO.,**  
**METAL MERCHANTS,**  
 MONTREAL.  
 Sole Agents in the Dominion of Canada for the  
 following Manufacturers:  
 Wm. Allaway & Sons, Tin and Canada Plates, Works  
 at Lydney, Parkend & L.B.  
 Morewood & Co., Lyon Galvanizing Works, Bir-  
 mingham.  
 A. & J. Stewart, Boiler Tubes, Clyde Tube Works,  
 Glasgow.  
 W. N. Baines, Engineers' Brass Work, Lancefield  
 Brass Foundry, Glasgow.  
 S. H. Dobbie & Co., Tinned Holloware, Park  
 Foundry, Glasgow.  
 Geo. Fairbairn & Co., the F Horse Nails, Camelon  
 Park, Falkirk.  
 ALWAYS ON HAND  
 A large and well-assorted stock of Stamped and  
 Japanned Tinware and General Furnishings, for  
 Tinsmiths, 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. 85-ly

**IMPORTERS in Montreal and Quebec**  
 will find it to their advantage to Ship and Insure  
 all Goods through  
**W. J. STEWART,**  
 68 South John Street,  
 LIVERPOOL,  
 and 420 St. Paul Street,  
 9-ly MONTREAL.

**B. HUTCHINS & CO.,**  
**IMPORTERS of TEAS & GENERAL**  
**GROCERIES, No 183 McGill Street, Montreal.**  
**B. HUTCHINS. 6-ly EWD LUSHER.**

**MONTREAL TYPE FOUNDRY,**  
 1 ST HELEN STREET, MONTREAL,  
 33 COLBORNE STREET, TORONTO.  
**TOUGH METAL SCOTCH-FACETYPE**  
**PRINTERS MATERIAL OF ALL KINDS.**  
 Books and Jobs Electrotyped and Stereotyped  
 23-Cm

**GREENE & SONS—STRAW GOODS**  
 See next Page. 1-ly  
**CAMPBELL BRYSON,**  
**LEATHER COMMISSION MERCHANT,**  
 9 and 11 LEMOINE STREET,  
 MONTREAL.

**W. & F. P. CURRIE & CO.,**  
 100 GRAY NUN STREET, MONTREAL,  
 Importers of  
**PIG AND BAR IRON,**  
 BOILER TUBES,  
 Boiler Plates,  
 Gas Tubes,  
 Horse Nails,  
 Paints & Putty,  
 Flue Covers,  
 Fire Clay,  
 Fire Bricks.  
 DRAIN PIPES,  
 Roman Cement,  
 Quebec Cement,  
 Portland Cement,  
 Paring 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 WORMEN, Esq.,** ALEX. M. DELISLE, Esq.,  
 President City Bank. Collector of Customs.  
**JOHN KEDPATH, Esq.,** LOUIS BEAUDRY, Esq.,  
 Vice-President Bank of Montreal. Manager New City Gas  
 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.

**PHENIX  
 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 60 per cent, or half their  
 premium  
 Parties at a distance can insure from blanks, which  
 will be furnished on application.

Usual restrictions as to residence and occupation  
 abolished.

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

**GREENE & SONS  
 STRAW GOODS & FELT HAT  
 MANUFACTURERS.**

We are now prepared with our New Styles, in all  
 descriptions of  
**MEN'S, BOYS' and CHILDREN'S FELT and  
 STRAW GOODS,**

**SILK HATS,  
 CLOTH CAPS &c., &c**

Close buyers will find strong inducements to pur-  
 chase of us.

**TERMS LIBERAL.**  
 517, 519, 521 and 523 St. Paul Street,  
 1-ly Montreal.

**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

**THE YEAR BOOK  
 AND  
 ALMANAC OF CANADA  
 For 1869**

IS NOW PUBLISHED.  
 Contains 161 pages of reading matter, of the  
 greatest interest.

Contains facts necessary for the whole Dominion  
 to know of the separate Provinces.

PRICE 12½ CENTS.  
 Edition on Superior Paper with Cover 25 cts.

Will be sent by post to any address.  
 Liberal discount to Booksellers. 60

**FOULDS & McCUBBIN,  
 IMPORTERS AND WHOLESALE CLOTHIERS**  
 370 St. Paul Street, Corner St. Sulpice Street,  
 Montreal. 36-ly

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

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

**O'HEIR'S  
 WHOLESALE CLOTHING AND OUTFITTING  
 ESTABLISHMENT.**  
 63 AND 152 McQUILL STREET, MONTREAL.  
 83-ly Country Orders executed with Despatch.

**ROBERTSON, STEPHEN & CO.,  
 MONTREAL,**

Are now receiving their  
**FALL IMPORTATIONS,**  
 which will be fully completed by the  
 20th INSTANT,

When they will be prepared to exhibit a large and  
 varied selection of  
**STAPLE AND FANCY  
 DRY GOODS.**

5-ly

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

**LEWIS, KAY & CO.,**  
 HAVE JUST RECEIVED  
 1000 pieces GREY COTTON.  
 600 pieces PRINTS.  
 Suitable for early Spring Trade

Also a full assortment of  
**SHOE FINDINGS,**  
 Including Lastings, Linings, Machine Silk and  
 Thread.  
 And every other kind of GOODS used for the Making  
 up Trade.  
 January 13th, 1869. 1-ly

**GILVY & CO.,**  
 Importers of

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

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

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

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

**JAMES MITCHELL,**  
 IS NOW RECEIVING AND OFFERS FOR SALE:  
 Hhds Extra Bright Porto Rico and Barbadoes SUGAR.  
 Fins. Choice Demerara MOLASSES (New Crop)  
 Brls. } Choice Labrador & Canso HERRINGS  
 Half-Brls. } Splits and Round.  
 Brls. Choice Newfoundland Green CODFISH.  
 Bags. } Prime Jamaica COFFEE  
 Brls. }  
 Boxes LOBSTERS, and ARROWROOT, in tins.  
 Hhds. United Vineyard BRANDY, Vintage 1823.  
 Very fine. No. 7 St Helen Street.  
 Montreal, Feb 26, 1869. 1-ly

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

**GILLESPIE, MOFFATT & CO.,**  
**EAST AND WEST INDIA, GENERAL AND COMMISSION MERCHANTS.**  
 Agents for  
 The Phoenix Fire Insurance Company of London.  
 The British and Foreign Marine Insurance Company  
 of Liverpool.  
 Hunt, Roper, Teague & Co., Oporto.  
 Bartoloni Vergara, Fort St. Mary's.  
 Ot & Dupuy & Co., Cognac. 4-ly

**FRANCIS FRASER,**  
**HARDWARE COMMISSION MERCHANT,**  
 23 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,**  
 345 Notre Dame Street, MONTREAL.

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

**REFRIGERATORS & ICE CHESTS**  
**MEILLEUR & CO., Manufacturers,**  
 625 CRAIG STREET,  
 Also IMPROVED COOKING RANGES,  
 Family and Hotel Sizes. 16-5

**W. CLENDINNEG,**  
 (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. 9

**THE CITIZENS' INSURANCE COMPANY**  
 (OF CANADA)  
 AUTHORIZED CAPITAL .....\$2,000,000  
 SUBSCRIBED CAPITAL .....\$1,000,000  
**DIRECTORS:**  
 HUGH ALLAN, President.  
 GEORGE STEPHEN. C. J. BRYDGES.  
 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 pre-  
 pared 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.

**WM. McLAREN & CO.,**  
 Manufacturers and Wholesale Dealer in  
**BOOTS and SHOES**  
 STORE:  
 18 ST. MAURICE STREET,  
 (in the rear of Joseph Mackay & Bro.)  
 MONTREAL. 33-ly

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

AND  
 74 York Street, Toronto. 36-3m

**THE TRADE REVIEW**  
 AND  
**Intercolonial Journal of Commerce.**  
 MONTREAL, FRIDAY, APRIL 9, 1869.

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

**REVENUE AND EXPENDITURE OF CANADA.**

THE following is a statement of the Revenue and  
 Expenditure of the Dominion of Canada for  
 the month, and nine months ending the 31st of March,  
 1869:—

Revenue—Customs.....	\$639,592
Excise.....	265,705
Post Office.....	16,584
Bill Stamp Duty.....	8,695
Public Works, including Railways..	43,774
Miscellaneous.....	23,847
<b>Revenue for March, 1869.....</b>	<b>\$ 922,687</b>
"    "    July, 1868.....	1,376,729
"    "    August.....	1,377,933
"    "    September.....	1,346,831
"    "    October.....	1,545,857
"    "    November.....	1,214,165
"    "    December.....	1,002,610
"    "    January, 1869.....	782,764
"    "    February.....	1,256,522
<b>Total for 9 months.....</b>	<b>\$11,404,579</b>
Expenditure for July, 1868.....	\$1,301,622
"    "    August.....	964,223
"    "    September.....	2,291,409
"    "    October.....	1,669,063
"    "    November.....	877,443
"    "    December.....	868,577
"    "    January, 1869.....	2,016,453
"    "    February.....	683,723
"    "    March.....	743,020
<b>Total.....</b>	<b>\$11,635,643</b>

**MORLAND, WATSON & CO.,**  
**IRON & HARDWARE MERCHANTS**  
 MONTREAL.  
 PROPRIETORS OF THE  
 Montreal Saw Works,  
 Montreal Axo Works,  
 Montreal Horse Nail Works,  
 Montreal Tack Works.

**MANAGING DIRECTORS:**  
**MONTREAL ROLLING MILLS COMPANY,**  
 Comprising  
 Montreal Rolling Mills,  
 Montreal Nail Works,  
 Montreal Lead Works.

**AGENTS OF THE**  
**COMMERCIAL UNION ASSURANCE CO'Y.**  
 (of London, England)  
 CAPITAL . . . . £2,500,000 Stg.  
 1-ly

**THE COMMERCIAL UNION ASSURANCE CO'Y**  
 19 & 20 CORNHILL, LONDON, ENGLAND.  
 CAPITAL £2,500,000 Stg.—INVESTED over £2,000,000

**FIRE DEPARTMENT.**—Insurance granted on all  
 descriptions of property at reasonable rates.

**LIFE DEPARTMENT.**—The success of this branch  
 has been unprecedented—90 PER CENT. of pre-  
 miums now in hand. First year's premiums were  
 over \$100,000. Economy of management guaranteed.  
 Perfect security. Moderate rates.

Office 385 & 387 St. Paul Street, Montreal.

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

**THE SILVER MOVEMENT AND MR WEIR.**

WE regret to have to announce that owing to  
 several circumstances the movement inaugu-  
 rated by Mr. Weir for the exportation of \$2,000,000 of  
 silver coin from Canada, after proceeding satisfac-  
 torily up to the end of March, with much benefit to  
 those interested in it, has come to an untimely end.  
 The principal cause of this has been the failure of a  
 great number of the subscribers to the guarantee  
 fund to pay up their subscriptions, and the con-  
 sequent inability of Mr. Weir to meet the necessary  
 losses involved in the shipment of the large amounts  
 which have been already sent out of Canada.

Had Mr. Weir received the support to which he  
 was entitled not merely morally, but legally under  
 the contracts which he had made, this failure to carry  
 out the scheme would hardly have taken place. It  
 now remains to wind up the unsettled accounts, and  
 it will be the least that ought to be done by those  
 through whose carelessness in paying their subscrip-  
 tions the scheme has miscarried, that they remit to  
 Mr. Weir the amounts of those subscriptions for the  
 eight weeks during which the shipments were going  
 on, to help to cover his losses and enable him to  
 repay to those who have paid in advance what has  
 been overpaid to him.

We also regret to have to announce that in con-  
 sequence of the failure of several houses here in which  
 he was interested, Mr. Weir has been obliged to make  
 an assignment for the benefit of his creditors. His  
 liabilities, however, are small, and confined almost  
 entirely to a few friends who advanced money to  
 assist him to carry out the silver movement.

As soon as it became generally known that Mr.  
 Weir had ceased to receive silver for shipment, the  
 rate of discount went up nearly one per cent in one  
 day, and brokers bought at 4 to 4½ instead of 3½ to 3,  
 making it very evident that it was to his scheme the  
 previous high value of silver was owing. There is at  
 present little demand for coin, and the rate will prob-  
 ably go to 4½ or 4.

We may mention that it is the opinion of well in-  
 formed brokers and men in business that but for the  
 shipments, silver would have sold this winter at 6 per  
 cent. discount.

## TINTS TOO BRIGHT TO LAST.

REPORT ON of the American press entertain great expectations regarding the effect which the Pacific Railway will have upon their trade and prosperity. The importance of this great work is unquestionable. It must, of necessity, largely contribute to the opening up of the Great Western country, and add very materially to the advancement of the Republic in material wealth. But we fear the highly coloured pictures which some New York Journals occasionally draw, will hardly be realised. The tints are altogether too bright, to stand firm under that trying process known as experience.

