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Maritime Trade Review.

Devoted to the Industrial and Commercial Interests of the Maritime Provinces.

VOL. I.—No. 12.

SAINT JOHN, N. B., FEBRUARY, 1875.

Price \$1 7/8 yr., post-pd.

THE
Maritime Trade Review
DIRECTORY.

Alphabetically Arranged, Classified, and giving Pages for Ready Reference to all Advertisements in Each Number.

BOOKS and STATIONERY, <i>Importers of.</i>	274
Chubb, H. & Co.,	
BULBS and SEEDS, <i>Dealers in.</i>	290
Chase Brothers & Bowman, (Toronto),	
BLANK BOOKS, <i>Manufacturers of.</i>	274
Chubb, H. & Co.,	
COTTON WARP, <i>Manufacturers of.</i>	269
Parks, Wm. & Son,	
CONFECTIONERY, <i>Manufacturers of.</i>	267
Woodburn, J. M. & Co.,	
COMMISSION MERCHANTS.	
Carman, G. C., (Charlottetown, P. E. I.)	231
Culloun, W. S.,	271
Chittick, H. J.,	231
Eagle & Blakeslee, (New York)	283
Ferguson, John C.,	233
Griffin Brothers,	231
Groom, W. W., (Halifax)	282
Israel, E. H. & G. C.,	233
Kirkpatrick, B. & Co., (Pictou, N. S.)	230
Masters & Patterson,	233
Roue, James,	231
Spence, W. A.,	233
COMMERCIAL BLANKS, <i>Printers of.</i>	274
Chubb, H. & Co.,	
CARRIAGE SPRINGS, <i>Manufacturers of.</i>	233
Campbell & Fowler,	
COMMERCIAL STATIONERY, <i>Largest Dealers in.</i>	274
Chubb, H. & Co.,	
DRUGS and MEDICINES, <i>Dealers in.</i>	
Crabner, J.,	231
Stewart, George, Jr.,	272
DRY GOODS, <i>Importers of.</i>	
Atums, James & Co.,	205
Fraser, T. M.,	230
EXCHANGE and BANKING.	
Chubb, H. & Co.,	274
ENGRAVERS.	
Gregory, T. & Son,	230
Green, M. Herbert,	234
FURNITURE, <i>Manufacturers and Dealers in.</i>	
Laskey, S. H.,	231
GROCERIES, <i>Wholesale only.</i>	233
Borton Brothers,	
GROCERIES, <i>Wholesale and Retail.</i>	
Price, James,	230
Price, D. P.,	231
Trafts, R. & F. R.,	233
GROCERIES and LIQUORS, <i>Dealer in.</i>	this page.
Matthew Frawley,	
GOVERNMENT ADVERTISEMENTS.	
Bridge Contracts,	266
Canadian Pacific Railway,	262
Post Office Notices,	205
GROGERS and COMMISSION MERCHANTS.	
Lambert & Partelow,	231
DeWolf, F. A.,	230

MATTHEW FRAWLEY,
Importer and Dealer in
Foreign Wines,
LIQUORS,
Groceries, &c.
No. 11 DOCK STREET,
Saint John, N. B.

H. CHUBB & CO.,



SOLE AGENTS FOR
The Star Pencils, Lead and Lead and Rubber Combined.

ALSO IN STOCK, DIRECT FROM THE MANUFACTURERS,
FABER'S, ROWNEY'S & OTHER MAKES.
—
The Trade Supplied.

R. B. EMERSON,
Copper, Tin Plate & Sheet Iron Worker.

STOVES OF ALL DESCRIPTIONS;
STOVEPIPE & MOUNTINGS,
Wholesale and Retail.
Jobbing of all kinds thankfully received and punctually attended to,
5 CANTERBURY STREET,
Saint John, N. B.

HATS and CAPS, <i>Dealers in.</i>	266
Magee, D. & Co.,	
HARDWARE, <i>Wholesale.</i>	239
Derryman, C. G.,	
HOTELS.	
Royal,	230
Continental,	230
INSURANCE AGENTS.	
Almon & McIntosh, (Halifax),	273
Coruwall, Ira, Jr.,	235 and 236
Jarvis, W. H.,	270
Jarvis, C. E. L.,	273 and 270
Kaye, Jas. J.,	233
Marshall, Robert,	270
Perley, W. C.,	234
Ranney, Henry R.,	267
Reeve, Henry H.,	278
Street, Warwick W.,	233
JEWELLERY, <i>Dealer in.</i>	
Patterson, W. H.,	234
LEAD PENCILS, <i>Principal Dealers in.</i>	this page.
Chubb, H. & Co.,	
MUSICAL INSTRUMENTS, <i>Dealers in.</i>	
Peller, E. & Bro.,	270
NAILS and TACKS, <i>Manufacturers of.</i>	
Foster, S. R. & Son,	263
OAK TANNED LARRIGANS, <i>Manufacturers of.</i>	
O'Neill, Jas. D.,	230
PORTABLE COPYING PRESSES, <i>Importers of.</i>	
Chubb, H. & Co.,	274
PUBLICATIONS.	
The "New York Sun," daily and weekly,	278
The "St. John Tribune," "	270
The "Carleton Monthly,"	272
PHOTOGRAPHIC STOCK, <i>Dealers in.</i>	
Simonsen, Geo. F.,	272
PATENT MEDICINES, and <i>Wholesale Dealers in.</i>	
Spencer, H. L.,	272
Ayer's Medicines,	234
East India Hemp,	230
PRINTING, <i>Book and Job Work.</i>	
Chubb, H. & Co.,	274
PLUMBERS.	
Blake, George,	231
Porter, John E.,	231
RAILWAY TIME TABLES.	
Intercolonial,	273
SATES—FIRE AND BURGLAR-PROOF, <i>Manufacturers of.</i>	
Flaherty H. & Co.,	232
STOVES and TINWARE, <i>Manufacturers and Dealers in.</i>	
Allan, John,	230
Emerson, M. B.,	this page.
SHIP STORES, <i>Dealers in.</i>	
McFarlane, Jas.,	230
SEWING MACHINES, <i>Wholesale & Retail Dealers in.</i>	
Blakeslee & Whitcomb,	233
Hall, C. H.,	233
Miller & Barney,	206
SAWS, <i>Manufacturers of.</i>	
Richardson, A. & Co.,	233
TOBACCO, <i>Manufacturers of.</i>	
Robertson, John D.,	271
UNDERTAKER.	
Morrisey, W. C.,	231
WRITING and COPYING INK.	
Chubb, H. & Co.,	230
WINE MERCHANT, <i>Wholesale only.</i>	
Wilson, J. N.,	232
WANTS.	
Agents Wanted,	278

Public Notice.

COMMENCING on the first of FEBRUARY, the Postage rates to be charged in Canada on Mail matter posted in any part of the Dominion for the United States will be the same as if addressed to any part of Canada. When so fully prepaid the ordinary rates of Canada Postage, no further charge will be made on delivery in the United States. And any mail matter for the United States not fully prepaid will be sent to the Dead Letter Office, Ottawa. Letters and all other mail matter posted in the United States received on and after the date named will not be subject to any new postage rates.

These regulations do not authorize the exchange of closed parcels, nor of packages of patterns or samples, for which it is understood that some reciprocal provision will be made at an early day, of which due notice will be given.

J. HOWE, P. M.
P. O., St. John, January 12, 1875.



BRIDGE CONTRACT.

TENDERS will be received at the Office of Public Works, Fredericton, until THURSDAY, 25th day of February next, at noon, for the erection of a NEW BRIDGE OVER AROOSTOCK RIVER, Victoria Co., according to plan and specification to be seen at said office and at the store of Hon. B. Beveridge, at Andover. Each tender to be marked "Tender for Aroostock Bridge" and to give the names of two responsible persons willing to become sureties for the faithful performance of the contract.

The Commissioner does not bind himself to accept the lowest or any tender.

WM. M. KELLY,
Chief Commissioner

DEPARTMENT OF PUBLIC WORKS,
Fredericton, January 6th, 1875.

P. MAGEE & Co.,

51 King Street, - St. John, N. B.

MANUFACTURERS AND DEALERS IN ALL DESCRIPTIONS OF

GENTLEMEN'S

Satin, Cloth, Straw and Felt
HATS,

Silk, Cloth, Velvet, Fur and Scotch
CAPS,

Child's Felt, Straw and Fancy

HATS & CAPS,

of all descriptions.

A WELL SELECTED STOCK OF

Ladies' & Gentlemen's Fur Goods,

kept in Stock and made to order.

Wholesale Dealers are requested to examine, &c.

Factory and Warehouse:

51 KING STREET.

D. MILLAR.

R. HARVEY.

MILLAR & HARNEY,

Dealers and Importers in

SEWING MACHINES!

AND

FINDINGS

of all descriptions,

83 KING STREET,

Saint John, N. B.

Sole Agents for the "Raymond's Singer Family," the "Lockman Family," the "Webster," the American B. P. and Elias Howe's, and No. 2 Singer Manufacturing Sewing Machines.

A FIRST-CLASS REPAIR SHOP IN CONNECTION.

EAST INDIA HEMP

And what we know about it.

Instead of devoting a column to the merits of this strange and wonderful plant we remain silent and let it speak for itself through other lips than ours, believing that those who have suffered most can better tell the story. We will here quote word for word from letters recently received, simply adding our testimony to the rest in saying that when this plant is properly prepared, we know that it **POSITIVELY CURES CONSUMPTION**, and will break up a fresh cold in twenty-four hours:

Liverpool, Beach Meadows, Queen's Co.,
Nova Scotia, August 27th, 1874

Please send \$2 worth of India Hemp. I cannot tell you with pen the great good this has done me. I was as weak as a cat, could hardly stand on my legs, no appetite, constant pain in my lungs; the doctor had given me up, and I saw death before my eyes. But this medicine has raised me to the enjoyment of life and health. I can now walk two and three miles without fatigue, have a good appetite, am free from pain, sleep soundly, and am doing well. I have no fears of consumption now.

ERIC J. GARRITT.

Thornton, Boone Co., Ind., 1st Month 20, 1867

Friends CRADOCK & Co.

Mr Findley Barker who was so low with Consumption, and only weighed six hundred and twenty-five pounds when he commenced to take your medicine now weighs one hundred and eighty-four pounds, and says he feels as well as he ever did in his life.

Yours truly,
Robert Cox

The following confirms the above, seven years later:

Thornton, Boone Co., Ind., Jan 21, 1874

I have tried so much that I have lost all confidence in Patent Medicines, and would not have sent for your remedy, only I saw in your testimonials that of Robert Cox, in the case of Findley Barker, with whom I am personally acquainted, and know that Mr Barker was cured of Consumption, and is now well and hearty. I am also acquainted with Robert Cox, and feel that Cannab's ought to do as much for me as it did for Barker. Yours in faith,
JOHN B. WINTERLAND

Sweet Valley, Luzerne, Pa., April 20, 1874

I have used your Cannabis Indica Syrup for the last ten years with astonishing success in acute and chronic Pulmonary Affections, and I believe it has no equal for such diseases.

DR J. N. DAVENPORT

Deep River, Poweshick, Iowa, Jan 3, 1874

I have just seen your advertisement in my paper. I know all about the Cannabis Indica. Fifteen years ago it cured my daughter of the Asthma; she had it very bad for several years, but was perfectly cured.

JACOB TROUT

Monterama, Tenn

My daughter (Miss Crowder) has gotten entirely well of Consumption. Hers was a case of fifteen years' standing. So you see we have tested the virtues of India Hemp, and now we have no doubts as to what it will do.

Yours truly,
CROWDER & MICE

Love'sville, Ballard Co., Ky

Mother has been suffering from Bronchitis for twenty years, and tried most all kinds of medicine, and says the Cannabis Indica is the only that gives her relief.

JANE A. ANTHONY.

N. B.—This remedy speaks for itself. A single bottle will satisfy the most skeptical. \$2.50 per bottle, or three bottles for \$7.50. Pills and Ointment \$1.25 each. Sent at our risk. Address
Chaddock & Co., 1032 Race Street, Philadelphia



No. 8 KING STREET.

JAMES ADAMS & Co.

IMPORTERS OF

British and Foreign

DRY GOODS,

MANUFACTURERS OF

Mantles, Costumes,

Bridal Trousseaux & Millinery,

keep constantly in stock one of the largest stocks of

SILKS, VELVETS, LACES,

Gloves, Hosiery, Ribbons, etc.,

of the best qualities and most fashionable styles to be found in the City, and at most reasonable prices.

Our stock is also well supplied with a large assortment of Household Goods, in

Cottons, Flannels, Linens, Napping, etc.

and would direct attention to the favorable terms on which we open family accounts.

To Wholesale purchasers we offer special inducements for good accounts, and as we keep on hand a large and well assorted stock suitable for country trade. Buyers will do well to give our stock an inspection.

Gent's Furnishing Goods

in immense variety.

White and Fancy Shirts, Underwear, Scarfs,

Collars, Neckties, &c., &c.

of the newest designs.

JAMES ADAMS & CO.,

No. 8, King Street,
St. John, N. B.

Victoria Steam Confectionery Works,
WATERLOO STREET.

We call the attention of WHOLESALE DEALERS and others to our stock of

PURE CONFECTIONS.

some of which will be found entirely new to the trade. We invite their inspection and solicit a share of their patronage.

WHOLESALE ONLY.

J. R. WOODBURN & CO.,

Victoria Steam Confectionery Works, Waterloo St., St. John, N. B.

J. R. WOODBURN.

H. P. KERR.

Marine and Fire Insurance!

Insurance Co. of North America of Philadelphia.

INCORPORATED 1794.

Cash Assets, - - - - - \$4,000,000

GUARDIAN FIRE ASSURANCE CO. OF LONDON.

Capital, - - - - - \$10,000,000

Cash Assets, - - - - - \$14,400,000

H. R. RANNEY,

General Agent for New Brunswick,
 78 Prince William Street.

Compulsory Honesty.

"Honesty is the best policy," but how sadly scarce is that policy. We heard a conductor on an American railroad give a general definition of the sort of machine-made or compulsory honesty so prevalent at present. "Honest?" said he, "yes, we on this line are as honest as others; that is, as honest as any can be with the badge of suspicion around their necks, in the shape of punches, checks, &c., and with the certain knowledge of spies being set upon them continually, whose simple assertion just or unjust, would blast our characters at once. You can never make a rogue honest by machinery; and a man who respects himself feels degraded by being placed under constant suspicion."

Although this man took a rather narrow view of the case, yet his reasoning was correct in some points. A man can not be made honest by machinery, and therefore it is the training of the boy which will constitute the man either upright or dishonest. Especially is this apparent in commercial circles, for the boy who hears his father explain with zest how he got the better of some one by selling worthless goods at a high figure, is apt to think of the best plan of getting the better of his companions in some childish barter; successful in this he tries bolder flights, and later speculates with his employer's goods or money, and finally has the alternative of being an accomplished thief, or winding up in a penitentiary for being found out as a bungling one. It is in vain to invent patent car-fare paying machines, to exact bond of security from friends who may be duped, or to try the thousand and one means of enforcing honesty, if the fundamental principals of right and wrong are not instilled into youthful minds, and examples set them by their elders to follow which will make them honest men. We are thankful for the services of police magistrates, but prefer those of the teacher as a means of diminishing, not alone dishonesty, but crime of all sorts, and we contend that neglect of our youth is the fruitful source of every misdemeanor. Not that education is lacking, such as it is, but the education which teaches how to restrain envious thoughts, how to curb evil inclinations; not the school, but the home training is what is neglected, and that is the cause of a necessity to invent ma-

chines to enforce integrity and upright dealing.

A home training is then the great necessity, but of what description must this be and how imparted? No doubt a boy is highly interested in hearing of a successful turn in stock exchange gambling, or of a prolific corner in grain formed by his father in conjunction with a few more choice spirits *sui generis*; but is the boy improved thereby, and what form of mental resolution does he take? He will, no doubt, in time eclipse, if possible, the actions of his worthy parent, and if without means to do so, will procure them in a manner which will make him either a millionaire or a convict. This is the sequence in nine cases out of ten to that course of training; but on the other hand, with a daily example before him of justice and kindness to all, how different is the result? In the former case so seldom is the *rara avis* seen of an upright man made from a boy who was subject to such home influences that an eminent novelist has created an extravagant tale with one for a hero under the title of "Ready Money Mortiboy." Let then, example take precedence of precept in the training of youth, and the conduct of the father be a guide to that of the son in rectitude, and it will be the only means to effectually banish the absurd existence of compulsory honesty.—*Merchantman.*

There are few parents who will dispute the truth of the foregoing and yet the same people are preaching to their children: "Do as we say, not as we do." Let every one take this lesson home to himself, and read, mark learn, and inwardly digest it.

There is no use beating around the bush by crying out against the rottenness of our commercial system and trying to trim the branches, go at once to the poison-instilling trunks and prevent their contaminating the seed.

PERSONS writing to advertisers concerning advertisements found in our columns are requested to state that they saw them in the "Maritime Trade Review"

The value of coal produced annually from all sources of England is estimated at \$620,000,000.

LIFE.—Live for something! Yes, and for something worthy of life and its capabilities and opportunities for good deeds and achievements. Every man or woman has his or her assignments in the duties and responsibilities of daily life. We are in the world to make it better; to lift it up to higher levels of enjoyment and progress, to make its hearts and homes brighter and happier by devoting to our fellows our best thoughts, activities and influences. It is the motto of every true heart and the genius of every noble life, that "no man liveth for himself"—lives chiefly for his own selfish good. It is a law of our intellectual and moral being that we promote our own happiness in the exact proportion we contribute to the comfort and enjoyment of others. Nothing worthy of the name of happiness is possible in the experience of those who live only for themselves, all oblivious of the welfare of their fellows.

A method for making joints to unite the sides of boxes, &c., has been recently patented in England. The two pieces of wood to be fastened together are mitred in the usual manner, and a hole is then drilled vertically in each piece from the bottom upwards, at a short distance from the mitred edge. A channel or groove is then cut, by a saw or otherwise, from the mitred edge to the drilled hole. This channel is of a less width than the diameter of the hole, and may be cut either parallel to the sides of the pieces of wood, or at right angles to the mitre, so that when the two pieces of wood are put together, a continuous channel shall be formed between the two holes. The two pieces are then held tightly together, and a key is formed by running metal such as lead or fusible metal into the channel; and by this means the key is cast in the place which it is to occupy. The key may also be made separately, of solid metal, and driven home into the channel.

HORSE SHOES,



HORSE NAILS!
Extra Clinch and Pressed Nails
Sharp and Flat Points.
SUPERIOR CUT NAILS
AND
SUPERIOR CUT SPIKES,
ALL KINDS OF
SHOE NAILS, TACKS, AND BRADS.
MANUFACTURED BY
S. R. FOSTER & SON,
ST. JOHN, N. B.

Chubb's Corner.)

(Established 1811)

H. CHUBB & Co.'s
STEAM
Book and Job Printing

AND
STATIONERY ESTABLISHMENT,

FITTED with all the requisite new and improved Machinery and Materials for the rapid and economical production of Printing work of all kinds, in large and small quantities.

Particular facilities for all kinds of Commercial and Fine Printing.
Liberal discount allowed on large orders.

Commercial and School Stationery in every variety
BLANK ACCOUNT BOOKS
constantly on hand.

Blank Books made to order.

H. CHUBB & Co.

THE ALLAN LINE,
And its Value to the Dominion.

It is with infinite pleasure we reprint the following article from the *Liverpool Journal of Commerce*. It is gratifying to every Canadian (as it must be to the Messrs. Allan), to have so true an estimate put upon this most successful Canadian line by so eminent an authority:

When the history of Canada is written; when her rise, her progress, and her civilization is recorded, the name of Allan will stand out as one of the most honorable in the roll of the friends of the Dominion. From the Red River to the mouth of the St. Lawrence, from Manitoba to Maine, away along the Bay of Islands, in St. John's, Nova Scotia, New Brunswick, Baltimore, and even as far as the James River, the Allan line carries commerce in its wake. Yes, when the history of the Dominion of Canada comes to be written, it will be seen how much its magnificent position before the world has been owing to the British connection, and how entirely it has been owing to men like Sir Hugh Allan, who has passed a lifetime in the conception and prosecution of enterprises calculated to promote and develop the Canadian Confederacy. No other men have done so much for Canada as the Allans; it is to them that Quebec and Montreal may ascribe a great deal of their present commercial prosperity. The Province of Quebec has the advantages of a maritime and interior navigation unsurpassed on the continent, and possesses nearly two-thirds of the territory of the Dominion; and her progress from 1820, when Mr. Alexander Allan of Glasgow, had his fleet of sailing vessels running between the Clyde and the St. Lawrence, has expanded with the growth and development of the Montreal Ocean Steamship Company. As this is the only company whose rise is indelibly blended with that of Canada, and more especially that of the province of Quebec, it may not be out of place here to state that the port of Quebec is only 2,649 geographical miles from Liverpool by the Straights of Belle Isle, and 2,808 miles by Cape Race; whilst Boston is 2,895 miles, and New York 3,095. From the instant the waters of the St. Lawrence are breached, the dangers of navigation cease to be

as great as on the open sea, and of this navigation there are 826 miles—viz., from Belle Isle to Quebec. The great advantage of the St. Lawrence, or river route, over the rival routes of the United States, is the all-important one of shorter distance—a fact that must always have great weight in deciding emigrants to give preference to the Canadian steamers. Of this fact one may become readily convinced upon reflecting that once arrived at Quebec, the emigrant finds himself in the heart and centre of the continent, in a temperate and salubrious climate, and thence by steamboat or rail may direct his steps to whatever point of Canada he likes, or the far West thus shortening his distance, avoiding hundreds of miles of travelling, which, did he land at any of the ports in the United States, he would have to undertake to reach his destination.

As an instance of the great development of the Canadian trade, we may remark that up to the year 1840 about a dozen sailing vessels of from 400 to 500 tons register were sufficient to conduct all the trade that then existed. Now the Allan Company alone possesses 21 first-class steamers, with a gross tonnage of 56,000 tons, the bulk of which are engaged in the Canadian trade. From the year 1840 to 1850 the sailing fleet of the Allan Company was increased according to the advance of the Canadian trade, the requirements of which were attentively watched by the late Mr. Bryce Allan, Mr. Alexander Allan, Mr. Andrew Allan, and Mr. Hugh Allan (now Sir Hugh Allan). Nearly all the captains in the service have been, literally speaking, born in it, and consequently have a thorough knowledge of the trade.

Towards 1850 the various provinces now forming the Canadian Dominion awoke from a long lethargy, and no doubt inspired by what was passing in the United States, determined to enter with earnestness into the struggle for recognition as a power in the world. The leading men of Canada, the major portion of whom were Scotch either by birth or descent began to turn their minds to the opening up of the country by railways, canals, and the establishment of a more regular and rapid communication with the mother country. The enormous stream of emigration which was then flowing from the old to the new world attracted their attention, and, to some extent,

TO MAKE BUSINESS.

Advertise! The merchant, manufacturer, or dealer, who keeps his wares before the public, seldom complains of dull times. Where is the utility of having for sale the best fabrics in the world, if the would-be purchasers know not where to obtain them.

*All Advertisers,
All Agents,
All Canvassers,
All Travellers,
All Book Agents,
All Commercial Men,
All Insurance Agents,
All Country Merchants
All looking for Employment,
All wanting Employers,
All who are anxious to open new Agencies,
All who wish to extend their Business,
All Newspaper Publishers & Editors,
All Manufacturers,
All Manufacturers' Agents,
All Commission Merchants,
In fact, any person who means business,*

CALL

and see me, as I have

VALUABLE

Information

for you.

ALWAYS

WELCOME.

Write to me for any information you may require.

IRA CORNWALL, Jr.,

EDITOR AND PROPRIETOR,

Maritime Trade Review.

Office,—231 Prince Wm. St., Saint John, N. B.

Address Box 432, P. O.

PERSONS writing to Advertisers concerning Advertisements found in our columns, are requested to state that they saw them in the "Maritime Trade Review."

PARKS' COTTON MANUFACTURES.

COTTON WARP.

White, Blue, Red, Orange and Green, Nos. 5's to 10's. Warranted Full Length and Weight. Stronger and better in every respect than any other English and American Warp.

Beware of Imitations. None is genuine without our name on the Label.

COTTON CARPET WARPS.

Made of No. 8's Yarn 4 Ply Twisted, White, Red, Orange, Brown, Slate, Blue, Green, &c. All Fast Colours.

Beam warps for Wollen Mills.

ANY WIDTH AND NUMBER OF YARN

WARRANTED TO WEAVE WELL.

GREY COTTONS.