What is it that these prophets predict? Nothing less than that the completion of the Pacific Railway will produce a revolution in the course of Asiatic trade. The long famous East India men for which the English Navy is conspicuous are to become comparatively useless, for the great bulk of the merchandise of China, Japan and other Oriental lands, will be shipped to San Francisco thence by the Pacific Railway to New York, and finally by steamer to Great Britain and other European countries. New York is to rapidly become the commercial metropolis of the whole world. One Journal predicts that all houses on Fifth Avenue will yet become business shops. We consider this to use a Yankee expression pretty tall talking, and we fear not to be realized at least by trade obtained from the Orient. Such glowing pictures are probably pleasant reading to our American friends, who never consider anything said about the future glory of their Nation to partake of exaggeration; but to come down from the clouds of speculation, are there any good grounds for such large expectations?

We think not. The railway carriage across the American continent is altogether too great to make such a route practicable for heavy goods from Eastern lands. The Pacific line and its connections, from San Francisco to New York, will be about 3000 miles, and unless that Railway will carry freights much lower than present rates, we fear Asiatic goods would be rather costly when delivered in New York city. We incline to the opinion that the old-fashioned East India-men would still be required—that they could still go all the way round by the Cape of Good Hope and deliver their cargoes in London or Liverpool cheaper than by the route across this continent. This might not be the case in all classes of goods but we consider it would hold good as regards the greater part of Oriental imports.

But there is another and more formidable lion in the way of New York becoming the world's entrepot for the important products which China, India and Japan annually export. That is the Suez Canal. The practicability of this work was long doubted but it is now certain of success and the months may be counted when it will be opened. The day this canal opens the dream of Asiatic trade with Europe via the Pacific Railway will vanish. There will then be a short water route from Calcutta, the centre of the India trade, to Western Europe, and it is expected that the largest hulks will be able to engage in the traffic. The distances from London to Calcutta by the different routes will be as follows.—

## LONDON TO CANTON.

	Miles.
Distance by Suez Canal	10,300
" " Pacific Railway	13,500
" " Cape of Good Hope	16,100

The distance will be greatly less from Europe to the centres of Eastern trade, by the Suez Canal, than by any other way, and cargoes will not require to be re-shipped until they reach their destination. By the American route two re-shipments would be necessary—which fact, in conjunction, with the longer distance and more costly carriage must effectually extinguish any hopes of the merchants of London and Paris having to come to New York to make their purchases of Eastern goods. The distances from New York to Canton by the different routes are as follows.—

## NEW YORK TO CANTON

	Miles.
Distance by Pacific Line	10,500
" " Suez Canal	17,500
" " (improved) Panama Canal	11,500
" " Cape of Good Hope	16,400

Judging from these figures—which we take from a source we believe to be correct—we dare say the Americans could increase their Oriental trade by some of these routes. The Panama Canal, if ever completed, would doubtless give them a short cut to the east, and might favourably affect their trade. But we hardly think, in any event, that they would be able

to supply Europe, on the contrary we feel assured that the Suez Canal will distance all competitors, and that the immense trade which has so long rounded the Cape of Good Hope will soon be turned through its narrow channel.

In expressing these opinions, it is from no desire to detract from the great future which lies before New York, or to depreciate the importance of the Pacific Railroad, far from it. It is difficult to overrate the future either of the City or the Railroad, but our cousins are drawing too largely on their imaginations when they depict New York as the commercial metropolis of the world, and the cities of Europe as something like tributaries. The Pacific road must add materially to the progress of their nation. We do not doubt that New York, San Francisco and many other cities, will increase their already immense commerce from the day of its completion (about 1st July next,) but the great expectations indulged regarding Asiatic trade, we do not expect to see realised.

Whilst on this subject, we may say, that if ever the trade of Europe with China and Japan could be brought over this continent, the best route would be found across British territory. A North Pacific Railway terminating at Vancouver island, would be the most direct way from Western Europe to the Orient. The late D Arce McGee frequently drew flattering pictures of Eastern trade passing from the Pacific to the Atlantic through British America. For the same reasons we have already adduced, we think this is very similar to the American dream. But it is so far satisfactory to know, that if such hopes were ever to be realised, the Dominion would have the shortest route which could be selected.

## THE HUDSON'S BAY COMPANY.

THE telegraphic announcement last week that Earl Granville had proposed as a compromise between Canada and the Hudson's Bay Company that the former should pay the latter £300,000 was only partially correct. The cash payment, as will appear, was to be only a small part of the consideration or which the company is asked to give up whatever rights it may possess to the North-West.

The following are the terms of Earl Granville's compromise—

1 The Hudson's Bay Company to surrender to Her Majesty all the rights of government, property &c. in Rupert's Land, which are specified in the 81 and 32 Vols. c. 106, sec 4 and also all similar rights in any other part of British North America, not comprised in Rupert's Land, Canada, or British Columbia.

2 Canada is to pay to the Company £300,000 when Rupert's Land is transferred to the Dominion of Canada.

3 The Company may, within twelve months of the surrender, select a block of land adjoining each of its stations within the limits specified in article 1.

4 The size of the blocks is not to exceed acres in the Red River Territory, nor 3,000 acres beyond that territory, and the aggregate extent of the blocks is not to exceed 50,000 acres.

5 So far as the configuration of the country admits, the blocks are to be in the shape of parallelograms, of which the length is not more than double the breadth.

6 The Hudson's Bay Company may, for fifty years after the surrender, claim in any township or district within the fertile belt in which land is set out for settlement, grants of land not exceeding one-twentieth part of the land so set out. The blocks so granted to be determined by lot, and the Hudson's Bay Company to pay a rateable share of the survey expenses, not exceeding an acre.

7 For the purpose of the present agreement, the fertile belt is to be bounded as follows—On the south by the United States boundary, on the west by the Rocky Mountains, on the north by the northern branch of the Saskatchewan, on the east by Lake Winnipeg the Lake of the Woods, and the waters connecting them.

8 All titles to land up to the 8th March, 1869, conferred by the Company, are to be confirmed.

9 The Company is to be at liberty to carry on its trade without hindrance, in its corporate capacity, and no exceptional tax is to be placed on the Company's land trade or servants nor any import duty on goods introduced by the same previous to the surrender.

10 Canada is to take over the materials of the electric telegraph, at cost price, such price including transport but not including interest for money and subject to a deduction for ascertained deterioration.

11 The Company's claim to land under agreement of Messrs. Vankoughnet and Hopkins to be withdrawn.

12 The details of this arrangement, including the filling up the blanks in articles 4 and 6, to be settled at once by mutual agreement.

We publish elsewhere in other columns an article on this offer of Earl Granville's from the London Economist, which is worthy of careful perusal. It is, we think, an eminently fair statement of facts, and the weighing of the claims to consideration of Canada and the Bay Company. It is apparently free from prejudice one way or the other, and while acknowledging that the company has been treated with the

utmost forbearance by the Imperial Government, even beyond what was their legal due, it nevertheless argues that Canada should accept the terms, rather than run the risk through delay of the settlement of the Red River Territory by American adventurers in numbers sufficient to establish a government.

For our own part, we can only look on this basis of settlement with the company as a compromise. Lord Granville stared himself that he did not think it would be acceptable to either party; but in making the offer to the company, he coupled it with a threat that if it were not immediately accepted, their rights would be referred to the Privy Council, in order to obtain a basis for any future legislation or executive action which may be found necessary. The very fact that this threat may have wrought with the company appears to us a reason why Canada should not be called upon to pay so heavily for the surrender of so-called rights which are liable to be set aside by a decision of the Privy Council. At the same time, there is much to be gained in every way by a prompt and amicable settlement of the question. A great deal of time has been lost already, and if the company's claims were now to be submitted to a legal investigation, it is certain there would be an interval of indefinite length before judgment could be pronounced, and before Canada would be permitted to enter into full possession of the territory.

The terms offered are doubtless more unfavorable to Canada than would be desired by Canadians. Under existing circumstances, however, what concerns us chiefly to know is, will the acceptance of these terms be for Canada the making of a bad bargain, from which will come loss, not profit. The reservations to the company of 60,000 acres contiguous to their stations, and of one-twentieth of all lands set out for settlement during the next fifty years in the fertile belt, will not be of a nature to press heavily on the Government of this country. The company must, to some extent, contribute to the revenue of this country; and as it will, after a time, be more profitable to them to induce colonization than to retain their lands in a state of nature, there will be an ever increasing consumption of goods, on which taxes will have been collected. The payment to the company of the net cost of the materials of their electric telegraph, less a deduction for deterioration, must be considered in this connection, as value in property will be given to which Canada has no claim. The only question, therefore, is, are we paying too dearly for our whistle, by giving £300,000, or, at 6 per cent interest, £18,000 a year, for the possession for governmental purposes of the whole North-West Territory, and of all the unsettled land therein in fee simple, less the reservations to the Company? Of course, the answer to this question will depend much on the rapidity with which the territory becomes settled, on its prosperity, and the amount of taxable goods which may there find consumers. We think, however, there can be little doubt that with a settled condition of government, with roads made, and lands thrown open to settlement, it would not be long before the more desirable portions of the fertile belt would be thickly peopled, and before the revenue directly or indirectly derived therefrom would be ample and more than ample to pay back to Canada the £18,000 annually she is called upon to pay.

## GETTING SICK OF IT!

WE are really getting a little sick of the Annexation nonsense which Brother Jonathan is continually uttering. Occasionally, we don't mind to be bored with it, for as the old man said of his scolding wife—"It pleases her and don't hurt I." But to have a large portion of the Press of the United States, and every stump-orator in the land, dunning it into your ears in season and out of season, is somewhat of a nuisance. We don't know how others in Canada feel about it. We confess we are getting a little sick of it.

That the United States is anxious to secure the annexation of Canada, every American is willing to admit. The Reciprocity Treaty was abrogated solely with that view. It was thought that our commercial interests would so suffer, that we would seek admission to the Union before twelve months. The sage Consul-General Potter found that cook wouldn't fight, for we have prospered without the treaty and are stronger against annexation than ever. At the present time, a new treaty is refused, simply from the same political motive, they know that the United States suffers from the barriers in the way of inter

national trade, but certain politicians are green enough to suppose that possibly a slight annexation feeling might be produced in Canada by keeping on the duties. For the benefit of all and sundry who hold these views, we beg to say the patriotism of the people of Canada does not lie in their brooches' pockets. We have yet to learn that we suffer commercially by maintaining our connection with Great Britain, but if we did, we do not believe it would make any difference.

The Union of three Provinces by Confederation was a hard blow for those of our American neighbours who hold to the Monroe doctrine. The only grain of comfort for them was the troubles in Nova Scotia, which have been steadily tanned with a view to cause a blaze. Mr. Howe's acceptance of the Union will extinguish that, and so we find that certain of the more reckless journals are out on a new tack. The New York and Chicago *Tribunes* talk as if Canada should be taken by force! We consider the enunciation of such devilish sentiments a disgrace to the Republic; but we are glad to believe that they are not shared by the great bulk of the American people. Taking Canada by force, we may add, would be a dangerous game, and one that two could play at. We are sure such threats are the veriest twaddle, and would never be indulged in but for the silly utterances of the London *Times*, whose fears are foolishly supposed to be those of the British people, which the American Press would like to increase. Our neighbours, we feel assured, have had enough of fighting to serve for the rest of this century, without undertaking to commence a war with Great Britain or any other strong power.

Another dose of annexation clutter has been produced by the unseconded annexation resolution moved by a man named Cudlip in the New Brunswick Legislature. On the strength of this, the New York *Times*—which is generally more sensible—goes on to speak as if all Canada were ripe for annexation. Such bores may gratify American readers, but it has no foundation in fact. It is high time our neighbours learned, if they do not now know it, that the people of the Dominion are almost to a man unalterably opposed to any political connection with the Republic, and that the more they write and urge it, the more opposed do our inhabitants become. Here and there, we admit, individuals may be found who are Annexationists, but we doubt if they average one in a thousand. We would undertake to find more persons across the lines who prefer our political position than Americans could find here who prefer theirs. We can assure the New York *Times* it is altogether astray as to the state of Canadian feeling on this subject, for never were we more determined than at present to work out the great destiny before our new Dominion, and to maintain an independent political existence.

In constantly dipping annexation into our ears. Brother Jonathan is simply wasting his breath. Our people are just as loyal, just as fond of their country, as our neighbours are of theirs. We are attached to Great Britain. We love her benign rule—her well-earned liberty. Under these circumstances, we have of us laughed at the little devices of our Yankee cousins to coax or frighten us into throwing in our lot with theirs. But the incessant din kept up about it by their Press, is getting to be generally regarded as a nuisance, if not an insult. To use the heading of this article, we are "getting sick of it."