We would ask the attention of purchasers to the Grey Cottons we are now making.

This Article is manufactured out of

AMERICAN COTTON,

Which is much superior to the material used in making English Grey Cottons.

It will be found quite as cheap, and really much better than any other Cotton in the market.

All our goods have our name upon them; and are warranted to be all that we claim for them.

They are sold by us only to the

WHOLESALE TRADE.

from whom Country Merchants can always obtain them by asking

SPECIALLY FOR THEM.

WM. PARKS & SON

New Brunswick Cotton Mills,

naturally aroused their jealousy. They were not the men to rest quietly on their oars without making an attempt to discover whether there were not hundreds and thousands of Englishmen, Irishmen, and Scotchmen who, while they were desirous to emigrate, looked with more favor on the United States than Canada. It was, therefore, against many and difficult obstacles that Messrs. Allan established a line of steamships to promote and accommodate the growing trade between Great Britain and the Dominion of Canada, and also for the purpose of carrying the mails. At this period the sailing fleet of the Allan Company numbered 15 vessels; but in the year 1853 two fine iron screw steamships were added to the fleet. These were the *Indian* and the *Canadian* of 1,500 tons register and 250 nominal horse power each. The vessels were intended to trade regularly between Liverpool and Quebec and Montreal. In the beginning of 1857, the fleet having been increased by the steamers *North American* and *Anglo-Saxon*, the Allan Company entered into arrangements with the Canadian Government for a fortnightly service of mail steamers between Liverpool and Quebec in the summer, and Portland (Maine) in the winter months; and since that date the company has carried the Canadian mails under contract with the Government of Canada. In 1859, however, the original contract was extended to a weekly instead of a fortnightly sailing, which continues up to the present day—the steamers leaving Liverpool every Thursday, calling at Moville on the following day for the supplementary British mails. In addition to this service the Allan Company a few years ago entered into a fresh contract with the Canadian Government for the carriage of the mails between Liverpool and Halifax, Nova Scotia; and St. John's, Newfoundland. In 1859 the trade between Liverpool and Canada had so far increased that the Messrs. Allan were obliged to add four new steamers to their fleet; and from that year up to the present time their line of steamships has increased until it stands now as follows:—Sardinian, Circassian, Scandinavian, Moravian, Hibernian, Nova Scotian, Manitoban, Austrian, Phœnician, Aedean, Polynesian, Sarmatian, Prussian, Peruvian, Caspian, Canadian, Waldensian, Nestorian, Corinthian, St. Patrick and Newfoundland, the latter being a wooden vessel of 900 tons, constructed espec-

ially for carrying the mails between Halifax and Newfoundland during three months of the year, when the ice makes the navigation between those two places both difficult and tedious for the regular mail steamers employed in the service. In connection with the construction of their steamers we may state that Messrs. Allan were the first company to adopt the spar or flush deck to their steamers, and in doing this they were opposed strongly by the Board of Trade, who would not allow them any concessions in the way of measurement for harbor dues, etc., and thus put them at the great disadvantage of placing superior ships at an extra cost upon the Transatlantic line of traffic, without the slightest recognition of the circumstances in their favor. But when the unfortunate *London* went down in the Bay of Biscay, the death-knell of the open deck system was tolled, and the Board of Trade itself was literally "pooped," and it was compelled by the inexorable logic of facts to take cognizance of the value of Messrs. Allan's improvement by making over to them the necessary concessions in the way of a reduction of measurement. Now, with but few exceptions, all the recently constructed steamers employed in the Atlantic trade have the spar deck, than which nothing conduces more to the safety and comfort of the passengers—as even in the heaviest weather, a vessel with a spar deck is, as a rule, dry. The *Hibernian*, which was constructed in 1861, was the first "covered-in" vessel of the Allan fleet. With reference to some of these vessels we may remark that the *Nova Scotian*, *Manitoban*, *Hibernian*, and one or two others are engaged in what now is a fortnightly service between Liverpool and Halifax and Baltimore, and passengers for the Western States often choose Baltimore as their route, by way of the Baltimore and Ohio Railroad.

As we before stated, it is with the Dominion of Canada that the name of the Allan Company is inseparably linked, and no notice of this company would be complete which failed to give a special prominence to the connection which Messrs. Allan have had with emigration to Canada. It is only since the period of confederation that the central and provincial Governments have been at any trouble to encourage immigration. Up to the present time the very essence of the work of promoting emigration has been carried on by Messrs.

Allan themselves, who have over 1,500 agencies established throughout Great Britain and Ireland, every one of which is a centre of information about work and living in Canada.

In a pamphlet issued by the Department of Agriculture at Ottawa, we find the following:—"The commercial importance of the provinces comprising the Dominion of Canada is well established, and every effort to develop their resources and extend their trade has been attended with the most satisfactory results. The Canadian system of inland navigation is the most extensive and perfect in the world. The vast territorial extent, the mineral wealth, fertility of soil, unparalleled fisheries, and extensive forests of the combined provinces are becoming understood and valued abroad. No mountain barriers, with the exception of the Rocky Mountains on the Pacific side of the continent (and Canada possesses the most favorable passes through these), interfere to divert the currents of trade in their flow to the markets of the world. With almost boundless fields of coal in Nova Scotia on the Pacific coast, and in the North West Territory, with a climate most favorable to the development of human energy; it is impossible for the mind to assign a limit to the future growth of the Dominion of Canada. The united revenues of the Provinces exceed those of any of the third rate powers of Europe. Their railroad extent exceeds the aggregate of Russia, Denmark, Norway, Sweden, Holland, Portugal, Turkey, Switzerland, Egypt, and Brazil; whilst their length of telegraph wires exceeds the aggregate of many of the nations of Europe. This status has not been won without a struggle—not a struggle for liberty against the oppressors—but it has been the struggle in changing the wilderness into productive fields, and in procuring and maintaining free institutions and self-government. Each early pioneer of the wilderness who hewed out a home for himself and his family has transmitted the fields thus won from the unbroken forests to posterity; and it is the aggregation of these fields that forms the settlements everywhere traversing the provinces, while the slow but steady progress of changing the wilderness into smiling fields still goes on. The means of water communication which the Dominion possesses through each of the provinces, tending, as it eventually does, however remote, to the seaboard, afford a ready line of transport

H. PEILER & BROTHER,

64

PRINCE W. STREET, ST. JOHN, N. B.

64

Dealers in Music and Musical Instruments,

SOLE AGENTS FOR THE

STEINWAY & SONS,

CHICKERING & SONS,

WEBER & CO.,

YOSE & SONS,

PIANO-FORTES.

PIANOS Tuned and Repaired.

LETTERS promptly attended to.



GEO. WOODS & CO.

THE TAYLOR & FARLEY ORGAN CO.

ORGANS.

A complete assortment of

MUSIC,

MUSIC BOOKS, and

GENERAL MUSIC and MERCHANDISE,

always on hand and for sale at Wholesale and Retail.

for all the products of the interior, and thus will allow of intercourse and trade relations with foreign nations through ports and harbors of our own. Thus, flour manufactured in the western districts of Ontario, the mineral products of Lake Superior, the peltries of the north-west, and the timber of Upper Ottawa, can find their way to Quebec, and thence to Europe."

This is no brilliantly colored statement; there is not a word in the above which has not foundation on fact, and which cannot be borne out by hundreds of thousands. The Earl of Dufferin, the present Governor-General of Canada, recently, in speaking of the emigration to the province of Ontario, said that he believed emigration was a benefit to those that go, and to those that remain, at the same time it is the most effectual and legitimate weapon with which labor can contend with capital. "Of course," said the noble lord, "it is not desirable that I should take the responsibility of saying anything which would expose me hereafter to the reproach of having drawn a false picture or given delusive information in regard to the prospects and opportunities afforded by Canada to the intending settler. The subject is a serious one—so much depends upon the individual training, capacity, health, conduct and antecedents of each emigrant, that no one without an intimate and special knowledge of the subject would be justified in authoritatively enlarging upon it; but this, at all events, I may say, wherever I have gone I have found numberless persons who came to Canada without anything and have since risen to competence and wealth; that I have met no one who not gladly acknowledge himself better off than on his first arrival; and amongst thousands of persons with whom I have been brought into contact, no matter what their race or nationality, none ever seemed to regret that they had come here. Probably the agricultural laborer who come to this country from Norfolk and Dorsetshire will have to work a great deal harder than he ever worked in his life before; but if his work is harder, he will find a sweeter to his toil of which he could never have dreamt in the old country, namely the prospect of independence, of a roof over his head for which he shall pay no rent, and of ripening cornfields round his homestead which own no master but himself. Let a man be sober,

healthy and industrious; let him come out at a proper time of the year, let him be content with small beginnings, and not afraid of hard work, and I can scarcely conceive how he should fail in his career."

These are certainly encouraging words and coming from such an authority, cannot fail to further the tide of emigration to Canada, and call forth the utmost resources of Messrs. Allan's fleet of steamers. Our readers will no doubt remember the discussion which took place a few years ago concerning the steerage passage accommodation, and it was then that the Allan Company were in the proud position to vindicate their right to be considered as the leaders in the arrangements for the comfort of steerage passengers, as they have been in regard to spar decks and other matters of vital importance. It was then found that they alone of all the lines carried stewardesses for female steerage passengers, and also that they alone insisted upon an absolute and complete separation of the sexes, married as well as single. The Allan Company have separate compartments for the females, and, from personal experience, the isolation is so complete that it is impossible for any infraction of decorum to take place. Indeed the women are are much apart as if they were in separate houses. Nothing that money can procure has been neglected to make the steamers of the Allan fleet unexceptionable as passenger vessels, as they combine the most commodious accommodation with every modern appliance to ensure speed combined with safety. All the Allan steamers have been constructed with an exclusive regard to the elements of strength and solidity, but that these are not inconsistent with extreme beauty of model will be admitted by anyone who has examined the Circassian, Sarmatian, and Polynesian. These steamers are not classed at Lloyd's, nor with the Liverpool underwriters, the company having their own standards of strength, equipment, &c. which, however, are very much in excess of the requirements Lloyd's.

It may not be out of place to call attention to some recent and very important alterations which Messrs. Allan have effected in several of their steamships, but more particularly to immense improvements which have taken place in the Peruvian and Moravian. Several months since these two vessels were placed in the hands of Messrs. Laird Brothers of Birkenhead

First Class Advertising Mediums.**THE DAILY TRIBUNE,**

PUBLISHED

Every Afternoon (except Sunday).

Price \$5.00 Per Annum.

The Weekly Tribune,

PUBLISHED EVERY TUESDAY.

PRICE \$1.00 PER ANNUM,

invariably in advance.

J. L. STEWART, Editor.

THE DAILY TRIBUNE

is admittedly one of the best mediums for advertising. Making its daily visits to the counting-rooms, stores, work-shops and homes of the people, it is eagerly looked for and read by citizens of every shade in politics and by all intelligent classes of society.

THE WEEKLY TRIBUNE

is to the agricultural districts what the DAILY is to the crowded city—a welcome visitor, making weekly appearances with regularity, always bringing to the homes of our country cousins the news of the city and outside world, fresh, crisp and entertaining. Its value as an advertiser is first-class, and it is worth the patronage of judicious men of business.

Rates for advertising in the DAILY and WEEKLY editions of the TRIBUNE are very liberal.

For TERMS and further information, call on or address

M. McLEOD,
BUSINESS MANAGER,
No. 51 Prince William Street
ST. JOHN, N. B.

WILLIAM S. CALHOUN,

COMMISSION MERCHANT,
WHOLESALE DEALER IN

GROCERIES & LUBRICATING OILS

Nos. 10 & 12, Nelson Street, St. John, N. B.

GROCERIES.

Flour, Corn Meal, Sugar,
Soap, Hops, Tallow,
Teas, Tobacco, Molasses,
Pork, Fish, &c. &c.

OILS.

Pale Seal, Cod Oil, Straw Seal,
fish Oil, No. 1 Lard, Extra Winter Lard,
Paraffine Lubricator, Native Oil, Ser Elephant Oil,
Cod Liver Oil for Druggists, Extra Winter Whale Oil.

ST. JOHN

TOBACCO WORKS

OFFICE AND WAREHOUSE:
21 WATER STREET.

ALL KINDS OF

TOBACCOS AND CIGARS

ALWAYS IN STOCK.