### THE INSOLVENT LAW.

THIS question which has been attracting so much attention in commercial circles for some time, has been under the consideration of the Council of the Montreal Board of Trade, and numerous amendments to the present law have been suggested by them. At the annual meeting of the Board held last Monday, the President reported on the subject as follows:—

The amendments to the Insolvent Act suggested by the Council are numerous, and apply to so many clauses that they could only be understood by referring to the clauses to which those amendments apply. The Council, however, consider the following amendments necessary:—

That the assignee in all cases be appointed by the vote of the majority in number and value of creditors, and that rules for voting be provided which will limit the amount of each vote to the amount due to the claimant, after deducting the value of all securities held from the estate of the insolvent, as well as the value of the obligations of persons bound to relieve the insolvent.

That the insolvent make affidavit that the statement of his affairs submitted to his creditors is, to the best of his knowledge and belief, correct; and that if

any other circumstance or particular relative to his affairs comes to his knowledge, which may tend to increase or diminish the estate in which his creditors are interested, that he will forthwith reveal it to the assignee.

That the creditors of each estate have power to appoint three of their number as inspectors, whose duties should be to ascertain from the assignee, at all times, the situation of the estate, to make reports at meetings of creditors; to determine the value of real estate before it is brought to public sale; to advise with the assignee in regard to the realization and recovery of the assets, and the conversion of the same into cash; to ascertain that the proceeds are lodged in a bank, and to decide on the correctness of claims ranked on the estate, and the date for the payment of dividends.

That the assignee should have the power to sell goods legally pledged, subject to payment of the sum due to the pledgee.

An increase in the number of acts which constitute insolvency have been suggested.

That the judge have power to suspend the discharge of an insolvent for three years, if he has been guilty of misconduct in the management of his business, by extravagance in his expenses, recklessness in incurring debts without a reasonable expectation of paying them, and that if the same proportion of creditors that binds the remainder in a consent to a discharge should file before the court or judge before whom an application for discharge is pending, a declaration, in writing, setting forth their desire that the discharge of the insolvent should be suspended for three years, such discharge should only be granted on the terms stated in such declaration of creditors.

That the insolvent be considered guilty of a misdemeanour, and liable on conviction to imprisonment, if he shall not upon examination fully and truly discover to the best of his knowledge and belief, all his property real and personal, and now and to whom and for what consideration, and when he disposed of, assigned or transferred any part thereof, except such part as has been really and bona fide disposed of in the way of his trade and business, or laid out in the ordinary expenses of his family, or shall not deliver up to the assignee all such part thereof as is in his possession, custody or power, except such portion as may be exempted, and also all books, papers and writings in his possession, custody or power, relating to his property or affairs,

If within thirty days prior to the execution of a deed of assignment or the issue of a writ of attachment, he, with intent to defraud his creditors, should remove, conceal or embezzle any part of his property to the value of fifty dollars or upwards;

If in case of any person having to his knowledge or belief proved a false debt on his estate, he fails to disclose the same to his assignee after coming to the knowledge or belief thereof.

If he wilfully and fraudulently admits from his schedule any effects or property whatsoever.

If he shall, with intent to conceal the true state of his affairs, or to defeat the object of the Insolvent Act, or of any part thereof, conceal or prevent or withhold the production of any book, deed, paper or writing relating to his property, dealings or affairs,

If, with intent to conceal the state of his affairs, and to defeat the objects of the Insolvent Act or any part thereof, he part with, conceal, destroy, alter, mutilate, or falsify, or cause to be concealed, destroyed, altered, mutilated or falsified, any book, paper, writing or security or document relating to his property, trade, dealings, or affairs, or make or be privy to the making of any false or fraudulent entry, or statement in, or omission from any book, paper, document or writing relating thereto;

If, at his examination at any time or at any meeting under the Insolvent Act, he has attempted to account for any of his property by fictitious losses or expenses,

If, within three months before assignment or issue of a writ of attachment, he, under the false pretence of carrying on business and dealing in the ordinary course of trade, obtains any property on credit, or pawns, pledges, or disposes of, otherwise than in the ordinary way of his trade, any property which he has obtained on credit, and has not paid for;

If any creditor of an insolvent, directly or indirectly, receives or takes from such insolvent any payment, gift, gratuity or preference as a consideration or inducement to consent to the discharge of such insolvent, or to execute a deed of composition and discharge with him, or ranks a false claim on an insolvent estate, such creditor should forfeit and pay a sum equal to twice the value of the payment, gift, gratuity or preference so taken, received, promised, or ranked for, and the same should be recoverable by the assignee for the benefit of the estate by suit in any competent court, and, when recovered, should be distributed as part of the ordinary assets of the estate.

A tariff of costs in insolvency has been recommended with a due regard to the amount of such costs in small estates.

Should these suggestions be carried out in a new Insolvent Act, much will have been done to give the creditor class the protection to which they have a just claim in the settlement of bankrupt estates, but there is room for still further improvements, and the introduction of clauses which will affect the conduct of traders previous to their becoming insolvent. The bill now before the Imperial Parliament, to which we referred in our last issue, and which has received a second reading, will furnish some ideas which may be found worthy of being incorporated in any Canadian measure and one of these is the introduction of a clause providing a sliding scale of punishment for the insolvent, in the shape of suspension of discharge, varying from six months to eight or ten years, according to the dividend which the estate might pay. This would have the tendency to induce a trader to close business as soon as possible after finding himself becoming involved and prevent his carrying on till everything was gone, knowing, as he now does, that he will get his discharge all the same.

The experience had in the working of an insolvent act during the last few years ought to enable our legislators to draw up some measure which will secure as large dividends as possible to creditors, and, at the same time, give that relief to unfortunate debtors to which humanity has decided they are entitled. The great difficulty, of course, has always been to prevent the dishonest man, who makes money by his failure, from partaking of these benefits to which the honest but unfortunate trader alone is entitled.

### GROWING BETTER!

WE recently mentioned that there were some signs of a revival of the trade between the United States and Canada in live stock. We now learn from Ontario, that considerable business is now being done in this way, notwithstanding the high duties exacted by the American Customs Officials. In the county West of Hamilton American buyers have been busy for some time past, and have bought up a considerable number of horses and cows. Matched teams are apparently most sought after, although all desirable animals are taken when the price is moderate. Some dealers in milk cows have been buying all winter, but the approach of spring has quickened the demand from the other side. All the animals purchased, both of horses and cows, are intended for the State of New York, where they are in great request. As regards the query "who pays the duty?" there is room for difference of opinion. Prices are lower than before reciprocity was abolished; the general price offered by the American dealers for a good, servicable horse, being \$100. The same animal would have brought \$120 before the American duties were imposed, but possibly prices would have fallen even with a new treaty, before the present time. It is rather difficult to unravel this point—so we let it rest. One thing, at least, is satisfactory, the American demand for Canadian live stock exists as strongly as ever, and even in the face of the duties, a very considerable revival of this trade is likely to take place. Many carloads of animals are being shipped to New York State each week, and if the prices obtained are not quite so high as our farmers have obtained during some former years, they are, at least, prices which amply repay them for their labour.

### RECEIVING AND DELIVERING OF MAIL BAGS WITHOUT STOPPING.

IT has long been a desideratum that some means should be provided whereby mail bags could be delivered to and from express trains without stopping. This want would seem at length to have been supplied by means of Tilley and Wade's patent apparatus, which has been successfully tried on the Boston and Albany railroad. We shall not go into the more minute details of the contrivance since they would scarcely be intelligible without the aid of diagrams, but we glean from the *American Artisan* that the loading features are as follows:—

In one side of the car, near the roof, is an oblong opening, in which on a vertical axle, is arranged a scoop, which may be described as half of an oval vessel divided lengthwise through its centre. By a contrivance, the scoop is held at an angle to the side of the car, that end of the scoop which is foremost when the car is in motion projecting outward from the side of the car, while the opposite end projects inward. The mail bag which is to be delivered to the car is suspended upon a hook, supported by a post close to the track, at the same height from the level of the track as the opening in the car, this hook being at such a distance from the track that when the bag is suspended therefrom it will be in the same line with the outwardly projecting portion of the scoop as the car advances. The bag that is to be delivered from the car is suspended from a hook behind the rear or inwardly projecting part of the scoop. Now as the car sweeps along the track, the forward portion of the scoop passes outside of the bag to be taken aboard, and, striking it, pushes it from the hook. The speed of the car causes the bag to strike the inclined surface of the scoop, and to move the scoop outwards until it becomes parallel with the side of the car. This movement simultaneously throws the first bag through the opening into the car, and the scoop striking the second bag, and thus disengaging it from a hook, throws it outward to the ground.

INFORMATION CONCERNING THE CLIMATE OF RED RIVER.

WHAT is the climate? To answer this question in a manner commensurate with its importance, especially if we should take the whole territory into consideration, would necessitate the writing of a series of articles extending through a number of issues of this paper. We presume, however, that our Canadian friends will be satisfied for the present with a concise account of our climate and we need not particularly dwell upon that of any other portion of this country other than that which might be termed the vicinity of the settlement.

Nothing is more delusive than the idea so commonly entertained that lines of Latitude govern the climate. The common supposition is that Latitude 45 or 50 carries the same amount of heat or cold sunshine or rain, or depth of snow all around the globe. That whatever grain or fruit will not grow and ripen in one place upon a particular line east, will not flourish or bear fruit in another place to the westward on the same line. It is an error - especially as regards the climatology of the north temperate zone. Taking the map of North America let us illustrate this position by following the circle of 50 north Lat across the continent, commencing in the east.

After crossing the northern peninsula of Newfoundland it touches the continent in the rockbound and extremely inhospitable coast of Labrador, a climate almost totally unfitted for the habitation of civilized men. It then crosses a portion of the Province of Quebec, where we find the climate somewhat ameliorated, still the country is not adapted to agricultural pursuits. The line continuing westward crosses that portion of the Hudson Bay Company's territory lying between the Dominion of Canada and James Bay. The summer weather constantly increasing in length and, it is shown by the immense forests it traverses and facilities it affords for garden vegetables, a great softening of the climate when compared with that of Labrador, or even with the north-western portion of Quebec. Lat 50 reaches us at 97 parallel of longitude and passes through the heart of the settlement. Here we have a climate almost similar to that of central Ontario, in fact it is the same to all intents as that through which lat 41 passes in Canada. Any thing which will flourish in that latitude in Canada will flourish and ripen in Red River settlement. Still pursuing our journey westward we find that near the Rocky Mountains the climate resembles that of middle Pennsylvania and Ohio and crossing the mountains the Pacific coast upon lat 50 enjoys a weather very similar to that of Maryland and northern Virginia. To New Westminster latitude 49 1/2 we have seen the English dairy and the pines blossom in February.

Is not this a remarkable contrast to the sterile coast of Labrador directly to the east? It is a remarkable and in many respects an unaccountable fact that the isothermal lines tend rapidly northward as they cross the continent and in this do we not see a remarkable provision of Providence for the tens of millions who are to inhabit the interior of this vast territory?

The climatic line of central Ontario after passing this settlement in lat 50° tends rapidly towards the north thus softening the extremes of heat and cold and affording delightful summer weather as far north as 60° and 68° in the neighbourhood of the Rocky Mountains. At Fort Dunvegan on the Peace River lat 66° we have seen as fine root crops as can be grown in many parts of the Dominion. 1000 bushels of potatoes have been raised from 30 bushels of seed. Turnips, cabbage, carrots, onions, etc do well. Wheat and barley thrive there also. At Fort Vermilion in lat 68°, everything that has been tried thrives and attain perfection. All through the Saskatchewan to the south of Peace River, there seems to be little difficulty in carrying on any kind of agriculture. The natural grasses, the wild peas and vetch grow most luxuriantly and to show its unusually temperate climate, our latest news assures us that there is little or no snow in that region this winter and the prairies are as green as in summer.

This of course is a very unusual instance but as this is a very mild winter all over the continent, we merely state the fact to show that while we have from 10 to 12 inches of snow on the level the Saskatchewan has nothing to speak of.

We think we have shown sufficiently plain that degrees of latitude have very little to do with climate as far as east and west is concerned although it cannot be denied that starting from any point on a certain degree, and by going due north the rigour of the climate will vary according to the distance you are from the starting point that will hold good here as well as in Canada, only we have from five to six degrees the advantage of you.

Taking an average of a number of our winters it will be safe to say they set in about the 1st of December. The weather is clear and cold no doubt but very pleasant for all that.