JOHN D. ROBERTSON & CO.

for the purpose of being newly engined and enlarged. These alterations have now been completed; and when we state that the improvement cost nearly £100,000 in each vessel, our readers can form some idea of the nature of the work accomplished by Messrs Laird. The Moravian and Peruvian as they now stand are two of the finest and best equipped steamships, in every respect, that cross the Atlantic.

We may state here that during the Crimean war two of Messrs Allan's steamers viz., the Indian and Canadian were employed in the transport service, in conveying British troops from Portsmouth, and French troops from Marseilles; whilst last year the Sarmatian and the Manitoba were employed in a similar service in connection with the Ashantee campaign.

The company have now in course of completion in the yard of Messrs Robert Steele & Co., the Sardinian, the largest vessel of their fleet. She is 4,200 tons burthen, 675 nominal horse power, and will be commanded by Capt. J. E. Dutton; and it is intended to place her on the route some time next month. It may not be out of place here to remark that the passage from Liverpool, Glasgow, Londonderry or Queenstown—the steamers to Halifax and Baltimore calling at Queenstown on the outward and homeward voyages—by the Allan mail line occupies about ten days on the average, though the Polynesian on her maiden voyage from Moville to Quebec made the run in 7 days 18 hours and 55 minutes. It appears that all passengers not having sufficient means of their own to carry them to their own destination are forwarded free by the Canadian Government to those places where immediate employment can be found. Notwithstanding that there has been a considerable falling off in the total emigration from Great Britain and the Continent of Europe during the past year, it is remarkable that so far as Canada is concerned she has not been affected to any extent by the causes that checked emigration to other countries, inasmuch as all who have emigrated to the Dominion during 1874 have succeeded beyond their expectations. During the past year the vessels of the Allan Company have been remarkably free from disease of a con-

tagious character, not a single death having to be recorded; in fact the most perfect satisfaction appears to have been given to all the passengers who have crossed the Atlantic in vessels belonging to this company. The Government of Canada, in its report in connection with the various emigration agencies for the last two or three years, speaks in the highest possible terms of the value of Messrs Allan's work in this respect, and allude in the most eulogistic manner to the obligations the Canadian Emigration Commissioners in this country and Ireland were under to the company.

The following is a list of the steamers belonging to the Montreal Steamship Company:

Ships.	Tons.	Ships.	Tons.
Sardinian.....	4200	Sarmatian	3647
Circassian.....	3211	Prussian.....	2791
Scandinavian.....	2340	Peruvian.....	3270
Moravian.....	3100	Caspian.....	2728
Hibernian.....	2752	Canadian.....	2401
Nova-Scotian.....	3305	Waldensian.....	2456
Manitobian.....	2395	Nestorian.....	2465
Austrian.....	2458	Corinthian.....	1517
Phoenician.....	2356	St. Patrick.....	1500
Acadian.....	1500	Newfoundland..	900
Polynesian.....	3985		

The following is a list of the Allan line of iron sailing ships:—

Ships.	Net Register Tonnage
Strathearn	1,704
Strathblane	1,363
Ravencraig.....	1,220
City of Montreal.....	1,187
Pomona.....	2,097
Chippewa.....	1,096
Eumenides.....	1,090
Cairngorm.....	1,016
Abeona.....	980
Glenbervie.....	799
Gleniffer.....	790
Medora.....	781
Cherokee.....	652
Total.....	13,789

Making a total tonnage of somewhere about 70,000 tons.

The above vessels are for the most part engaged in trading between the Mersey and the St. Lawrence, and between Glasgow and Quebec and Montreal. At periods when the Canadian freight market is dull some of these vessels are dispatched to other ports. During the eight months when the navigation is open these vessels make regularly three voyages, but in 1871 the Gleniffer made four voyages during the eight months. The shortest passage made by this vessel, which possesses great sailing powers, was in 15 days from Quebec to Greenock.

DISCONTENT.—Competency is a financial horizon, which recedes as we advance. This word is by no means of indefinite meaning. It always signifies a little more than we possess. We are none of us wealthy enough in our own opinion, although we may be too much so in the judgment of others. Content is the best opulence, because it is the pleasantest and surest. The richest man is he who does not want that which is denied to him; the poorest is the miser who wants that which he has not.

The Hon. Mr. Skead, Dominion Senator, and one of the most extensive lumbermen in Canada, estimates the pine reserves of Canada as follows: In the Ottawa Valley, partly in Ontario and partly in Quebec, there are, of timber limits, 87,761 square miles. In the valley between Kingston and Trent there are 2,350 square miles; in the Trent River Valley there are 6,200 square miles; and in the Huron and Superior territory there are 60,800 square miles, making a grand total of 94,350 square miles.

The California papers are discussing a project to construct a canal through the San Joaquin Valley, from Tulare Lake to tidewater. It would be 200 miles long and cost \$3,000,000.

H. L. SPENCER, Medical Warehouse,

GENERAL PATENT MEDICINE AGENCY,

For the Maritime Provinces,

20 Nelson Street, ... St. John, N. B.

In Store.

The Largest Stock of PATENT MEDICINES, PERFUMERY and TOILET ARTICLES kept by any house in Canada. Orders Solicited.

WHOLESALE ONLY.

Specially Commended

- King's Magnetic Fluid—for the cure of pain.
 Rarey's Black Oil—for wounds on horses.
 Hardings Brunswick Black—for stoves and grates.
 Spencer's Purified Cod Liver Oil—for consumption.
 Spencer's Condition Powders—for horses and cattle.
 Warren's Botanic Life Tea—for colds.

Goods which are not kept in Stock by your Druggist may be obtained at Retail of the Proprietor.

SPENCER'S NON-FREEZING I. X. L. VIOLET & RED INKS

The only Inks that can be shipped with safety during the Winter months,

VIOLET. No. 1 Stands, ... \$9.00 per gross.	RED. No. 1 Stands, \$12.00 per gross.
" 2 " 11.00 "	" 2 " 16.00 "
" Quarter Pints, 21.00 "	" Quarter Pints, 31.00 "

As no other Ink is made that will stand exposure in this climate during the Winter, it is believed that this must have a large sale. The quality of I. X. L. Inks, as put up in the Summer, is not affected by frost, but the bottles are of course liable to be broken.

H. L. SPENCER,

20 Nelson Street, St. John, N. B.

AGE AND WORK. History furnishes us with many instances of men who come under the description of old men who have performed their best achievements during the last years of their lives. William Cullen Bryant, whose eightieth birthday was reached on Tuesday, is still hard at work and is as vigorous in mind and as capable of performing good work as ever. Gen. Dix is over 76, and performs 16 hours of mental labor in his office daily, sound in mind and body. Lord Palmerston was in his greatest mental and bodily vigor at 70. Thiers ruled France when he was over 80 and is still as vigorous as ever. Von Moltke planned the Prussian campaign when he was over 70, and is still in the enjoyment of sound bodily health, with a mind unimpaired. Commodore Vanderbilt, at about 80 is prosecuting a gigantic railway enterprise and personally managing the largest estate in America. A. T. Stewart personally manages the largest mercantile trade on the continent at the age of 70. Lord Lyndhurst was over 90 when he was chancellor of England.

The Titusville Courier says that the production of petroleum in Western Pennsylvania during the year 1874, would fill a canal thirty feet wide at the top, fifteen feet at the bottom seven feet deep and over seventy-five miles long.

A meeting of dealers in dried fruits was held in New York city recently, Mr. G. F. Spencer presiding, to discuss measures for the prevention of fraudulent practices in the business. Resolutions were adopted recommending importers and jobbers to deal in Malaga raisins by weight only, instead of by the box.

We are pleased to see some decided action has been taken in this matter, and we hope it will lead to good results, for there is not any doubt that very great frauds have been practiced in packing not only raisins, but other kinds of dried fruits. The public as well as the dealers are deeply interested in seeing the evil abated.

A large deposit of fire brick clay—the only one, it is said, in Canada—has lately been discovered at the head of Moore's lake and Gullriver, on lot No. 24, in the 6th concession of Lutterworth. Mr. Thomas Leary, the owner of the property, is negotiating with a party in Toronto to establish a fire-brick manufactory on the spot, and the negotiations are likely soon to be completed. Its superior qualities are over other clay. This is one of the most important discoveries ever made in the backwoods, and the supply of the material is believed to be practically inexhaustible.

Question—Have we any of this valuable material in the Maritime Provinces. If so there is an opening for a new enterprise.

The total value of refined oil produced in the city of Pittsburg during the year is estimated at \$6,250,000.

TEETH.

Imperial Saponaceous Dentifrice.

An elegant, fragrant and agreeable preparation for Whitening, Preserving and Beautifying the TEETH; and Hardening and Strengthening the Gums and Sockets.

It is highly recommended by the leading Dentists and Physicians.

Prepared and sold by

GEORGE STEWART, Jr.,

Pharmaceutical Chemist,

24 King Street,

St. John, N. B.



BENZOLINE!

A VALUABLE Article for removing Grease, Paint, &c., &c., from Woollen, Silk Cotton or any Material. For cleaning Kid Gloves it is invaluable.

For sale by

GEORGE STEWART, Jr.,

24 King Street, Saint John, N. B.

JAMAICA GINGER.

IN case of Cramp, Cholera, Flatulence, or Stomach Derangement, this Essence gives immediate relief. As a Temperance Cordial, it is invaluable, contributing a general degree of excitement, and removing the desire for intoxicating liquors.

For sale only by

GEORGE STEWART, Jr.,

Pharmacist and Perfumer,

Saint John, N. B.

King Street.

THE

"CARLETON MONTHLY."

A JOURNAL of the times, containing home news, useful knowledge and amusement.

Our paper has the largest circulation of any monthly publication in the Maritime Provinces, thus making it a first-class advertising medium.

The Carleton Monthly is published the first of each month at the Steam Printing Establishment of H. CHUBB & Co., St. John.

All communications and orders for advertising left at H. CHUBB & Co.'s, or addressed to JAMES A. McLEAN, Carleton, will receive prompt attention.

J. A. McLEAN, Proprietor.

Photographic Stock Depot.

GEO. F. SIMONSON,

IMPORTER OF

English, French, German & American Photographic Goods AND CHROMOS.

* Picture Frames, Mouldings, Stereoscopes and views, in great variety.

ST. JOHN, N. B.

H. CHUBB & Co.,

Printers, Bookbinders & Stationers.

The Diamond Combined WRITING & COPYING INK always in Stock.

Insurance Against Accidents!

THE
ACCIDENT
Insurance Company
 OF CANADA.

The only CANADIAN COMPANY solely devoted to Insurance against ACCIDENTS and giving a definite Bonus to its Policyholders, viz:—

One Year's Insurance Free after every Fifth Year.

This Company is not mixed up with other classes of Insurance, and its Bonuses are definite compacts, and not dependent upon the doubtful contingencies of "Profits."

SURETYSHIP.

THE CANADA
GUARANTEE COMPANY

Makes the Granting of Bonds of Suretyship its special business, and its bonds are readily accepted by the Dominion and Local Governments, and the Banks, Railways, Boards of Trade and Commercial Institutions generally throughout the Dominion, in place of Private Bonds.

There is, therefore, NO EXCUSE for any employe to continue to hold his friends under such serious liabilities, as he can at once relieve them and be JURETY FOR HIMSELF by the payment of a trifling annual sum to this Company.

By special order in Council the Bonds of this Company are authorized to be accepted by the Governments of *New Brunswick and Nova Scotia*, from Public Officers.

Head Office of above Companies, - - - Montreal.

SIR ALEX. T. GALT, K. C. M. G. President.

JOHN RANKIN, Esq., Vice-President.

EDWARD RAWLINGS, Manager

General Agents for Maritime Provinces:

St. John, N. B.

Halifax.

C. E. L. JARVIS.

Messrs. ALMON & MACKINTOSH.

Special and Sub-Agents Wanted. Apply to the General Agents, as above.

A new line of Steamships.

A new steamship line between New York and Hull, England, is to be established. It will be known as Wilson's line, and is owned by Thomas Wilson's & Co., of Hull, who have more than 50 steamships, and are said to be the largest private ship-owners in the world. They send vessels to twenty-nine of the principal ports of Europe. It is now proposed to add New York to the list, and the *Othello*, the first vessel of the new line, will leave Hull January 30. The owners claim that the facilities for the transshipment of freight to the different ports to which their vessels sail, which will be afforded by the new line, will be superior to those of the other lines running from New York, as the entire business at Hull will be conducted under one roof and at the same dock, thereby saving extra handling and cartage. It is the intention of the company to induce a large continental passenger trade by means of their connection with the principal European ports, and to that end to issue through tickets and to fix a system of low rates. The *Othello* will be followed at fortnightly intervals by the steamers *Colombo*, *Virago*, and *Yeddo*. These steamers are of iron, 3000 tons burden, with engines of 900-horse-power, registered at Lloyd's, and are comparatively new. Only first-class passengers will be carried for the present, and of these about 100 can be comfortably accommodated. The fare will be \$70 in currency. If the business of the new enterprise will warrant, three larger vessels, the *Eldorado*, *Navarino* and *Hindoo* will be added to the line, and weekly trips will be made. The vessels will make no stoppage between New York and Hull.—*Toronto Liberal*.

The Centennial Exhibition.

Our American cousins having decided to celebrate their hundredth anniversary as a nation by a monster International Exhibition, it behoves us to make such preparations to participate in it as will reflect credit upon ourselves. It is a notable fact that the principal manufacturing countries in Europe have declined to take part officially in the Centennial Exhibition, whereas many non-manufacturing states and countries will gladly avail themselves of the opportunity. This is all the better for Canada, who will enter the lists with countries whose produce and productions are more on a par with her own, although of a different nature, than those Russia, France, or Germany. It will open up trade to us in the South Western and Western States besides giving us a formal introduction personally to our future neighbors across the Pacific, the Chinese and Japanese. It is therefore an imperative duty devolving upon us to accept gracefully the invitation extended to us, and make suitable preparations to have ourselves represented, and well represented at the American Centennial.—*Toronto Merchantman*.

We hope our Maritime manufacturers will not fail to be represented at this exhibition, and it is time a move was made in the matter. Who will set the ball rolling?

The invention for making paper barrels was patented about six months ago, and there are two factories now working, one at Winona, Wis., and one at Decorah, Iowa, the latter turning out 1,900 barrels per day. Their strength is said to be greater by four times than wooden barrels and of only half the weight, costing 20 per cent. less.

An Injustice.

In our publisher's notices of last month's number, we inadvertently did the former manager of this paper an injustice by making it appear he had given us the names of persons as subscribers, who had not subscribed. We are sorry that we did not notice such an interpretation could be put upon the paragraph, which was hastily written as the paper was going to press. The whole error regarding subscribers occurred through a mistake on our own part and we take the first opportunity to place Mr. Jones right in the matter.

For St. John Prices Current see page 287.

WANTED.—The March (1874) number of the MARITIME TRADE REVIEW. Any person having this number will confer a favor, and be paid for his trouble by sending it to the office of Ira Cornwall, Jr., 23½ Prince Wm. St.

HOW TO MAKE SUPERIOR WORKMEN.—R. Hoe & Co., the famous manufacturers of New York whose printing presses are known everywhere employ 200 apprentices. These attend a night school in the building, where they are taught the most essential English branches and mechanical drawing. Thus thoroughly educated mechanics are turned out, and Hoe always has a good supply of superior workmen. Apprentices are selected with great care.—*Cincinnati Gazette*.

Established 1811.

Established 1811.

Printing, Bookbinding & Stationery.

H. CHUBB & Co.

Chubb's Corner, Prince William Street, St. John, N.B.

THE continued and liberal patronage accorded by the public to this Establishment for so long a period is a satisfactory proof that the efforts of the Proprietors have been appreciated.

We now call attention to the fact that we have recently made great improvements in our **PRINTING** and **BINDING** Department, thus enabling us to execute all kinds of work in our line with the greatest expedition, and in a style not to be excelled by any house in the Dominion.

Importing our own stock of Papers, Cardboard, &c. from the Manufacturers, and always having an immense variety on hand, we can offer to our customers decided advantages in regard to prices, which we can assure them will be as low as can be made—quality and excellence being considered.

Each branch of our Establishment is under the charge of trustworthy and skilful persons who have been in our employment for many years, and the whole business in all its details is personally superintended by the Proprietors—whose aim is to retain and increase the patronage now enjoyed by them of the **MERCANTILE & LEGAL COMMUNITY**, and who will endeavour, by the employment of courteous and obliging assistants, by liberality in their dealings, and by sparing themselves no trouble or expense, to merit that position and to guarantee to all customers the most perfect satisfaction.

.....FINE BOOK AND JOB PRINTING.....

.....BLANK BOOK MANUFACTORY.....

.....COMMERCIAL STATIONERY.....

LEGAL BLANK FORMS.

.....LAW STATIONERY.....

CUSTOM HOUSE FORMS.

.....SCHOOL STATIONERY.....

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THE
Maritime Trade Review,

ISSUED MONTHLY.

Subscription Price, . . . \$1.00 a year, Post-paid.

IRA CORNWALL, Jr.,
Publisher & Proprietor.

OFFICES - 23½ Prince Wm. St., cor. Market Square.
ST. JOHN, N. B.

Printed at the "Steam" Book and Job Printing Office
of H. CHUBB & Co., St. John.

This paper does not hold itself responsible for the opinions of its Correspondents. Its columns are open to the free discussion of trade matters from whichever point of view they may be regarded.

The Trade Review is published the 15th. of every month, and will be distributed by commercial list through the principal towns and cities of the Maritime Provinces. An issue of from three to five thousand copies will be mailed gratuitously every month but to receive the paper regularly, the Subscription rate will be ONE DOLLAR per annum. Merchants receiving this copy are therefore requested to forward their subscription to "The Trade Review" St. John, N. B. Remit by registered letter.

ST. JOHN, N. B., FEBRUARY, 1875.

About Some of our Acquaintances.

The copybooks long ago taught us that there are "many men of many minds," and our every day experience enforces the truth of the statement. — that is, if actions are to be taken as proof of mental states. Our neighbors are very different from each other in many respects, and we propose, for their own and others' benefit, to point out some of their differences.

There is one large class, to begin with, whose members steadfastly refuse to join in any movement that proposes to be undertaken for the public good. Either because they are too selfish to devote time and money to any object that aims at the good of the community — too mean to contribute to any object in whose benefits they will share even though they contribute nothing, — or because they have no faith in any such endeavors, they preserve their isolated position with a persistency that seems selfishly indifferent or sublimely superior to the public-spirited activity of others. Boards of Trade are organized with difficulty, kept up at some expense, attended at a considerable sacrifice of time, and exercise an important influence for good on trade legislation and otherwise; but the members of this class never give a dollar or lose an hour for their maintenance, although they share in the legislative benefits, and make use of the statistics and other useful information brought out in debate or embodied in reports of committees. When the action of the Board is contrary to their wishes, when it treads on their commercial or political corns, when it fails to accomplish all that these gentlemen think it should, when it is derided as useless, ridiculed as pretentious, or denounced as the tool of a clique, by the gentlemen who have done nothing to keep it in

the right path, increase its efficiency, or preserve its independence. These gentlemen seem to consider that they have an inalienable right to dictate the policy of such bodies, prescribe the objects which they shall consider, and grumble at their failures. It never seems to occur to them that, as they have not taken part in the support of such a body, they have nothing to say about its management, and no right to grumble at its delegates and committees. The assurance with which they come forward as critics, directors, prompters and denouncers of men whom they have refused to aid is simply marvellous. The attitude these gentlemen take up towards Stock Exchanges, hotel and railway projects, and other enterprises that promise as much good to the public as to the projectors, still further illustrates their peculiar method of shirking the burdens and sharing the benefits of public improvements. The members of this class are invisible when the hat or subscription paper is passing around, silent when they are reaping the benefits of others' enterprise, and very demonstrative when failure follows the disinterested labors in which they have refused to share.

We are inclined to scold the great majority of our neighbors for the manner in which they under-estimate and over-estimate men. It is too much the custom to value them in proportion to the amount of talking they do at public meetings, the frequency with which they get themselves put forward as representative men, and the amount of knowledge they profess to have on every subject that comes up for consideration. There could be no greater mistake than this, and it is a mistake for which the newspapers are largely responsible. Many of the most useful of our public-spirited citizens, many of those who are the most active in working for the advancement of schemes for the welfare of the community, are without the self-confidence and command of words that are necessary for addressing a public meeting. Most of the real work of Boards of Trade, Parliaments, Municipal Councils, and Industrial Associations, is not done publicly by the talkers, but privately by active and industrious committees, and yet the speeches made on the floor are reported at length in the newspapers while the labors of days and weeks are hardly noticed. The credit is given to the man who grasps the facts, arrays them in the most effective order, and presents them in flowing sentences, rather than to him who has worked weeks in gathering them. This is not right, and thoughtful people should not be misled in this way, valuing words more than deeds, an hour's talk more than a month's work, the facility with which facts are marshalled into an oration more than the industry and penetration with which the facts were brought to light. We have many quiet, hard working men in this commercial community who are always ready

to share in any good work, and never make speeches on any account, and we hope the public will value them at their real worth.

There are men in this community, including some of its most talented speakers and influential citizens, men with peculiar qualifications to do good in the capacity of members of the Local or Dominion Parliament, or as Mayor of the city, who are blamed by many for steadfastly declining to become candidates for public positions. If they made no use of their talents as speakers and writers, held aloof from public meetings and public enterprises, the blame would be deserved; but if we look into their conduct carefully, we may find that they are doing more good daily, in their capacity of private citizens, than they could do in office. The names of some men will recur to our readers, men whose talents are ever at the disposal of charitable societies, whose names are on every subscription paper that is handed around for religious or charitable objects or the promotion of enterprises such as the building of railways, hotels, etc., for the public benefit, and it will be easily seen that their capacity for good would be lessened by their acceptance of office. In office, or as candidates for office, their benevolence would be interpreted as corruption, their suavity as bids for votes, and their charitable views of religious and other opponents as sacrifices of principle to popularity. They do a great deal of disinterested work now, and will be missed more when they die than our officials and legislators, for we are sure of able successors for these, but can only hope for worthy successors of their kind.

Among the most useful men in this and every other community are those who are active in organizing companies for undertaking work that individuals are seldom ready to perform. These men risk a great deal, and their motives are often misconstrued. They have the courage to go ahead, generally after having examined the path to be trodden with much more caution and clear-sightedness than they are credited with, and the magnetic power of infusing some of their own spirit into others. In this way they secure combinations of capitalists that carry forward enterprises of the greatest good to the community, giving employment to a large number of men, earning profits for money that would have been idle, and developing natural wealth that would have lain dormant. Some of those who condemn these enterprising spirits regard them as reckless, and refuse to believe that it is ability and not luck that carries them over obstacles that appear insurmountable, while others recognize their force of character and business talents and are jealous of them.

Some men stick to their own business, never stepping aside to meddle with anything else and others find it agreeable and profitable to have several "irons in the fire." The former

if conscious of being master of the business in which they are engaged, and aware that they are not qualified for safely taking part in any other, are perfectly right in "sticking to their last," but they have no right to criticise others whose business tastes are more varied and whose abilities are more versatile. The men who furnish capital for developing mines, building ships, constructing railways, etc., are, as a rule, merchants and others who take money from their business for the purpose. If every one should stick closely to what these critics should determine to be his own business, there would be less business for the critics and everybody else.

Insurance Bummers.

We are sorry to see that carelessness in the appointment of Agents is not confined to any locality, and that it appears to run in the same groove everywhere. We do not complain of carelessness in the appointment of General Agents in these Provinces by Insurance Companies, but of General Agents in appointing solicitors. The fact is that there is so much competition now between Agents, both Fire and Life, that almost any person representing himself as a canvasser will be accepted and given a trial. A mere bummer often obtains an appointment and engagement for a long time by showing a fictitious list of the business he pretends to have done for his last employer, and a number of imaginary applications he has in prospect, and then keeps adding to the prospective business and prolonging his engagement as long as he can bleed the General Agent who is unfortunate enough to have employed him. Then he steps into another office, and tells all he knows that will flatter the opponents of his last employers, trumps up some story to account for his "resignation," and gets another dupes whom he bleeds with equal success. Each employer, either for fear of being laughed at for his foolishness, or for fear of detriment to his business, allows the matter to pass, and the bummer goes unmolested on his victim-making way.