There are more variations in cold and heat than the thermometer indicates. We are tolerably well acquainted with Canadian weather and for some reason 10° below zero here does not appear as cold as 10° above zero in Canada.

This is a fact that many will testify to - cases of frozen limbs and noses and of freezing to death, are not so common here as in the Dominion.

The depth of snow varies from one to two feet on the level. It is about one foot this winter and last winter it was about 15 inches.

The grand charm of our winter consists in its unchangeability. Winter while it is winter and no shifting about and humberging one with thaws and rains and sleets. Spring sets in early in April and the genial rays of old Sol seem to absorb the greater part of the snow by evaporation. Our rivers are expected to break up, as a general thing, about the middle of April, about the same time the snow disappears

from the plains, the spring birds appear in a day or two, and the prairie flowers are in blossom immediately. The quickness of the change from winter to spring is absolutely astonishing to a stranger. One week everything looks as dreary and desolate as in December, and the next finds the rivers open, the snow gone, prairie flowers in bloom, ducks, geese, pigeons and other birds on hand, and the farmer with his plough in the ground. And the quickness of vegetation. It is like looking upon a magic picture, so sudden is the change from winter to summer.

Dame Nature has no basilar hesitancy here. Yesterday she was dressed in a sober gray and to-morrow she will have donned a garb of living green.

We have upon our table a schedule of the progress of the seasons, taken from the journal of a gentleman who has taken considerable care and interest in the subject for the last six years, and we shall give the average dates for that time, that our Canadian friends may see and judge for themselves.

Water tows generally make their appearance during the first week in April, although in 1863 they came on the 20th of March.

Pigeons, blackbirds &c. are seen about the middle of April in 1863 on the 7th.

Snow is off the plains about the same date, in 1863 on the 7th.

Red River breaks up about the 18th of April, in 1863 on the 7th, and has been broken up by the 1st April, though rarely so soon.

The Assiniboine breaks up, two or three days later every season.

Prairie flowers are in blossom during the last week in April.

Ploughing commences about the middle of April.

Trees in leaf, about the 20th of May.

Wild plum and cherry trees in blossom about the 20th of May.

Wheat in ear about 6th July.

Barley harvest commences about the 9th of August, and the wheat harvest a week later.

Potatoes are taken up the 1st of October. A transient fall of snow of two or three inches in depth, and lasting a couple of days, takes place about the 20th of October, after which our Indian summer sets in and we have the most delightful fall weather in the world, which lasts until the latter part of November, winter generally setting in about the 1st of December.

As to summer frosts, we have them occasionally, and so do you in Canada. They sometimes do harm to the crops to places, and so they do in Canada and in the Northern States. Do you remember the great frost of June 14th and 20th in 1857? We do at any rate, and have never seen anything quite so bad in this settlement.

Our space will not permit us to dwell upon this subject much longer and we will just state that in Red River we raise wheat (weighing 65 lbs to the bushel,) barley, rye, oats, corn, buckwheat, peas, potatoes, turnips, beets, carrots, parsnips, onions, tomatoes, water and musk melons to perfection. At Rosville, a Methodist mission, some three hundred and fifty miles to the direct north of this settlement, they raise very fine water melons.

To sum the matter up, our springs are shorter, our summers as long, our autumn far finer, and our winter a little longer and not so changeable as in Ontario.

As far as healthfulness is concerned our climate is all that can be desired. We have no disease peculiar to the country, and ague is not indigenous to the soil. Upon consultation with our two best physicians we find that they only know of two cases each, and they were brought in from abroad. - Nor' West.

BEE TROOT SUGAR.

IN view of the possibilities of a failure in the supply of cane sugar from Cuba, the Cleveland Leader expresses the opinion that it would be well for the American people to look carefully into the project of making sugar from the mangel wurzel or sugar beets of Germany and France. The suggestion is a good one. Sorghum is practically a failure but the only every reason to suppose that the beet is susceptible of producing very favorable results whenever the experiment can be intelligently undertaken. Nearly the whole of the sugar used by France and Germany is derived from this source, and since the grape has been successfully transplanted from those countries to our own, it is within reason to assume that the beet will, in proper hands, be found equally adaptable to the exigencies of our soil and climate. There is now in progress, near Knoxville, an experiment of this kind, and as the climate of Tennessee has been pronounced by Europeans the most favorable for such an enterprise, we shall watch for results with considerable interest. The only serious attempt hitherto made to utilize the sugar beet in this country was undertaken in Illinois, and failed through want of experience, imperfect machinery and a general disregard of all that the experience of Europeans has demonstrated with regard to the process. Immense sums have been spent in Europe in experiments with machinery, methods of ripening, extraction of the sugar, and economy of refuse, and with these costly deductions already in hand we ought not to be long in reaching successful results. It is estimated that the soil of Tennessee is capable of producing ten tons of beets to the acre, which will yield from 1600 to 2000 pounds of sugar. If this result is actually attained there need be no doubt as to the profits of the enterprise. It must be acknowledged, however, that the machinery is elaborate and costly, that plenty of water is absolutely essential, and that at first it will be necessary to import skilled labor from Europe. Nevertheless, in view of the enormous consumption of sugar in this country and the uncertainty of our future supply from the West Indies, it is to be hoped that exhaustive experiments will be made the coming season, not only in Tennessee, but among the bottom lands of Ohio, Missouri and Virginia.

FISH OR FIGHT.

THE Tribune fulminates over the New Dominion of Canada and the insubordinate Province of Prince Edward Island in such a fashion as may well sour all the milk and spoil all the beer between Labrador and the Saskatchewan. It is all, too, about fish. The philosopher of Graham bread is smitten with a cod's tail in the house of his friends. The turnips of the brahman of Chappaqua are cast in his face by them of his own household.

The Tribune has discovered (it is always making such discoveries) that a high civilization is in a marked degree, due to variety and abundance of food. "Alas, it has learned (we fear a little late in the day) that fish goes to the making of brain. Wishing, therefore, to become highly civilized and to make for itself brain, the Tribune demands fish. It roars for fish, indeed, as fiercely as John Hook, in the famous speech of Patrick Henry, bawling hoarsely through the American camp, "Beef! beef!"

What has all this to do, you will ask, O reader, with the New Dominion and with Prince Edward Island? Much.

The Canadian waters and those of Prince Edward Island are prolific of fish, of "fish needed" so the Tribune assures us, for "the progress of that large portion of North America which is governed by the United States."

The people of Prince Edward Island having been visited last summer by a Congressional Committee, with B. F. Butler at its head, are so horribly scared at the notion of a return of their fearful guests that they are quite willing to let us have all the fish we can catch in their waters. But the New Dominion is more plucky and less liberal. Canadian fish, it appears, are not to be caught with any but a "reciprocity" bait. This the Tribune, dazed by its habitual lameness on the subject of the "balance of trade," declines to let the New Dominion. It prefers to fight for its fish. It informs the Canadians that, while the rights of nations are "seen to be proper," and do not contravene the rights of humanity, they may "be respected;" but that when they "cease to be such, then it is time for the weaker to go to the wall and their "rights" to become "technical." It is a right of the Canadian nation to say who shall fish in their waters. But it is a right of mankind, the Tribune thinks, that people who live in New York who lack brain and need a "brain food," should go and take it whether or no. This doctrine is equally beautiful and simple, and it is susceptible of a general application with the happiest results to private and to public affairs. The rights of property, for example, will be found, in accordance with this doctrine, to be perfectly respectable until they contravene the rights of humanity. It is a right of property in a third census baker to keep his loaves on his own shelves till they are bought and paid for. But it is a right of humanity in Jack Cade, being an hungred and penniless, to march into the said baker's bakery, and knocking him down with a staff of one of his own flour barrels, to make off with a handsome quarter. The baker's "rights" become "technical." In the present state of our national affairs, however, and under the existing pressure of the national debt, we hope the Tribune will not insist upon its creed too strenuously. We shall be delighted to see the Tribune supplied with brain food, but we really do not think a war necessary to secure it. Montaigne relates that he was particularly fond of fish, "believing, what many persons say, that it is more digestible than other food. But he also adds that he never ate fish in conjunction with flesh, thinking the two would not agree very well together. We fancy Montaigne was right. Let the Tribune get fish and eat fish, but forbear to mix flesh with it, even though it be "see, see, fum, the flesh of an English man." - N. Y. World.

WHOLESALE TRADING.

THE Toronto press, no doubt, exaggerates the success attending the efforts of capitalists to establish a whole sale trade in that city. The Montreal journals, on the other hand, in belittling their attempts and laughing at the results, are, no doubt, committing an error in the opposite direction. The balance of fact will, perhaps, be even arrived at in admitting the advantages and capabilities possessed by Toronto to do a large amount of trade in the western peninsula, and in taking it for granted that a certain amount of success has attended the efforts which have been directed by energy and skill, aided by abundant means, to attain the end by diverting a share of the business hitherto done by Montreal to the city of Toronto. The example of Toronto is an encouraging one in that it shows that the old condition of things may in some measure be restored, that of the leading cities and centres of population doing at least in part the wholesale trade of the surrounding country. It is something for the merchants and moneyed men of Kingston to consider whether more could not be done in the way of wholesale trade than already is done in this city. We have the wholesale trade in groceries established here, we have various manufactures located in the city, as of boots, shoes, clothing, machinery, hardware, musical instruments, etc., but it is noticeable as a great defect that a large dry goods house solely devoted to the wholesale trade is lacking. It is believed that if the country customer could be assured of being able to buy in Kingston all that he wants for the supply in his store, and at rates equally cheap, the advantage would be with Kingston over Montreal, and that we could do a much larger trade than is done with the surrounding country. There is an opening here, it is thought to embark in the wholesale dry goods trade - a business which it would be to the interest of the wholesale grocers and other dealers to encourage, as all these businesses would mutually support each other, and tend to make Kingston a business centre. For the rest, the system of employing canvassers or drummers must be the same in all parts of the country. - Kingston News.

## LORD GRANVILLE'S OFFER TO THE HUDSON'S BAY COMPANY AND CANADA.

THE Hudson's Bay Company are to consider next week what will probably be the last compromise offered them for their rights in British North America. After a tedious negotiation, in which neither the company nor Canada could be brought to accept a common basis for a settlement, which would leave to Canada the unquestioned right of colonising the region, Lord Granville has devised a middle course, which he hopes both may accept, though both will be certain to object. If it is not accepted by the company, Her Majesty is to refer their rights to the consideration of the Privy Council, in order to obtain a "basis for any future legislation or executive action" which may be found necessary. As the dispute has thus arrived at crisis, and involves the future of the new Canadian Dominion, it will be interesting to look at the position the controversy has reached, and the terms which Lord Granville proposes.

The dispute is every way remarkable. On the one side is a mere private company, holding a legal title to the largest estate in the world, even when all deductions are made on account of rival claims. Their rights to a trading monopoly and to the privileges of government are questioned, but not their right to the land described in the charter which Charles II. granted—whatever its extent may be. On the other side is an entire nation, more populous than some independent European States, possessing more territory than any Continental State except Russia, and eager to become a great State by occupying the vacant territory beside it, and opening up a communication with the British colonies beyond it on the Pacific. The judge between the two disputants is the Government of England, from which the rights of both parties are derived, but which is now quite neutral, desiring nothing directly from the estate or its management, though directly it has some interest in a working compromise being agreed to. There is thus hardly a power to enforce a decision, for though England could do so it is not likely to use force for regulating the affairs of a property which it has in a measure abandoned. It is the company which is in the most delicate position. It is threatened not only by Canada, but by the invasion of United States equities, whose rivalry has in fact been one of the motives for the energy with which Canada is following up the matter. To secure the power to resist invasion it must invite legal settlements, which it has not done, and in fact can only do at the risk of losing the kind of gain— from hunting and trading—which it has been in the habit of making. A man, if settlers were to be invited in large numbers they would have to make their own government, and the anomalous and intolerable situation of a large country with a corporation for universal "lord of the manor" would arise. The company's legal right is thus of a most imperfect character from the deficiency of the legal means to protect it. But for one of the rival claimants being under the moral restraint of a connection with England, its chance of getting anything out of its rights would be very small. Still its parchment title, seeing that the judge to whom it can appeal has some power of retarding the invasion of its rights, gives it a good vantage ground in negotiating. It becomes important to Canada to buy it off at once, irrespective of any controversy as to boundary and by its legal right to a portion of the estate. The fact that there is such a controversy, it need not be said, increases the delicacy of the position. The Canadians claim as of right that part of the property which is most valuable for colonisation, and most indispensable to their ambitious end; and as possession is nine points of law and they have the means against the Company of entering into possession, the latter are exposed to a real invasion which would destroy their property, leaving them only the claims for compensation. Disposed to restrain Canada as the Imperial Government may be, it could not frown very severely upon steps taken in a belief that they were lawful, and coupled with a profession that all proper claims would be compensated. The only change would be that Canada, and not the Hudson's Bay Company, would be in possession of the litigated property, and though this might be a very small matter for the judge, it would plainly be a very serious matter for the weaker litigant—the litigant who by retarding settlement, and so thwarting any Imperial interest in the matter if any, is sure to have the least sympathy.