But the day has now come when this species of robbery must be put a stop to. Every office, on engaging a man, should know his last employer, and make full inquiry concerning the applicant; and then and only then will justice be done, and competent and reliable men found to fill the responsible position of solicitors for Fire and Life business. Then the profession will be lifted to the position in these Provinces which it should occupy. These bummers, who would disgrace any fraternity, will be weeded out. Let there be, at once, a combination of employers, and let only reliable men be employed, and this systematic thieving will be put a stop to. The present system permits an Agent to leave a Company and join an opposition Company, and, on the

basis or pretence of information gained confidentially, run down the Company he lately represented, thereby disgusting the public by an exhibition of systematic lying that makes them look with contempt on the whole fraternity, and put them all on a par, so that it is quite impossible for an honorable Agent to approach them. The consequence is that many respectable men avoid the calling, and would do almost anything rather than be put on a par with these villains. What a galling thing it is for a General Agent to have a man come to him and talk as if he were on the last legs of distress, and, having failed to obtain any other means of earning a livelihood, is ready, as a last resort, to try canvassing for his Company! And who has he to thank for this but himself, in employing incompetent and irresponsible men?

The Insurance bummers will not stop at anything to gain a point for their own aggrandizement, and will make statements which cannot fail to be injurious to the business at large. For instance—overrating the salaries and commissions they receive, thus making the public believe that they are receiving compensation which any person of judgment knows they could not earn in any honest way. The great evils arising from tolerating this wretched lot of incompetent men are becoming more apparent every day. To give some of the statements made by some of them to obtain business when they find their competitors are too much for them in honest competition:—they state that an opposing Company has failed, or that it cannot pay twenty-five cents on the dollar, or that its expenses are outrageous, &c., &c. Thus, even if they do not succeed in securing the coveted risk themselves, they prevent its going into the competing Company, as very few of those they canvass take sufficient interest in the matter to investigate the statements. Inquirers for Insurance get so disgusted that they cannot be induced again to discuss the matter, and thus they are prevented from ever participating in the benefits of Insurance by the persons who are employed to advocate its interests.

Let there be concerted action among the employers at once, and let the profession be cleared of these rascals and lifted to the position it should occupy, and then and only then will the position of a General Agent be an enviable one.

Employers, in getting reports of solicitors from their late employers, may find an inclination to underrate those that have been discharged or have resigned, but in such cases they can use their own judgment equally as well as if they had not made the inquiry, and they are often enabled to find out the shortcomings of a man who may be made useful if kept in check.

Another trouble between employers is that

in their anxiety to secure the services of solicitors who are reported to be doing a successful business for another Company, they will, without satisfying themselves of the truth of the report, rush off and engage them at an advanced salary; and in many cases they find to their cost that they are not worth half the amount that has been given them.

We write in the interests of the many estimable solicitors there are among the fraternity in the Provinces, and we hope to see this class of men receive justice by being given advanced positions as the others are weeded out. We also hope to see the time when the motto of no Agent, as it seems to be now with too many, shall be—"I will injure my competitors all I can,"—and when every agent will do what is most for the interest of the business at large, combined, of course, with the reasonable advocacy of the Company he represents.

The following very sensible article from the *Coast Review* touches very pertinently upon some phases of our subject:

The *Insurance Chronicle*, of New York, has some good suggestions on the subject of appointing agents, and we give the *Chronicle's* remarks, that some of our own Underwriters on this coast may profit by the suggestions. There is no state in the Union where so little regard is paid to the appointment of agents, both Fire and Life, as in California. We do not make this assertion in way of a reflection on any particular company or General Agents. The *Chronicle* says:

The whole fraternity of underwriters are mutually interested in guarding against the evils inevitable to letting down their profession and its rules. All are alike sharers in the dangers and disrepute cast upon the guild by the practices of careless and over-zealous agents, more anxious to extend their list of premiums than to make careful and sure work. The insurance man, if he is worthy of his calling, possesses a vocation second to no other in the qualities it calls for in its followers. It is easy to rush from some falling or fallen occupation, of an entirely different nature, into the business of underwriting. It is not as difficult as we wish it were for men utterly without experience, to obtain a company or list of companies to represent.

We would not write a word to discourage new aspirants to the insurance business, but we do decry the danger and folly of the too current belief that "anybody may be an insurance man." It is a calling that makes large demands upon the best native qualities, aided by the best culture, and it is an insult to the craft to practically deny this, in the case with which its best results and highest rewards are given to new beginners. It is not safe for the community to allow an easy success to the novice in underwriting. There is no calling where extreme caution and arduous study will stand its possessor in better stead.

In default of this careful quest of the proper avenues to successful underwriting, too great recklessness prevails. Careless underwriting is too common. There is an insufficient study of risks when originally taken. There is too little watchfulness to see that the risk remains what the policy must remain by its very nature,—a fixed and certain quantity. On the contrary, in insurance equation,

there is too frequently found "an unknown quantity," representing the condition of the insured. This is a premium offered for rashness. This leads to arson and incendiary fires. This hazards the property of innocent parties. And this, too, strikes at the foundations of the prosperity of all reliable companies. It will not be easy to establish examinations and rules of admission to the underwriting fraternity. Its lists are open to all, but a very salutary check may be administered by the sound and reliable companies, if they are true to themselves and to one another, and carefully maintain the standards of their profession.

THE INTERNATIONAL CHAMBER OF COMMERCE.—The Chicago branch of the International Chamber of Commerce and Mississippi Valley Society of London, held a meeting recently in that city, at which resolutions urging the whole Western commercial, manufacturing, and farming community of the Valley to join the organization were passed, and the press of the West were urged to encourage and endorse the movement. This organization have a branch in Memphis, New Orleans and St. Louis in this country, and in London in England, whose objects are to develop the resources of the Mississippi Valley and to open new transportation routes; while on the part of England it commends itself to capitalists who are seeking safe investment for surplus capital.

The Dominion Telegraph Company have introduced a lower tariff for the transmission of night messages by adopting a special rate of fifteen cents for not exceeding ten words.

One of the chief exports of Egypt is cotton seed; the amount sent out of the country, mainly to England, having risen from 1,000 cwt. in 1860 to 3,490,050 in 1873.



SEE PAGE

274.

TO OUR ADVERTISING PATRONS.

As there are many people at a distance who would gladly introduce their business to the *Maritime Provinces*, but who have not any correspondents here, or any facilities for obtaining the necessary information to enable them to open a trade, we will *always* place our services at their disposal to advance their interests in any way in our power, either by attending to their business personally, or by placing it in the hands of thorough competent and reliable parties.

We would particularly invite the attention of all (who do not find any *business in their line advertised in the REVIEW*;) to the advantage they can gain by being first in the field, both as regards the paper and the territory. As our motto is *first come, first served*, we will give those who apply first our most special attention and (where it is merited) the strongest advocacy of our columns.

We only ask the reader to refer to publisher's notices with regard to circulation, &c., to convince him of the value of our medium.

We will not, under any circumstances, interfere with the interests of our advertisers, but always aim to advance their interests by putting all the business we can in their hands. We have facilities for placing Agencies or Commissions of all kinds in the hands of either our own Agents or others of the most undoubted character, and therefore will be pleased to receive communications on any subject varying from *Book and Newspaper Agencies, through all branches of machinery and marketable goods, to that of making ordinary collections*, and to extend to every part of the *Maritime Provinces*. At the same time guarantee satisfaction and reasonable terms.

TO OUR LOCAL PATRONS.

As the proprietor has had a very extensive experience in travelling throughout all parts of the Dominion, and has good connections at all points, he will be glad to give them any information within his power, or to advance their interests.

To our Subscribers.

We will always be pleased to have them call at our offices, and will render them all the information at our disposal. We would especially invite calls from country merchants when in town, and will notify them of any special bargains we may know of. We will always have a desk to place at the disposal of our customers to enable them to write letters, &c., while down town, and will attend to any of their commissions on reasonable terms.

Address.

IRA CORNWALL, Jr.,

Publisher and Proprietor "Maritime Trade Review,"

For 422 P. O. St. John, N. B.

OFFICES—23 Prince Wm. St., cor. Market Square.

Postal.

The following very pertinent remarks were recently addressed by a correspondent to one of the city papers and we most sincerely trust they will be acted upon. It only requires to be represented to the proper authorities and they cannot fail to see the utility of the measure. It will not only be a benefit to the general public, but will save the Post Office Department a large amount of trouble and expense. Will our representative kindly ventilate this matter.

"Now that the postal arrangements with United States have been concluded, would it not be well to go a little further and adopt the system of returning letters which has existed there for years, viz., returning a letter to the writer, if not called for within so many days, as specified on envelopes of all business men. The present rules in the Dominion require every letter not called for to be sent to the Dead Letter Office at Ottawa, and thence is returned to the owner after three months.

Now, I write an important letter to a person in the country; through some cause or other the letter is not called for, and I am left totally ignorant whether my letter has been received or not; and only after three months do I find my letter returned to me from Ottawa, with a fine of 6 cents to pay.

In the United States, if a letter is not called for within time specified by the sender on his envelope, the letter is at once returned to the writer without any extra charge. If your postal authorities would only accept this system, they would certainly confer a great benefit on all business men in the Dominion.

N. Y. Court of Arbitration.

ANOTHER DECISION THAT FREIGHT MUST BE COMPUTED ACCORDING TO TERMS OF BILL OF LADING.

Bush & Jerons against E. Pavenstedt & Co.

The plaintiffs, as owners of the steamship "Pleiades," W. Lee, master, which lately arrived at the Port of New York, from Yokohama, Japan, with a cargo of teas, claim of the defendants a difference of freight on 875 half chests consigned to them. The measurement of the chests, according to the bills of lading was 53 13-40 tons.

The plaintiffs claim freight on 61 25-100 tons, which they allege was the true measurement of the chests.

After hearing the testimony, Justice Fancher decides as follows:

"The stipulation of the parties contained in the charter party and the bills of lading appear in this case to be very explicit and there does not appear to have been any mistake or fraud sufficient to set aside such mutual stipulations of the parties."

"There must, therefore be an award that the plaintiffs are not entitled to recover any additional freight on the teas in question beyond the amount specified in the bills of lading."

The following directions are given for detecting counterfeit fifty cent notes now in circulation: On the counterfeit the lock of hair in the corner of Dexter's forehead touches the hair at each end, while in the genuine it is a "C" shaped lock, and touches only at the lower end.

Intercolonial Railway

WINTER ARRANGEMENT.

1874-5.

ON and after MONDAY next, the 14th Inst., Trains will run as follows:—

DAY EXPRESS TRAINS

will leave Halifax for St. John and St. John for Halifax at 8 a. m.

NIGHT EXPRESS TRAINS WITH PULLMAN SLEEPING CARS

attached, will leave Halifax for St. John at 4.45 p. m., and St. John for Halifax at 7.30 p. m., making close connections at St. John with the Steamers of the International Line, and Trains of the Consolidated European and North American Railway

PASSENGER ACCOMMODATION TRAINS

will leave Pictou for Truro at 3 p. m. Truro for Pictou at 10.45 a. m. St. John for Sussex at 4.45 p. m. Sussex for St. John at 7.25 a. m. Point DuChene for Painsce at 11.45 a. m., and 3.25 p. m. Painsce for Point DuChene at 12.35, and 4.20 p. m.

MIXED FREIGHT AND PASSENGER TRAINS

will leave Halifax for Truro and Pictou at 9.30 a. m., and Pictou for Halifax at 7.45 a. m. Truro for Painsce and Moncton at 7.00 a. m., and Moncton for Painsce and Truro at 7.00 a. m. Point DuChene for St. John at 8.15 a. m., and St. John for Point DuChene at 10.00 a. m.

FREIGHT TRAINS

will leave Truro for Halifax at 7.00 a. m., Halifax for Truro at 1.20 p. m. Moncton for St. John at 3.00 a. m., and St. John for Moncton at 12, noon.

For particulars and connections see small Time Tables, LEWIS CARVELL, General Superintendent.

Railway Office, Moncton, }
10th Dec., 1874. }

REMOVAL OF OFFICES & CHANGE OF AGENCY.

The Provincial Insurance Company

OF CANADA.

AN OLD ESTABLISHED AND POPULAR CANADIAN INSTITUTION.

CAPITAL, - - - \$500,000.

ANNUAL INCOME, - - - 250,000.

THE notice of Insurers is called to the liberal terms offered by this Company, which, NOT HAVING ENTERED INTO COMBINATION FOR THE RAISING OF RATES, is free to insure all kinds of Building, Merchandize and Stock, at rates proportioned strictly to risk and at moderate premiums.

Private Dwellings and Household Furniture, under the three years' Policies, may be insured for two years' premium.

Special arrangements for Farm Property,

HENRY H. REEVE, Agent,

17 Princess street, St. John, N. B.,

Opposite Ritchie's Building.

Prospects of Trade.

We publish extracts from various papers showing that we are not alone in our hopeful view of the prospects of trade in Canada as well as the United States for the coming season, and also some extracts showing the views of several papers regarding the wonderful progress the Dominion in general, and their locality in particular, has made since Confederation.

The expansion in the commerce in the Dominion since Confederation has been marked and striking and affords evidence not only of the great natural resources of the country but of their rapid development. The trade returns for the year ending 30th June last have not yet been laid before Parliament, but we have been put in possession of the totals of the year's transactions which show the value thereof to have been \$217,255,772. When it is recollected that our commerce during the first year of confederation only amounted to \$129,553,194, it will be seen at a glance how rapid and gratifying has been the expansion.

Some features of the trade 1873-4 vary from those of all other years since the Provinces were united, and are worthy of special attention. We will best understand these peculiarities by glancing at the relative value of imports and exports taken by each of the Provinces, which were as follows:—

	IMPORTS.	EXPORTS.
Ontario.....	\$48,757,220	\$25,679,169
Quebec.....	51,982,765	46,723,071
Nova Scotia.....	10,874,752	7,598,081
New Brunswick.....	10,320,391	6,245,867
Manitoba.....	1,472,220	797,762
Columbia.....	2,047,585	2,120,694
Prince Edward Island..	1,914,039	722,156

Totals.....\$127,368,972 \$89,886,800

The first point worthy of remark in connection with these statistics is, taking the total volume of trade (imports and exports added) there is falling off to the value of \$48,744 as compared to the previous year. The second is a decline of \$145,622 in our importations from abroad; and the third, that whilst imports fell off and the total value of the year's commerce declined, our exports increased by \$96,878.

Paradoxical as it may appear, we find much in our trade in 1873-4 as compared with 1872-3, to be gratified with. The total of our transactions slightly decreased, but the decline was natural and easily explained. The history of commerce everywhere proves that after several years of rapid expansion there is sure to come a lull, during which the nation seems to gather up its strength for a fresh bound forward. Such has been Canada's experience. During the four years immediately before 1873-4, our commerce expanded to the extent of \$89,427,565, and it was simply impossible that such an expansion could go on without check. We have great faith in the resources and future of the Dominion, but we could not continue without interruption to expand our commercial transactions with other countries at the rate of over twenty millions per annum.

We have, in the fact that our exports increased, proof of the healthy condition of our

THE SUN.

WEEKLY AND DAILY FOR 1875.

The approach of the Presidential election gives unusual importance to the events and developments of 1875. We shall endeavor to describe them fully, faithfully, and fearlessly.

THE WEEKLY SUN has now attained a circulation of over seventy thousand copies. Its readers are found in every State and Territory, and its quality is well known to the public. We shall not only endeavor to keep it fully up to the old standard, but to improve and add to its variety and power.

THE WEEKLY SUN will continue to be a thorough newspaper. All the news of the day will be found in it, condensed when unimportant, at full length when of moment, and always, we trust, treated in a clear, interesting and instructive manner.

It is our aim to make the WEEKLY SUN the best family newspaper in the world. It will be full of entertaining and appropriate reading of every sort, but will print nothing to offend the most scrupulous and delicate taste. It will always contain the most interesting stories and romances of the day, carefully selected and legibly printed.

The Agricultural Department is a prominent feature in the WEEKLY SUN, and its articles will always be found fresh and useful to the farmer.

The number of men independent in politics is increasing, and the WEEKLY SUN is their paper especially. It belongs to no party, and obeys no dictation, contending for principle, and for the election of the best men. It exposes the corruption that disgraces the country and threatens the overthrow of republican institutions. It has no fear of knaves, and seeks no favors from their supporters.

The markets of every kind and the fashions are regularly reported in its columns.

The price of the WEEKLY SUN is one dollar a year for a sheet of eight pages, and six columns. As this barely pays the expense of paper and printing, we are not able to make any discount or allow any premium to friends who may make special efforts to extend its circulation. Under the new law, which requires payment of postage in advance, one dollar a year, with twenty cents, the cost of prepaid postage, added, is the rate of subscription. It is not necessary to get up a club in order to have the WEEKLY SUN at this rate. Any one who sends one dollar and twenty cents will get the paper, post-paid, for a year. We have no travelling agents.

THE WEEKLY SUN.—Eight pages, fifty-six columns. Only \$1.20 a year, postage prepaid. No discounts from this rate.

The Daily Sun.—A large four-page newspaper of twenty-eight columns. Daily circulation over 120,000. All the news for 2 cents. Subscription, postage prepaid 35 cents a month, or \$3.50 a year. To clubs of 10 or over, a discount of 20 per cent.

Address: "THE SUN," New York City.

\$5 TO \$20 PER DAY.—Agents Wanted! All classes of working people, of either sex, young or old, make more money at work for us in their spare moments, or all the time, than at anything else. Particulars free. Post card to States costs but one cent. Address G. STINSON & CO., Portland, Maine.

I WANT LIVE AGENTS!

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WILL PAY

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ST. JOHN, N. B.

The Business I want you for will not interfere with Fire or Life Insurance Agencies or any other kind of business,

Excepting Only

ACCIDENT INSURANCE!

Opposition Agents in that line need not apply.

The Best Salesman.

An advertisement in THE MARITIME TRADE REVIEW is the best of all possible salesmen. It is a salesman who never sleeps, and is never weary; who goes after Business late and early; who accepts all Business Men in their Stores, the Scholar in his Study, the Lawyer in his Office; who can be in hundreds of places at once, and speak to thousands of persons, saying to each one the best thing in the best manner.

A good advertisement insures a business connection of the most permanent and independent basis, and it is in a certain sense a guarantee to the customer of fair and moderate prices. Experience has demonstrated that the dealer whose wares have obtained a public celebrity is not only enabled to sell, but is forced to sell, at reasonable rates, and to furnish a good article.

For Advertising Rates address the Publisher.

IRA CORNWALL, Jr.,

23½ Prince William Street,

ST. JOHN, N. B.

THE
LIVERPOOL & LONDON & GLOBE
Insurance Company.

FIRE AND LIFE!

Invested Funds, 1st January, 1873, : : : : \$19,838,765
 Deposited in Dominion Stocks, : : : : 150,063
 Other Investments in Dominion of Canada, : 268,927

FAIR RATES.

Prompt and Liberal Settlements.

Prospectuses and Forms of Proposal for Fire or Life
 Insurances furnished on application.

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QUEEN INSURANCE BUILDINGS, - LIVERPOOL
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Capital Ten Million Dollars.

Annual Income about, \$2,000,000
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Insurances effected on all descriptions of Property at
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Aggregate Assets Eighteen Million Dollars!

MONTEAL ASSURANCE COMPANY, Organ-
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 holders are one and a half million dollars.

New Brunswick Lloyd's. This Association
 offers as much security to shipowners as a Joint Stock
 Company of unlimited liability, for in addition to the
 undoubted guarantee of its members, its premium re-
 cepts are funded for the special protection of its
 policyholders. Aggregate wealth of its Members—
 Two and a half Million Dollars.
 Moderate lines taken, and liberal differences made for
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FIRE-RISKS taken for *The Imperial* of Lon-
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These FIRST-CLASS OFFICES solicit business at ade-
 quate rates, and take no Life Risks, being exclusively
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OFFICES—Market Square, St. John, N. B.

Losses promptly paid in full, as heretofore, without
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ROBERT MARSHALL,
 Broker and General Agent.

varied sources of production, and our import-
 ers, as well as the country generally, have no
 cause to regret that there was a decline in our
 importations. During the previous four years
 our purchases of foreign goods increased over
 \$60,000,000! The expansion in 1870 was
 nearly four, in 1871 nearly sixteen, in 1872
 nearly twenty-one, and in 1873 nearly \$20,
 000,000. The total value now is, as we have
 already seen, \$127,368,972. How our importers
 have been able to find money to pay for these
 enormous importations, without a great tight-
 ening of the money market is a matter of
 surprise, and evidences very clearly the gen-
 eral prosperity of all classes. But its quite
 evident that if our foreign purchases had
 continued without check to expand at the rate of
 from fifteen to twenty millions per annum,
 something like a crisis must ultimately have
 ensued. Under these circumstances we rejoice
 to know that our importations declined last
 year, believing as we do that this circumstance
 has tended to relieve the pressure for money
 which has already begun to be felt.

That our readers may fully understand how
 rapidly and steadily Canadian commerce has
 increased since Confederation, we append a
 statement of the total volume thereof during
 each year since that time:—

1868.....	\$129,553,194
1869.....	127,876,951
1870.....	144,811,093
1871.....	161,121,100
1872.....	190,348,779
1873.....	217,304,516
1874.....	217,255,772

This record is creditable to Canada as a coun-
 try and to Canadians as a people. Few countries

can boast of more rapid commercial develop-
 ment and this has taken place, it should be re-
 marked, at a time when our nearest and best
 market the United States, has been closed to
 our productions except on payment of heavy
 duties. Notwithstanding this, our trade ex-
 panded by \$16,934,142 in 1870, by the sum of
 \$16,309,907 in 1871, by no less than \$29,227,
 779 in 1872, and by \$26,955,727 in 1873.
 But for the dark cloud hanging over the lum-
 ber and timber trade, we have no doubt our
 commerce during 1873-4 would have been great-
 er than ever before attained. It may be said,
 therefore, with some degree of propriety, in
 regard to the commerce of last year, that the
 Dominion took time to breathe, preparatory to
 another bound forward in commercial develop-
 ment and substantial progress.—*Toronto
 Liberal.*

The N. Y. Merchant & Banker says:—

Without over-estimating the importance of
 isolated facts, one may safely say that the
 signs of business improvement, even at a pe-
 riod of the year when but little improvement
 is looked for, are multiplying. This is nota-
 bly the case in the eastern and middle
 States. The Boston Advertiser tells us that
 “the shoe manufacturers in Lynn are now in
 “full blast. Orders from the west and north-
 “west have come in, and those from the south
 “and southwest are just beginning to arrive.”
 The short-time movement and the reduction
 of wages in the mills and manufactories of
 Massachusetts have led to a more hopeful
 feeling in these great interests as to the fu-
 ture. With production materially reduced,
 at the same time that expenses have been cor-
 respondingly curtailed, it would be strange,
 indeed, if it were otherwise. The Providence

Press says: “There are some branches of
 “business in Rhode Island, not only active,
 “but more than ordinarily active.” Among
 these are included the manufacture of carpets
 and fire-arms. The Pittsburg iron men are
 beginning to talk as if things even with them
 were now on the mend. Besides which, it is
 worth while noticing that the Pennsylvania
 railroad shops at Altoona commenced working
 on Monday nine hours a day for six days each
 week. The past six months they have been
 working eight hours a day and five days in the
 week. At the West, the voice of the croaker
 is no longer heard in the land. The Chicago
 Railway Review says: “There is an active de-
 “mand for steel rails, and that the prospect of
 “a good spring business is excellent; in fact,
 “never better.” Not long since the convic-
 tion was expressed that, notwithstanding
 the dolorous reports of unprofitable business
 generally during the past twelvemonth, mer-
 chants, after all, would be surprised when they
 came to balance their accounts at the end of
 the year to see how much better off they were
 than they had been led or had led themselves
 to expect. We have now a corroboration of
 that belief in the case of the leading commer-
 cial and business centre of the great North-
 west. The total business of Chicago for 1874,
 in produce, wholesale, and manufactures, ex-
 cluding all second sales, according to the Tri-
 bune, was valued at \$630,000,000, against
 \$596,000,000 in 1873—a gain, despite of all
 things, including shrinkage of values, of \$43-
 000,000! In 1872 the business aggregated
 \$490,000,000, when values were inflated. The
 aggregate receipts of grain in 1874 were 95-
 208,000 bushels, against 98,935,413 bushels in
 1873; there being an increase in flour and

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 FOR COAL OR WOOD,
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 Furnace Work and Jobbing promptly attended to.