The present Hudson's Bay Company is again peculiarly situated as to its own constitution. It only acquired the property recently, and with the knowledge that it was disputed. Like all speculators in law suits it must take the risks of such a purchase. When a compromise is talked of at least, it is hardly in a position to push any extravagant claim or to expect with any certainty more than it gave or even so much. If the sum nominally given was small, and there is a mystery as to whether as much was really given, the Company, it is plain, will on that account get less consideration.

We are bound to say that the weaker litigant in the dispute appears to have been treated with the most ample consideration by the Imperial judge or arbiter. The utmost good will has been shown to secure to it fair treatment and the full protection of its rights until some final agreement is arrived at. Under every temptation to let the matter alone, and leave the Company to make the best of its "right" against either Canada or the United States, the Imperial Government has stretched almost every point in favour of the Company. This has been the case in the manner of the negotiation as well as in the matter. The Act confederating the Dominion of Canada naturally provided for the transference of the disputed territory to the new Confederation. The Imperial design of creat-

ing a new nation occupying the whole of British North America and either protected by Britain or independent could not otherwise have been achieved. But the provision was that the transfer should only take place on an address to Her Majesty by the Parliament of Canada expressing their willingness to undertake the Government, and on an order by Her Majesty in Council following the address. This clause has been used to protect the Company. Her Majesty is not advised to direct the transfer until the Company is settled with. There is every excuse for at once establishing some sort of Government; but at the risk of perpetrating very great evils, Her Majesty's advisers choose to protect the interests of a mere private corporation—refusing on that account to accede to the address which the Canadian Parliament has presented. To make their intention still more clear the strongest step was taken last year of passing an Act which the Canadian delegates warmly protest against, and which introduces the express condition that the address of the Canadian Parliament shall contain "the terms and conditions" upon which the disputed territory shall be admitted to the Dominion of Canada. The object of the Act was avowedly to enable Her Majesty to accept the surrender by the Hudson's Bay Company of all their rights and privileges, but it almost alters in appearance the terms of the Confederation Act itself. The Company has thus found a willing protector in Her Majesty's Government in the form of the negotiation up to and, as many will think, beyond their just right. There are few countries where a private company, naturally so defenceless, and obstructing Imperial policy, possessing besides so disputed a claim, would have been treated with so much forbearance. The treatment of its claims as good only for compensation, and so as a question that could be postponed,—a practical settlement of some kind being arrived at irrespective of them, would inevitably have been the course pursued.

In substance too, we think the terms suggested by the Imperial Government show no neglect of the case of the Company. Not only have they an estate with a disputed title as to a large part of it; it is an estate which can hardly be valued. The causes which make it of present value to its possessors are year by year disappearing, although they may nominally remain possessors, which is not likely to be the case. And although it will be of value to its intended purchasers, or rather to those who wish, as they phrase it themselves, to buy off the Company, that value will only be conferred by labour, and is not anything which can well be estimated in present cash. The Canadians contend that the value of the land which they wish to acquire was in fact estimated by the new Company at a mere trifle—the assets of other kinds which they took over amounting very nearly to the nominal amount which they paid. This may be treating a practically boundless quantity of waste and fertile land with some contempt, but such a possession is in truth likely to be very valueless as it stands. To render it valuable you must make roads and communications to it and through it; it would pay any settled Government in possession of it to make presents of the land to settlers who could be taxed. The circumstances are altogether such that an occupier who only blocked the way would be willing to take what he could get from those who were prepared to pay anything. But Lord Granville proposes that the Company should have £300,000 cash down, while they are to retain their trade and stations, and no small privileges in the land on which new value is to be conferred. The interest proposed to be left them in a territory which may become very valuable by colonisation; and in addition, for fifty years after the surrender of their territory, they may claim a twentieth of any township or district set out for settlement within the fertile belt. This belt is part of the territory which the Canadians covet and dispute, and comprises 22,000,000 acres; so that they are in fact offered £300,000 cash, 60,000 acres besides of probably the best land over the whole region, and in addition the twentieth part of the district which will be first colonized. This is a very fair offer to a man who, whatever may be his legal rights, finds a vital part of these rights disputed, and is in fact threatened with imminent and all but absolute loss. With a very little care the Company may soon have a more valuable estate than ever though in appearance they surrender so much.

At the same time the terms are such that we think the Canadian Government should have no difficulty in accepting them. The payment of £300,000 cash will, of course, be a burden, and a new country must be worth something to them to be rid of disputes and to secure the cordial assistance of the Imperial Government, which they are not likely to get if they grasp at the property without any compensation. They will be able at once and without any scruple to enter into possession, establish a firm government, open out roads to their estate, and so precede the American adventurers whose presence in sufficient strength to form a government they dread. That they have little time to lose they are themselves fully conscious, and if the speculation succeeds, as they are so sanguine it will, the interest on £300,000 will soon be a burden little felt. As to the property left the Company—on a twentieth of the fertile belt—they need not grudge that either. It will be of no use to the Company if they do not colonise, and colonisation is what the Canadians want, and not profit out of the sale of land to settlers. With nineteen twentieths to dispose of themselves, they could not suffer much harm from the Company locking up the remainder twentieth through mere stupidity or spite. As to the Imperial interest, we are not very sanguine, but we should be glad to see the Canadians making good their point of establishing a new nation, extending from the Atlantic to the Pacific, and either in alliance with the mother country or independent of it. But there must be no delay, and if the Company do not accept the compromise, we trust that Lord Granville will immediately make his proposed reference to the Privy Council, with a view to very early legislation or executive action.—*London Economist*.

## FUTURE OF CANADA.

WE, in Canada, if indulging in less ambitious dreams than our neighbours have fewer rocks ahead. We are practically and increasingly a homogeneous people. Sir George Cartier said the other day in London that he was simply an Englishman speaking French, and he is characteristically a representative man. The increase to be expected to our population from without is, with exceptions not worth noticing, all but certain to be from the United Kingdom; while it is to be hoped, for the honour and well being of our country, that the days of large healthy families among ourselves are not, as on the other side, destined to be a thing of the past. Our territory is large and fertile, but not the best, from climatic differences to develop distinct specialities of character and interest, while our bracing northern winters will preserve us from the effeminacy which naturally steals over the most vigorous races when long under the relaxing influence of tropical or even generally mild and genial skies. In short, our prospects as a Dominion are encouraging in no ordinary degree. We have not and are not likely to receive any amount of heterogeneous population, which we cannot fully assimilate and absorb. Those who are coming to us have grown up in the enjoyment and love of well-regulated liberty—can easily understand and appreciate our municipal and general institutions, and easily and intelligently take their part in working them out. We have before us, as a people, work sufficiently noble and extensive to tax all our energies, not in loitering and coveting our neighbours' property, or envying or grieving at their prosperity and progress, but in laying deep and wide in our own fair land, the foundations of sober well regulated liberty, and building thereon a free fair home in which we and ours may dwell in honour, comfort, and safety for centuries to come.

Our neighbours, if they are wise, will feel more and more that with their present territory and present and prospective very varied populations, they have a sufficiently difficult problem to work out without seeking to complicate it more, by bringing in Cubans and Mexicans, and we know not what people ignorant of freedom, and careless about any liberty but that of the savage—to the full rights of citizenship, and the consequent full opportunity of corrupting and being corrupted; but will never may be their taste in that respect, we Canadians have too clear and inviting a course in prospect to induce us to share in their difficulty, ever increased by each fresh accession of territory and population, and to be consequently partakers in the ultimate confusion, and upheaval which many of the Republic's wisest and most patriotic citizens foresee, though they feel themselves altogether powerless to prevent.—*Toronto Globe*.

## OUR GOLD MINES.

HERE is undoubtedly more stagnation in gold mining throughout the Province at present than can be easily accounted for, even taking into consideration all the adverse circumstances with which every Nova Scotian enterprise must contend, while the existing administration holds the reins of power. It is not the season, indeed, when we can expect to see much brilliancy in actual prospecting; but it might reasonably have been anticipated that during the early part of this year large quantities of capital have been seeking investment in this direction and that both the wealth of the country itself, and greater supplies from abroad would have been ready with the coming spring, to be poured into the rich quartz veins of the soil, thence to be returned again in ample harvests of the precious metal itself.

The action of the Local Government during its first session, sadly impeded the incorporation of many companies a ready prepared to operate in our gold fields, and deprived the Provincial revenue of large sums of interest on capital, which has been used in this way at a date considerably later than was originally intended by those interested.

The whole Reseal agitation has also had a directly injurious effect upon all gold mining enterprise. Comparatively few have ventured to place money in a Province governed by a set of men, who evidently were unacquainted with the very rudiments of statesmanship. At one time their seditious spouting was terrific, and most have been somewhat alarming to those at a distance, who had no means of judging of the effect of the shot, except by the noise of the explosion; but as deeds and words came to be compared in the lapse of time, the principal fear must have arisen from seeing the total incompetency of the Administration. It was plain their words meant nothing, but it was by no means so plain that they might not some day land the country in a situation most disastrous to it, and all its contents, but from which they might be utterly powerless to extricate it. So naturally those holding money at 3 or 4 per cent. in England, would say, "a year, at most, must put an end to this folly, so we will await the advent of a Government more capable of protecting Nova Scotia and our interests."

Confederation, on the other hand had, as might have been expected, a beneficial effect upon the development of our mines. This has been retarded, it is true, by causes mentioned above; but they were unable together to keep out the influx of speculation and enterprise, which came down upon us from Ontario and Quebec. This is the real Canadian invasion, of which Antiquarian writers are fond of holding up a bogus image; and the aggressive army would have numbered many more legions had the spoil been more easy of access, and the tenure of its enjoyment more secure. These are invaders whom all true lovers of their country will gladly welcome, and meet with extended arms, as a portion of what we stand most in need of, while the apathy of plenty saps the active energy of our native capitalists.

But, after carefully weighing all reasons, argu-



ments, and excuses, for and against the prevailing mining inaction, we are still driven back to the refuge of some general motive, as all particulars once seem inadequate to have originated the whole tranquil condition. An inactivity is certainly present, but wherefore? We must be content to call it merely a lull, and meanwhile assure the world that many fortunes lie at this moment hidden in the soil of this Province, both in new mines unexplored, and in the farther working of the older claims and leads. And these older neighborhoods seem to be likely to uphold their reputations for value over and over, if not over all the newer districts. One may form some idea of what is yet to be expected with confidence when the magnificent results of Tangier, Sherbrooke, Vauvois, Ronfroy, and more lately of Uvaoko, are borne in mind. Some of the specimens, both of earlier and later work, in these older diggings have never, we believe, been surpassed in size and beauty and a comparison of the returns is generally favorable to the spots first discovered. The worth of this gold mining business may be shown to any inquiring into the matter, when he reflects that, in spite of the small means at first involved in these transactions, and the limited number of mills even yet grinding, there were dug from the quartz veins and alluvial deposits, in the eight years up to 31st of December last, 100,000 ounces of gold, equal, on an average to \$3,200,000, and the chief leads promise as well, if not better than ever.

We press this point upon all interested (or likely to be) in Nova Scotia gold, that no good reason can be produced for the temporary stagnation at present witnessed. It appears more as the ordinary ebb of that tide which is so frequently needed guiding the current of affairs and which, though subject to unaccountable fluctuations, needs but a little patience to abide its turn. Prudent men taught this by experience, after making sure that no permanently deteriorating cause is at work, count so confidently upon this coming rush, that they always anticipate it, and take advantage of the calm, either to secure for themselves at moderate rates a profitable property, or merely as a speculation, either to the day of future demand, and "buy for the rise." There will also probably occur before long an extraordinary agency to stimulate the desire of investors from the other Provinces, from Great Britain, and from the United States, besides the things which as we have said, may be looked for as natural. It requires no spirit of prophecy to foretell that from all the elections in Hants, Richmond, and Yarmouth, an unmistakable voice will be heard, warning the Local Government of its approaching demise, and as its political death means renewed life and vigour to Nova Scotia, the beginning of more prosperous days will open, and the flood of capital be fairly turned on to our mining industry. We think that perhaps those on the spot, and those outside but well informed, may take time by the forelock, and a word in anticipation, founded upon our own conclusions, may be of some service. - Halifax Express.

IMMIGRATION.

THE question as to whether the tide of immigration from Europe to the United States has reached its highest point, and is now subsiding permanently is one of much interest. It is certain that it has been decreasing for several years, and that the current during the same period has been materially changed, though it seems to have risen in 1868. It has been calculated that the amount of foreign emigration which reached this country between the years 1784 and 1860, was about five millions in round numbers, and out of this number, Great Britain and Ireland contributed 2,600,000, and Germany 1,600,000. From 1845 to 1854, the immigration from Europe increased greatly, as will be seen from the following figures.

Table with 2 columns: Year, Emigration. Rows include 1841 (78,015), 1845 (114,571), 1851 (439,442), 1854 (427,833).

This increase was mainly due to the famine in Ireland, and since 1854 the rate has been steadily decreasing, with the exception of a temporary rise during the war and the Fenian excitement. Thus we find that in 1855 it was 200,877, and in 1858 it had dropped to 144,652. This decrease has been attributed to various causes, among others the violent reaction against foreign immigration, which took form in the Know Nothing party, and the financial crisis of 1856-57. The distribution of the immigration which took place between 1784 and 1860 was as follows: Great Britain and Ireland, 2,600,000; Germany, (including the whole of Austria and Prussia), 1,600,000; France, 200,000; British America, 300,000; Sweden and Norway, 50,000; China, 50,000; Switzerland, 15,000; Mexico, 16,000; Italy, 8,000; Belgium, 7,000; South America, 5,500; Portugal, 2,000; Azores, 1,300; Russia, 1,000.

The turning point in the numerical proportion of the immigration was 1854. In 1833 the figures stood Ireland, 141,000; Germany, 141,948. In 1854 Ireland gave 103,000, while Germany sent forth 210,000, in 1855 Ireland stood at 50,000 to 71,908 from Germany. Nevertheless the greatest proportion of the immigration between 1843 and 1858 came from Great Britain and Ireland, which gave 2 1/2, 1/2, to 1,200,000 from Germany since 1854, however Germany has been steadily gaining, and in 1858 her emigration was 101,000 to 47,600 from Ireland.

land has been opened to a better husbandry; that a new race of prosperous agriculturists have taken possession of considerable tracts of country, and that the Encumbered Estates Court has swept away a large number of insolvent proprietors. The wealth of the country has increased immensely, agrarian crimes are less frequent, and on the whole a better relation exists between land-owners and tenants. But the landed system is still in a bad state, and many evils remain in existence. A very considerable extent of land is still held by small farmers, under precarious tenures, competition is still excessive, the rates of rent are still often too high to live under, the charge of improving the soil is still forced upon the tenant, who has no security for his improvement, and there are no provisions to insure him any return for his outlay upon the farm. Then the relations between landlord and tenant are still often complicated and unfriendly, and even now rack-rents, evictions and levies may be heard of in the Emerald Isle, so long will emigration be produced in a greater or lesser proportion, but in a constant stream. The revision of the landed system of Ireland is even of more importance to her than the disestablishment of the English Church within her borders, though, from England's point of view, the latter measure is perhaps the first necessity.

The increased immigration from Germany is doubtless due in a great measure to the increased protection afforded to naturalized citizens by the treaties which our government has recently made with the German countries. The fact that previously to the signing of these treaties naturalized citizens of the United States, returning to their fatherland, were liable to compulsory service in the army, etc., no doubt acted as a check upon emigration. It is, however, a mistake to suppose that emigration is produced by over-population, necessarily. This may be the case, perhaps, in some of the provinces of China, but in Europe it would seem that emigration was in an inverse ratio to the population, that is to say, that the largest number of emigrants came from the most thinly populated agricultural districts. The emigration from Dutch Friesland and Westphalia may be taken as an illustration of this.

The records of the immigration to this country by way of New York, which is the principal focus of distribution show that the tide is again rising. The following table gives the nationalities of the immigrants arriving at that port during the past year.

Table with 2 columns: Nationality, Number. Rows include Germany (101,889), Ireland (47,511), England (29,635), Sweden (14,620), Scotland (7,590), Switzerland (3,372), France (2,811), Holland (1,265), Denmark (1,087), Norway (1,008), Italy (933), Wales (699), Poland (268), Spain (210), West Indies (171), Belgium (143), Russia (145), South America (131), Nova Scotia (54), China (40), Mexico (31), Canada (33), Australia (26), Turkey (22), Central America (21), Portugal (13), Greece (1), Africa (10), Sicily (3), Japan (3), East Indies (2), Sardinia (1). Grand total: 213,686.

It will be seen that Germany furnished nearly one-half of the entire number, that Ireland was second, England third, and Sweden fourth, and that, in spite of the discount supposed to exist in France, less than three thousand of her citizens cared to change their allegiance.

The records of the Castle Garden Bureau for 1863, furnish some interesting information as to the distribution of the immigrants in the States. The following table exhibits this fully.

Table with 2 columns: State, Number. Rows include Maine (293), New Hampshire (411), Vermont (123), Massachusetts (7,644), Rhode Island (2,270), Connecticut (3,453), New York (65,714), New Jersey (6,016), Pennsylvania (8,926), Delaware (469), Maryland (1,694), Ohio (11,123), Indiana (3,562), Illinois (24,625), Kentucky (1,372), Michigan (7,824), Missouri (6,517), Kansas (1,985), Arkansas (78), Minnesota (5,891), District Columbia (872), West Virginia (22), Virginia (731), Tennessee (519), North Carolina (114), South Carolina (143), Georgia (147), Alabama (114), Florida (34), Mississippi (84), Louisiana (567), Oregon (7,010), Texas (268), Wisconsin (16,537), California (3,989), Nebraska (1,410), Utah (8,115), New Mexico (6), Montana (14), Nevada (18), Dacotah (33), Colorado (33), Idaho (16), Central America (21), Cuba (14), British Columbia (66), Canada (2,723), Nova Scotia (150), New Brunswick (118), Mexico (14), West Indies (14), South America (153).

It appears from these figures that New York absorbs the lion's share of immigration, and that the Western States come next, Illinois being at the head, followed by Wisconsin, Ohio, Iowa, Minnesota and Michigan. The direct immigration to California is comparatively small, but we draw our supplies from all the States, and of course these figures afford no criterion of the increase of our population. It is noticeable that the immigration to Utah is nearly as large as that of this State, and very much larger than that of most of the Southern States.

It is probable that a large portion of the Celtic immigration is absorbed by New York and other great cities and that a majority of the Teutonic immigrants strike out to the Western States. We may hope to see an increase in the immigration to the Southern States, which, under the new admin-

istration, which will afford guarantees for peace and security of life and property in those sections, will become a splendid field for the enterprise and industry of the Old World. - American Exchange.

CORN AND COTTON.

To corn and cotton have been ascribed regal power by their respective adherents, the amount of each raised in the United States the past year will interest our readers. We learn from the monthly report of the Department of Agriculture that among the corn-raising States, Illinois stands first on the list, having produced the past season 1,465,000 bushels; Indiana next, with 99,322,000 bushels; Ohio third, with 71,040,000 bushels, and Iowa fourth on the list, 65,832,000 bushels. Rhode Island, on account of the small garden lot accorded her, stands lowest 340,000 bushels. Of the States in rebellion, Tennessee stands highest, having raised 64,772,000 bushels; Mississippi next, 35,613,000 bushels; Arkansas next, 32,440,000 bushels. Alabama next, 31,240,000 bushels. Few of the States show a decline from the previous year, the aggregate increase being over 137,000,000 bushels, and the total amount produced reaching 65,178,000 bushels. Of this amount the 16 States which lately held slaves produced 410,432,000.

The cotton crop, which was threatened in the early part of the season with disaster so far improved under the auspices of favorable fall weather as to warrant the belief that it will be very little below the figures of 1867, and quite equal to half the crop of 1859, and not an equal or greater amount of money to the planters. Among the cotton-raising States, Mississippi stands highest, having raised the past year 408,000 bales. Georgia next, 200,000 bales; Alabama next, 225,000 bales. The aggregate amount reaches 2,850,000 bales, against 2,450,000 bales in 1867, and 1,835,000 in 1860.

Estimating corn at 93 cents per bushel - the inside figure at which it is now selling in the New York market - and cotton at 30 cents per pound and 450 pounds to the bale, we then arrive at the following results as to the value of the two crops for 1867. - Corn, 305,178,000 bushels at 93 cents per bushel, \$281,706,540; cotton, 2,850,000 bales at 30 cents per pound \$321,300,000.

The above exhibit of these two crops are quite flattering to the agriculturalists of the country, and there is no question but they can, with careful culture, be increased one half. It also effectually settles this question of kingbeip - U. S. Econ mist.

HOUSE OF CALL ON THE OCEAN.

An extraordinary project has been broached in England for the relief of mariners who are far from havens or anchorages of any kind, or who are hovering about the entrances of channels, unable to make a passage. It is gravely proposed to construct artificial refuges - maritime stations - hulls surmount, by tall masts with conspicuous lights and colors, furnished with provisions, telegraphs communicating with the land, post-offices, tool-houses, water-tanks, caulked and materials for refitting, so that vessels in straits of weather, with short supplies, damaged, detained or otherwise baffled on their voyages, may find houses of call at regular intervals upon their vicissitudinous roads. It is urged in its behalf that if it could be made a success we should bear less of "missing ships," of underwriters litigation, of derelicts, of fatal adventures on rafts, of lonely boats foundering remote from human help, of accidents incapable of repair, of expenses incurred and time wasted in putting into out of the way ports for food and fuel, of short allowances after storm drifts and calms, of those countless incidents of mischief and danger which beset the mariner's existence. The daring inventors claim that it is possible to establish these iron or wooden islands at moderate intervals along the great lines of commercial intercourse. It would be edifying to know the dimensions of the chains, cables and anchors by which they could defy the most desperate efforts of the ocean to cast them adrift. The subject is urged by a leading London journal, which is of opinion that no one can doubt the importance of the project, provided it be practicable, which we dare say is a safe conclusion to arrive at.

THE FUR TRADE OF RED RIVER.

The St. Paul Press, Minnesota, says that in that city the fur trade is one of the liveliest branches of business. Merrill Byder has received the last of a single lot, which came from the Red River country, in British America being brought a part of the way by dog train, amounting to \$19,200. The lot came from Wm Inkstur, an individual dealer in the territory a short time ago monopolized by the Hudson Bay Company, the sale being effected by his agent, J. J. Hill. Among the lot are quite a number of the skins of silver foxes, a rare and valuable fur; also sables and fishers, which are quite valuable. The lot was shipped in bond to go to London, but the mink skins, numbering 225 have been taken out of bond for American manufacture. Five hundred of the mink skins came from the Norway House district, north of Lake Winnipeg, being the first lot from that region that has come this way. Our fur dealers are now getting more of the British American fur trade than ever before, and the amount of trade hitherto controlled exclusively by the Hudson Bay Company, is being controlled by private dealers, and being brought to this market, is rapidly increasing. Instead of the furs being sent to London by another route, and then shipped back to the United States, they are now brought directly here from a large portion of British America.

PRO RATA RAILWAY TARIFFS.

A LEADING article in a recent issue of the "Traveler's Official Railway Guide," giving the views of practical railroad men on the question of establishing a uniform pro rata tariff of charges on freight and passenger travel, is worthy of the consideration of both legislatures and of such as are interested in this matter either as travellers or as forwarders of freight. The writer, Mr. Edward Vernon, is well known in railroad circles, and having had much experience in matters connected with travel and transportation his views may be regarded as expressing the opinions of the best informed and most intelligent railroad men in the United States. The scope of Mr. Vernon's article is so extensive, his reasoning so sound, and his arguments so clear and so wise, that we regret our inability to publish it entire, together with his able compendium of the report of Colonel U. J. Hammond late of the Chicago, Burlington and Quincy Road, which was read before the Committee of the State Senate of Illinois during the discussion of the pro rata tariff question. This report, however, may be thus briefly summarized.

First. That pro rata or uniform rates would be both unjust and impracticable. Unjust to roads and their patrons, and quite impracticable in their adoption.

Second. That the varied and increasing wants of this new country could not be developed, and changed to meet the demand of a denser population of various industrial pursuits.

Third. That through, long or contingent business may now be done, and is now done by the roads of Illinois, at a large and remunerative profit, even at two-thirds the average rate of the local business.

Fourth. That with the proposed bill, or any bill establishing equal rates per mile per ton of freight, or per head per passenger, all this business would be lost to the roads of Illinois, that run only within the State.

Fifth. That the profits thus lost to the roads from extraneous business would have to be charged on local business, thus adding to the local rates, and greatly increasing the burdens of the people.

Sixth. No tariff of rates can be adopted, that does not look to a just remuneration for capital invested, and if not attainable by long business, it must come from short and local business.

Seventh. That the adoption of the measure will reduce the city of Chicago from its position as the metropolis of the great Northwest, having an empire for its influence to one having only a moiety of the State of Illinois from which to derive its trade, and to which it will contribute supplies and development for all business subject to the completion of other routes would have to be abandoned. The greatest railroad centre of the civilized world would thus be paralyzed at a single blow, and the life be given to the commercial activity that made it such.

Eighth. That a uniform pro rata rate will greatly unsettle values, enlarging the value of farms and all producing industries near market in a ratio that will greatly astonish the unthinking, and reduce in a like proportion the value of the more distant ones.

Ninth. Probably while a farm within ten miles of a given market can have its grain for three and one quarter to four cents per bushel, the farms 100 miles away would have to pay forty cents per bushel—differences per acre on a yield of thirty bushels to the acre of \$10, being the interest at seven per cent on a difference in value of the farms of over \$100 per acre. This would utterly annihilate all value in the distant farms, as a competition in the same markets with the near-by farmer.

We candidly believe that the opinions expressed by Col. Hammond at Springfield, will find a responsive echo in the minds of many other railway experts and the general public. Bearing upon a particular case they are general in their application and may, if widely disseminated, disabuse many of the prejudices heretofore entertained against railway companies as selfish monopolies. As facts they are indisputable, and are as applicable to defeating the schemes of the railroad lobby, jobbers in Albany as in Springfield. We would again commend them to the attention of those interested in the matter, and particularly to the editor of the Oswego Advertiser, who seems to be much aggrieved at a former expression of our own opinions on this subject.—Commercial Bulletin.

IRON BUILDINGS FOR ARCHITECTURAL PURPOSES.

FOR a number of years past, it has been a question with many architects as to whether iron may be satisfactorily employed in the erection of spacious edifices, or whether such material will in any manner prove inadquate for the purposes required. It has been asserted also by men whose observations ought to command satisfactory respect that the introduction of iron walls in building has not proved a success; and such structures, after having been thoroughly tried, have been found wanting in certain requisites which are essential to a perfect wall. We propose in this article to point out some of the advantages of iron as employed in the structure of buildings. It may be assumed that a stone wall furnishes a material for building that is as nearly perfect as building material can be in a practical point of view. This will not be denied. Now, then, it is proposed to show that edifices of all descriptions, from bonded warehouses to spacious structures appropriated to religious worship, may be erected of iron, at less expense than of marble, or other dressed stone, especially when the ornamentation of the frontispiece is characterized by that profuseness which would be in complete harmony with the architectural magnificence of the frontispiece of a palatial mansion, or a spacious business office in the city. The satisfactory proof of the excellence, merit, or demerit of any structure may readily be determined by the purposes which it subserves.

As an illustration of the satisfactory success of iron walls for certain architectural purposes, we may refer to the spacious ferry entrances at Fulton Ferry and at South Ferry, in this city, which are all iron, from the extreme summit to the foundation; and which may endure for a thousand or more years, rendering as satisfactory service as they have done for several years past, provided they are cared for as properly as if the parts were made of stone or bricks. Besides this the spacious and commodious edifice employed as a market, near Cooper Institute, which, by the way, is the most respectable market place in the entire city, is also one of the grandest pieces of architecture—all of iron—that can be found in the city. Furthermore, this structure has also a sufficient length of time to solve some of the problems, as to the success or failure of iron buildings. Besides the iron structures already alluded to, there are scores of other massive edifices with substantial and magnificent fronts to be seen on a great many streets which not only look beautiful, in an architectural point of view, but which will endure other things being equal as long as if every part were made of costly marble, and at the same time they will subserve a more satisfactory purpose in many respects, than if the walls were made of stone or of brick.

Wherever wrought iron is used it will subserve a more satisfactory purpose than cast-iron, it is employed in preference to it. The large portions of the large iron columns are put in a lathe and turned off, so that, when painted of any color, the surface resembles stone columns beautifully polished. The body of the capitals is cast in two or more parts, & after wards fastened together with small bolts, the heads of which do not appear in view, and the beautiful volutes and helices which adorn the capitals are all made of separate pieces of cast iron, and secured to the main part of the capital with small screws. By this arrangement, several capitals, each representing one unbroken piece of marble, worked out by the slow and expensive process of giving the rough block a beautiful form with the chisel and mallet, can be made in a shorter period of time, and for less money than would be required to chisel out a single capital in the usual manner. Besides this, these slender volutes and helices which in stone-work are so liable to be broken off by a light touch, when made of iron, will endure any rough handling to which they may be exposed. And in case such a small portion of the capital were broken off, another new one could be put in its place at the expense of only a few cents. But let a piece of stone-work be ruptured, the difficulty encountered in making proper repairs can not be easily overcome.

In the construction of the various parts of an iron edifice, the joints are all fitted neatly before the parts leave the shop. The ends of the columns, which are hollow throughout, are squared smooth and true, so that the largest and longest will stand perfectly plumb, as soon as the pedestal rests on its appropriate foundation. The joints of the window-casings, and the iron-walls between doors and windows, are so accurately fitted, that every part comes to the desired place with as much precision and facility as a properly framed wooden structure can be put together.

One of the most satisfactory considerations in favor of iron edifices consists in the wonderful cheapness of rich ornamentation, which in stone is of an exceedingly expensive character. Still another fact which will be found greatly in favor of iron edifices is the wonderful economy of space, especially in populous cities, where every square yard of the entire lot, and every every superficial foot of space that can be saved by thin walls in the upper stories also, will be more valuable than the number of silver dollars that could be spread out over the surface. This single item of itself would be almost sufficient to defray a large proportion of the expense of erecting a costly building, where every superficial inch of space is as valuable as it is in most cities. When wealthy proprietors erect massive walls of marble or granite, six or more feet in thickness, consuming a large proportion of valuable room, which, were iron employed, would not occupy one-third the space, they see their mistake when it is too late to remedy the error.

Another point of prime importance in favor of an iron-front, over one of polished marble, is the facility with which the surface may be kept in order. Marble fronts will soon tarnish, as we all know; and unless the surface be cleaned frequently at a large expense, the appearance of an elegant edifice will be any other than pleasing and attractive. But an iron front may be kept as bright and apparently new, for years as may be desired, by the expenditure of only a few dollars for paint, and painting once in every few years. Other important points might be mentioned showing the excellence of iron in the structure of large edifices. But those mentioned will suffice for the present purpose.

POLAR ICE.—The following statements in regard to the polar ice are given by Professor Nordenskiöld, as the experience of the Swedish Arctic Expedition of the last year. First, that the polar-ice is far more open in the autumn than at any other season, but that even then the passage is soon stopped by dense and impenetrable masses of broken ice. Second, that during the winter the polar basin is covered by unbroken ice, the freezing point of the surface beginning about the end of September. Third, that an autumn cruise north of 80° is attended with unusual dangers, owing to the darkness and storms then prevailing. Fourth, that the idea of an open and comparatively milder polar basin is quite chimerical, on the contrary, that from 20° to 30° north of Spitzbergen a region of cold begins, which probably stretches far around the pole. Fifth, that the only possible plan of attaining the pole consists in going northward in sledges in winter, either from Smith's Sound or Seven Island.

STOCK MARKET.

Table with columns for BANKS, RAILWAYS, MINES, &c., and EXCHANGE. It lists various financial institutions and their stock prices, such as Bank of Montreal, Bank of New York, and various railway companies.

CANADIAN SECURITIES IN ENGLAND.

LONDON, March 25, 1863.

Consols for money, 103, for account, 93 1/2; Exchange Bills, par to 5 prem.

GOVERNMENT SECURITIES.

Table listing government securities including British Columbia 6 p. c., Canada 6 per cent Jan and July, 1877, and Nova Scotia 6 per cent, 1875.

RAILWAYS.

Table listing railway securities such as Atlantic and St. Lawrence, Buffalo and Lake Huron, Grand Trunk of Canada, and Great Western of Canada.

BANKS.

Table listing bank securities, specifically British North America at 60 to 62.

MISCELLANEOUS.

Table listing miscellaneous securities including Atlantic Telegraph, British American Land, and Vancouver Coal Company.

**MULHOLLAND & BAKER,**

Importers of

HARDWARE, IRON, STEEL, TIN PLATES  
CANADA PLATES, GLASS, &c., &c.

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ARE NOW COMPLETE IN ALL DEPARTMENTS.

**McINTYRE, DENOON & FRENCH,**

478 St. Paul Street. 1-ly

**STAPLE AND FANCY DRY GOODS.****SPRING IMPORTATIONS 1869****LEWIS, KAY & CO.,**Have now received the bulk of their Spring Goods,  
and from the 10th to the 15th will be prepared to  
show one of the

BEST STOCKS IN THE DOMINION.

March 3 1869 10

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

RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1829.—Commenced business in Montreal  
in 1850.

Accumulated Funds, over.....	\$10,000,000
Policies issued in 1867 .....	15,251
Amount insured in 1867 .....	41,733,322
Receipts for 1867 .....	5,123,447
Surplus Fund (over all liabilities) .....	1,884,763
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 &amp; CO., Managers.

Montreal, 15th August, 1868. 2-ly

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MERCHANTS.**

Exchange Court.

1-ly MONTREAL.

**THOMPSON, MURRAY & CO.**

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**OTTAWA.****HENRY GRIST,**

OTTAWA, Canada,

PATENT SOLICITOR AND DRAUGHTSMAN

Drawings, Specifications, and other documents  
necessary to secure PATENTS OF INVENTIONS, prepared  
on receipt of the model of invention. Copyrights and  
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Webbs, Prunellas, Linings, &c.,

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Cash advanced on all kinds of negotiable securities  
Silver, Greenbacks, and all kinds of Uncurrent  
Money, bought and sold at most liberal prices  
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COR. COMMISSIONER &amp; PORT STREETS,

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

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TO afford extended facilities to our numer-  
ous correspondents, we have opened a branch  
of our business at the above central stand. Con-  
signments of the several descriptions of Country  
Produce will have prompt and careful attention.  
Sales will be effected with all promptness, despatch, and  
returns made with promptness and regularity. Com-  
missions 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 ju-  
dicious execution of which our experience and stand-  
ing afford the amplest guarantee. Reliable informa-  
tion respecting markets, &c., regularly supplied.**AKIN & KIRKPATRICK,**

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Consignments of the several descriptions of Leather  
carefully realized to best possible advantage, and re-  
turns made with promptness and regularity. Com-  
missions charged are the lowest adopted by any of the  
responsible houses of the trade.**C. H. BALDWIN & CO.,**

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126, 123, 120 and 122, Queen Street, Montreal,

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Manufacturer of Shot, Lead-pipe, Paints, and Putty  
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of the CANADIAN ADVERTISING AGENCY,  
Toronto, Ont., is our SOLE Agent for procuring  
American Advertisements, and is authorized also to  
receive Canadian Advertisements for this paper. 23**FERRIER & CO.,****IRON & HARDWARE MERCHANTS,**

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La Tortu Rope-Walk.

Burrill's Axo Factory.

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Lubed Oil, White Lead, Paints, &amp;c.,

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Dampromy, Belgium.Joseph Lane & Son, Varnish Manufacturers, Birming-  
ham 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  
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Builder of Marine and Stationary

STEAM ENGINES,

STEAM BOILERS of all descriptions

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All kinds of CASTINGS in BRASS and IRON  
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**PRODUCE AND COMMISSION MERCHANTS****ATTEND** personally and promptly to  
the proper disposition of all Consignments of  
FLOUR, FORK, ASHES, TALLOW, LARD,  
BUTTER, and all other descriptions of Produce.Sales effected with every possible promptitude, con-  
sistent with the solid interests of our consignors, and  
returns made at the earliest moment.If long experience in the Produce-Trade, and care-  
ful personal attention to the interests of our friends,  
will avail us, we are confident that every satisfaction  
will be given. 1--**JOHN HENRY EVANS,**

Importer of

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and 12, 14, 18, 20, 22, and 24 St. Nicholas Street,

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**JOHN HENRY EVANS,**

Sole Agent for Canada

For the TROY BELL FOUNDRY, 14-ly

**MONEY MARKET.**

F. D. Brown.

THE demand for money has been fairly active during the past week, but there has been no pressure, and the Banks have had no difficulty in supplying the wants of their customers.

Sterling Exchange has recovered somewhat from the low figures of last week, the New York quotation being 108½ and the Montreal 108½ to 108½ for Bank Drafts London at 60-days' sight, or 75-days' date. This advance has been caused probably by the falling off in the shipment to London of United States Bonds, which had previously been sent out in very large amounts.

Gold Drafts on New York are less wanted, and have been dealt in at ¼ to 1-16 per cent discount.

Gold in New York has continued steady at about previous figures, closing at 131½.

Silver has been offering freely during the past two days, since it became known that Mr. Weir had decided upon giving up the shipments of silver; and the rate has gone from 3½ to 4½ per cent. discount, a still further decline being looked for.

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

Bank on London, 60 days sight	108½ to 109
Private, " 60 days sight	109 to 109½
Bank in New York, 60 days sight	108½
Gold Drafts on New York	11 to 16 ds.
Gold in New York	131½
Silver, 'argo	4½ to 4

**THE DRY GOODS TRADE.**

There has been an increased number of out-of-town buyers in this market during the past week, and a large amount of goods has been sold. A good deal of caution, however, has been evinced by purchasers, and as a rule they have not bought as heavily as during the past few years. We hope this indisposition to lay in heavy stocks will be general, and that, instead of large quantities remaining over from season to season on the shelves of the country merchant he may buy even less than he now thinks he will need, leaving it optional with him to re-purchase later on.

Stocks here are now full, and the assortment is not less attractive than usual. Some goods are still on the way, but the great bulk are received, and importers are quite prepared to receive their customers and supply them with all the goods they are willing to take.

**THE GROCERY TRADE.**

A SLIGHT improvement in the general tone of a business has been noticeable during the past week, but this is all that can be said. Some orders have been taken from Western men now in the city, and the jobbing houses have been fairly employed.

Teas—Have had more attention, and round lots to arrive have been sold from sample to a considerable extent. Of Imperials, Young Hysons, Gunpowders and Twankays. Uncolored Japans still meet with ready sale, principally for Western account, at prices ranging from 60c. to 62½c. Several round lots of Twankays have changed hands at 42½ to 45c. Blacks are quiet and prices unchanged.

Coffees—With the exception of some small orders from the mills, little has been done, holders, however, being more firm, under more favourable advices from the home markets.

SUGAR—The business in raw sugars during the week has been of a very limited character, but prices are well sustained, the general feeling being that a further advance must take place before long. The recent arrivals have been considerable, principally of low grade, from New York for the refineries. Although some parcels of good grocery Cubas have also been received. Refined has had a good demand with a fair amount of business resulting, at prices a fraction under present quotations, holders, however, refusing to repeat sales except for more money.

MOLASSES—Has had a good enquiry for all grades; but holders, while desirous of making sales, are firm

in their views as to price and generally indisposed to make concessions to secure purchasers. Round lots have changed hands, however, at somewhat easier figures, viz: Centrifugal, 82½ to 85; Clayed, 33c to 40c; and Murcovado, 37½ to 42c, according to quality.

FRUIT.—The principal sales have been of old crop layer Raisins, of which from 3,000 to 4,000 boxes have changed hands, but on terms with which we are unacquainted. Currants have received fair attention, for both old and new, at previous prices.

RICE.—The demand of the week has been small, and principally to sort up stocks.

SALT.—Has had no enquiry of any consequence, sales being small, but stocks are limited, and prices are maintained.

STOCKS.—Are without alteration in price, and have had only a trifling enquiry.

**THE HARDWARE TRADE.**

There has been a little more doing in this branch of trade during the past week, but no large transactions have taken place. Some general merchants, now here purchasing Dry Goods, have been also buying hardware, but orders have not been large.

Prices of most goods are quite unchanged. Pig Iron may be bought a little under previous quotations, but holders are not pressing sales. A lot of 80 tons Gartscherie was sold since our last report at \$20.75. but is not now obtainable at this figure. No change in Tin Plates, which are firm at quotations. Manila cordage is quoted ¼c. dearer.

**THE LEATHER TRADE.**

Business in this branch of trade is very dull, and under the quiet call, prices of some classes of goods have receded considerably. Receipts have been moderate. Hides are dull, and have dropped somewhat in figure, with the probability of a still further decline.

**MONTREAL PRODUCE MARKET.**

There is little movement to note in any department, the state of the country roads admitting of little consumptive enquiry and the general want of confidence interfering with speculation. Flour from restricted supplies is firm, with slightly upward tendency. Nothing of moment to report in grain, either on the spot or for delivery. Provisions of the various kinds are quiet with the merest retail demand. Ashes have varied little, closing quiet but steady.

FLOUR.—With small arrivals and a fair consumptive demand, we have to note a steady and strong though quiet market. Little has been done in Extra and Fancy, and rates of these are generally unaltered. Strong whippers may be quoted \$4 65 to \$4 70 for single hundreds and broken lots, and ordinary ranging down to \$4 61. Some few transactions for delivery have been made, but rates not transpiring. There is little to report in the lower grades, rates continuing as at date of our last. *Eng's* have in consequence of the defective condition of the country roads, been neglected, and even former rates have been difficult to secure some parcels of good going at \$2 20 to \$2 22½, but \$2 25 may still be considered ruling rate for prime quality.

OATMEAL.—There is no surplus on the market, but demand on the other hand is limited, and rates have a downward tendency though quotations are nominally unchanged.

CORNMEAL still sells in a retail way at \$3 50 to \$3 60. There are sellers for May at \$3 50 but buyers hold off.

WHEAT.—A few cars of Upper Canada Spring have sold at \$1 07 to \$1 08. Little business can be noted for future delivery, views of buyers and sellers being too widely apart.

FRANK.—Nothing to report on the spot or for delivery. There are no British orders, and operators do not feel warranted in speculating.

BAHLEY continues to be sold in limited quantity at steadily receding prices, latest reported transactions have been at about \$1 10.

RYE.—No late sales, former nominal rates may be repeated.

CORN sells in broken parcels at 75c. to 80c. No inquiry for shipping parcels.

OATS are dull and practically nominal, there being no recent transactions except by retail.

SEEDS.—Clover is in full supply; rates at date of our last may be repeated. Timothy—There is a fair demand for choice clean seed at \$2 20 to \$2 25 for 45 pounds, but sundry parcels of secondary quality are on the market at \$1 90 to \$2 without being taken.

PORK.—The supply in stock being limited, prices continue firm, though there is little changing hands. Quotations of Mess and Thin Mess may be repeated. Other grades are nominal in absence of supplies.

LARD.—Though former rates are maintained, there is no activity to note, and little changing hands.

BUTTER is virtually at a stand, even city buyers restricting themselves to single packages, because of general unsuitableness of quality, and the prospect of lower prices and the only hope of relief is a demand for the Fisheries on opening of navigation.

CRICKETS generally unchanged.

APRICES.—Pots have met a fair demand, and prices have varied little. There was, however, less competition towards the close, and rates were a shade easier. Pearls continue nominally unchanged, but there have been no transactions to report.

SEED GRAIN.—A sale of seed grain, belonging to Harwick, Ontario Agricultural Society, took place last week at Blenheim, and is said to have been the most successful sale of the kind which has taken place in the County of Kent. The Chatham *Banner* says:—

The barley consisting of 206 bushels, sold at the average rate of \$3 67 per 100 pounds; the crown peas at the rate of \$1 45 per bushel; and the creasy peas at \$1 35 per bushel, larger prices than ever before realized, and which will yield the Society a handsome profit. The attendance was large and general, the bidding very spirited. Indeed the only drawback was that the quantities of grain offered for sale were by too far limited for the demand. At least twice the supply would have been readily taken. The grain was admitted on all hands to be of the very best quality.

The report of the Department of Agriculture for the month of January says that the decline in the price of wheat is quite noticeable in twelve months, amounting to 42c. per bushel in New England; 16c. in New York; 47c. in New Jersey; 45c. in Pennsylvania; 71c. in Ohio; 77c. in Illinois; 48c. in Iowa, with differences less striking in the Southern States, which grow cereals only for home consumption. In the central and populous part of the west the prices are this year lower, relatively to more western and north-western States, than last year, as Illinois compared with Iowa, \$1 97 to \$1 43 last January, \$1 20 to \$1 35c. now. The price of barley is on the contrary, higher than in January last, in most of the States. Oats maintain their former rate in most of the New England States, but show a decline in the Middle and Western States, except in Kansas, where they are higher than last year.

A pamphlet has just been issued in accordance with a vote of the House of Representatives, showing the aggregate amount of gold and silver coin sold by the Government officials between January 1, 1863, and January 11, 1863, with the date and amount of each sale, the rate and amount of premium realized, and the attendant commissions and expenses paid. The total amount sold was \$23,641,335 82, on which there was paid internal revenue taxes to the amount of \$143,339 51, and the commissions to the amount of \$63,631 25. The premiums realized amounted to \$1,822,512 76, and the net proceeds consequently were \$346,422,307 07.

**NORTHERN RAILWAY.**

Traffic receipts for week ending March 27, 1863.

Passengers	\$ 2,547 40
Freight	5,554 02
Mails and sundries	199 20
Total	\$ 8,291 72
Corresponding week, 1862	\$ 5,252 15
Increase	\$ 3,039 57

**GREAT WESTERN RAILWAY.**

Traffic for the week ending March 12, 1863.

Passengers	\$2,257 00
Freight and live stock	55,212 49
Mails and sundries	2,418 57
Total receipts for week	\$59,888 22
Corresponding week, 1862	\$5,076 16
Increase	\$ 54,812 07

WEEKLY PRICES CURRENT.—MONTREAL, APRIL 8, 1869.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for GROCERIES, TOBACCO, and various foodstuffs.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for TOBACCO, HARDWARE, SOAP AND CANDLES, and various tools and materials.

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

MARKET PRICES OF COUNTRY PRODUCE.

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

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers), Havana Prices Current of Imports, dated March 12, 1869:

Table listing various goods and their prices, including coffee, sugar, and other commodities.

NOTE.—An additional duty of 3 per cent. on each of the above amounts of duty is charged since 1st March.

Table with columns: EXCHANGE—London 60 days, Paris, New York, etc. Includes exchange rates for various locations.

**PURCHASING DEPARTMENT**

OF THE

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

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

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

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

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

Satisfactory references given on application.


All communications should be addressed


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*58 St. Francois Xavier Street,*

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

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

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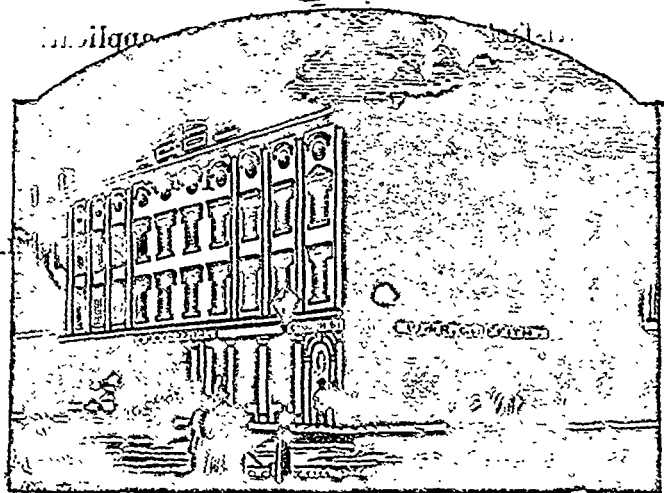
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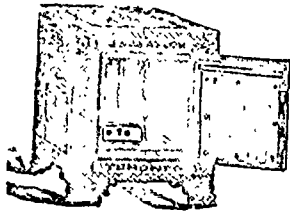
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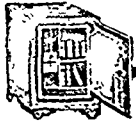
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**GOVERNMENT HOUSE, OTTAWA.**

Thursday, 25th day of March, 1868.

PRESENT.

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**WHEREAS** by the 27th section of the Act 31st Vic. Cap 6, intitled, "An Act respecting the Customs," it is provided that "in all cases where duties are charged according to the weight, tare, gauge or measure, such allowances shall be made for tare and draft upon the packages, as may be appointed by regulation made by the Governor in Council."

And whereas it is desirable to establish a uniform practice at all the Ports of Entry in the Dominion, in reference to the allowance for tare on sugar—

On the recommendation of the Honourable the Minister of Customs, His Excellency has been pleased to order, and it is hereby ordered, that the following regulations be, and the same are hereby adopted

From and after this date there shall be allowed for tare on sugar imported in hogsheads, twelve per cent, and in tierces, fourteen per centum of the gross weight of each and on barrels, an allowance of twenty-six pounds each. On bags in which sugar is imported, an average tare shall be allowed, to be ascertained by weighing one bag of every ten.

If in any case, objection is taken to the above scale of allowances for tare, then the actual tare according to the original invoice may be allowed subject, however, to such examination, either by actual weighing or appraisement as may be thought necessary by the Collector of the Port, to prove that the actual weight of the packages is not less than that stated in such invoice.

**WM. H. LEE,**

Clerk Privy Council.

3-14

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