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 gravers and Die Sinks, Steel Stamp and Letter
 Cutters, Plain & Ornamental Engravers, No. 70 Germain
 Street (opposite Trinity Church), SAINT JOHN, N. B.
 Lever and Screw Presses, with Seals attached, for
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 Opposite Custom House,
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 Wholesale and Retail Dealer in
FLOUR, FISH, PORK
 —AND—
GROCERIES,
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 MANUFACTURER OF
OIL TANNED LARRIGANS,
 Men's, Women's, Misses' and Children's
BOOTS & SHOES,
 In Serge, Kid and Grain Leathers.
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BEEF. TEA.
PORK. SUGAR. COFFEE.
TOBACCO.
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TAYLOR'S DIAMOND COMBINED
WRITING & COPYING
BLACK INK,
 MADE from Pure NUTGALLS, writes a beautiful
 Blue, turn Jet Black by exposure to the light, and
 copies Jet Black at once. Try it.
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 FRESH and RELIABLE, sent by mail to any
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H. CHUBB & Co., Job Printers,

wheat, and a falling off in corn and oats. The receipts of butter, wool, hides, seeds, potatoes, coal, cotton, tobacco—all show a handsome increase. We are inclined to think that Chicago does not stand alone in these experiences, but that many communities, as well as many individuals, who were "talking blue" all last year, were simply following the force of the habit acquired by contagion at the time of the September panic, the year before, rather than giving utterance to their actual experiences. Of course, nothing that is here said is to be understood as questioning the unfavorable facts which continue to confront us as to the backward condition of many of the leading industries of the country. There is but little probability, in the prevailing temper of the public mind, that these will be overlooked in any event; and as the tendency is to lose sight of the "silver lining" in the chronic gazing on the black cloud of dead and gone September, it is but right to let it have a fair place in the foreground.

The Montreal Herald says:—
 Within the past few years the progress made by the Dominion of Canada is probably unexampled in the history of any of the British Colonies. The success which has attended the efforts of our people in almost all their operations is a remarkable instance of the triumph of enterprize, energy and perseverance over natural difficulties. Our neighbors across the line are proverbially an enterprising people, but Canadians whether by birth or adoption seem to be actuated by the same spirit, prompted to action by the same motives, and encouraged in their work by the same noble aspirations. Twenty-five years ago the total value of goods entered at the port of Montreal only amounted to a little over seven million dollars. Since that year the trade of Canada

has been steadily increasing. Our commercial relations with the different mercantile countries of the world have been gradually extending. Our shipping has seen so augmented that now Canada ranks fourth in the list of the great shipping powers of the world. The leading states of Europe send us a portion of their productions; China and Japan we are dependent on for our tea, Africa is made to contribute to our tropical produce, South America and the West India Islands send us their sugar, molasses, fruit, etc., while our business connection with the neighboring republic is annually assuming larger proportions. The following statement will show the imports at Montreal, and the countries whence imported, during the year ending 30th June, 1874:—

Countries whence Imported.	Amount of Duties.	Value entered.
Great Britain.....	\$2,578,615	\$27,961,720
United States.....	1,064,199	9,450,983
France.....	507,576	1,521,007
Germany.....	170,905	667,575
Belgium.....	37,236	235,034
Switzerland.....	19,691	132,772
Spain.....	77,754	323,695
Portugal.....	17,204	64,297
Italy.....	2,050	16,705
Sicily.....	5,511	13,716
Austria.....	4	300
Denmark.....	—	8
Prussia.....	16	136
Asia.....	198	1,115
Africa.....	148	980
Greece.....	3,270	15,458
Holland.....	122,313	120,632
China.....	9,697	675,300
Japan.....	11,227	296,144
Venezuela.....	—	13,170
Brazil.....	134,111	439,316
Java.....	101	906
Spanish West Indies.....	192,772	522,229
Dutch West Indies.....	—	7,908
Dutch East Indies.....	53	7,704
British East Indies.....	—	203,465
British West Indies.....	162,597	357,112
B. N. A. Provinces.....	19,025	393,159
Total.....	\$5,485,901	\$41,340,956

NEW FURNITURE WAREHOUSES,
Golden Ball Corner.

S. H. LASKEY,

Manufacturer and dealer in all kinds of

Parlor, Dining, Bedroom and Kitchen
FURNITURE.

An inspection solicited.

GOLDEN BALL CORNER,

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Sign of the Golden Faucet.

UNION STREET

Plumbing and Gas Fitting

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Water and Gas Fittings constantly on hand. Orders respectfully solicited and promptly attended to.

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Produce Commission Merchant,

AND DEALER IN

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Mill Street, St. JOHN, N. B.

JOHN B. PORTER,
Plumber, Gas Fitter, Stove Dealer,

—AND—
TINSMITH,

No. 108 Union Street, St. John, N. B.

Furnace Work neatly fitted up, and orders punctually attended to. Stoves and Tin Ware sold cheaper than any house in the trade.

W. C. MORISSEY,
Funeral & Furnishing Undertaker.

WAREHOUSE, 66 CHARLOTTE ST.; Residence Waterloo Street, 2 doors north of Castle street. Rosewood, Walnut and Covered Coffins, Grave Cloths, Coffin Mountings, &c., at lowest prices. Orders in town and country promptly executed by day and night.

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Agents for the sale of all kinds of Country Produce. All Consignments promptly attended to.

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SELLS largely from Samples. Orders for purchase of Agricultural Products promptly filled. Consignments and Correspondence solicited.

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Nearly opposite Country Market, SAINT JOHN, N. B.

References.—A. L. Palmer, Esq., M. F., St. John; John Pickard, Esq., M. F., Fredericton; Messrs. Blakelee & Whitneot, St. John; X. Parry, Esq., St. John.

Consignments Solicited. Notaras Prompt. Great inducements offered to Agents.

GRIFFIN BROTHERS,

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AND DEALERS IN

FRESH, SMOKED, DRY, AND PICKLED FISH,
SOUTH MARKET WHARF,

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ANILINE DYES IN PACKETS.

J. CHALONER, originator, in the following Colors: Roseine, Ponceau, Pink, Scarlet, Violet, Purple (red and blue shades), Mauve, Yellow, (light and deep), Blue, Green, Brown, Maroon.
Flower and Vegetable Seeds in Packets. Wholesale and Retail.

J. CHALONER, Chemist and Druggist,

Cor. King and Germain Streets,

St. John, N. B.

The following were the exports during the same period:

Countries whither Exported.	Value including costs and charges.
United Kingdom.....	\$22,149,396
United States.....	2,102,161
Newfoundland.....	1,581,000
St. Peter's.....	62,304
France.....	92,054
Belgium.....	132,232
Cuba.....	4,275
South America.....	510,427
Total.....	\$25,639,839

The following table will show the value of imports at Montreal during the following years:

Year.	Value of exports.	Year.	Value of exports.
1850.....	\$7,174,732	1870.....	\$31,524,861
1855.....	12,372,684	1871.....	31,504,334
1860.....	15,479,453	1872.....	45,635,016
1865.....	5,301,181	1873.....	40,714,176

The following was the value of the exports during the years named:

Year.	Value of exports.	Year.	Value of imports.
1850.....	\$1,744,722	1870.....	\$19,027,153
1855.....	7,810,824	1871.....	19,133,519
1860.....	6,020,715	1872.....	17,031,771
1865.....	5,301,184	1873.....	23,927,603

The above statements are full of interest and show a remarkable increase in the trade of the country during the past twenty-five years. Our trade with some countries, and especially the West India Islands, is on a very limited scale compared to what it ought to be and doubtless what it will be when the necessary facilities are provided for the transaction of business.

In reviewing the present business outlook, the *Financial Chronicle*, institutes a comparison between the monetary situation a year

since, and now, and finds much encouragement in the contrast. For twelve months the country has been practicing economy, and with a check of business has come an accumulation of savings. These savings are capital, and capital cannot long lie idle without setting the wheels of industry in motion. When the reservoir is at its level it will again overflow, and that time, the *Chronicle* thinks is now quite near at hand.

Epitome of Commercial Events.

Owing to our limited space, and the long period between our issues, we cannot give that complete digest of the news we could wish. Our readers must therefore bear patiently with our shortcomings until we can greet them more frequently than monthly.

That Reciprocity Treaty.—To the infinite relief of the majority of Canadians and our American neighbors, the Reciprocity Treaty was thrown out by the Senate of the United States, and is a thing of the past. We, however, cannot refrain from referring to it in order to show our opinion of the reasons for its non-acceptance have not changed.

Several days previous to its being finally disposed of we spoke of its probable fate, and gave a strong array of evidence to show that manufacturing and other strong interests in the United States were working to prevent its becoming law, not because they feared the

competition of similiar interests in Canada, but those of England. There are a few Canadian papers who wishing to make political capital out of the Treaty still argue it was rejected on account of its measures favoring Canada, or that the political position in the United States has thrown it aside only for the present. But the majority of the press have now come round to our way of thinking, and would have their readers believe they never thought otherwise. It is very well for the uninitiated, but decidedly amusing to those behind the scenes to read in the columns of papers, who never even mooted the possibility of such an event, let alone advance any arguments to show its probability, "They never for a moment doubted that this would be its fate." For our part we have no possible interest in its political aspect, and, therefore, only join our voice with the rejoicers at its death.

Dominion Board of Trade.—This Body met at Ottawa during January. Altogether it was not a very largely attended or important meeting. Much valuable time was lost in discussing the Reciprocity Treaty, and the Board decided against it without giving us any new arguments for or against it. The annual report of the Executive Committee refers to several items of interest. Speaking of Plimsoil's bill relating to shipping, they have addressed a memorial to the Government praying that His Excellency in Council "may, in

Safe Testimonial.--What the Leading People of Fredericton say about R. Flaherty & Co.'s Celebrated Fire-proof Safes.

The undersigned having witnessed the action of a Safe of the make of Messrs. ROBERT FLAHERTY & CO., Safe Manufacturers, of St. John, N. B., do hereby testify that the said Safe was in the City Hall Building, burned on the 25th instant, and fell into the lower part of the building, remaining amid the burning materials for the space of (44) forty-four hours, or from Monday Evening, at 7 till 3 p. m. on Wednesday following, when all the contents were taken therefrom in a complete state of preservation, not being scorched or burned in the slightest degree. We have no hesitation in recommending the Safes made by Messrs. R. FLAHERTY & CO., as being in every particular a complete and thorough FIRE-PROOF SAFE, and do consider this test one of unparalleled severity. Signed.

E. L. Wetmore, Mayor; George F. Gregory, Barrister and Ex-Mayor; A. F. Street, Collector of Customs; Thomas H. Hogg, Proprietor and Editor Reporter; W. H. Robinson & Sons, Merchants; M. Colter & Sons, Merchants; McDonald & Keddy, Merchants; Dever Brothers, Merchants; Thomas Logan, Merchant; P. McPeake, Merchant; W. Wheeler, Merchant; J. Myhrall, Merchant; Thomas G. Hatheway, Merchant; T. G. O'Connor, Merchant; G. T. Whelpley, Merchant; A. Burchill, Merchant; John Owens, Merchant; J. H. F. Randolph, Merchant; David Hatt, Merchant; John Richards, Insurance, &c.; Thomas Barker, Barker House; Beckwith & Seeley, Barristers; G. Fred. Fisher, Barrister; C. H. B. Fisher, Barrister; H. A. Cropley, Stationer and Bookseller; M. S. Hall, Stationer and Bookseller; James L. Beverly, Stationer and Bookseller; McCausland, Upham & Co., Leather Manufacturers; G. H. Simmons & Co. Leather Manufacturers; McFarlane, Arlerson & Thomson, Machinists; John Hodge, Master Builder; John Edgcombe & Sons, Carriage Builders; D. McCatherin; F. McPeake; John Babbitt, Watchmaker and Jeweller; Charles J. Davis, Druggist.

Safes on hand at Wareroom, No. 98 Prince Wm. Street, opposite Bank of New Brunswick.

Fredericton, N. B., Jan. 29, 1870.

R. FLAHERTY & CO., Safe Manufacturers, St. John, N. B.

"view of the fact that legislation will be proposed in the Parliament of Great Britain, consequent upon the report of the Royal Commission recently held in London, adopt such measures as the Government in its wisdom may deem necessary to prevent such legislation from prejudicially affecting the tonnage of the Dominion of Canada."

On the subject of Canal enlargement, the report refers to the circular issued by Mr. Page, asking information on the subject of the cost of grain transport, and whether the interests of commerce would warrant an expenditure of ten millions additional, in making the canals between Prescott and Montreal, of the same dimensions as the Welland Canal, and gives the answer of the Council in which the enlargement of all the canals is strongly recommended: and also to the fact that notice has been given the newspapers of an intention to advertise for tenders early in the present year for the construction of the Baie Verte Canal. Mention is made of the reciprocal arrangements entered into for the coasting trade with the following countries:—Italy, Germany, the Netherlands, Norway, Sweden, and Brazil.

The text is given of the memorial presented to Her Majesty, through the Honorable the Secretary of State, in accordance with the resolution passed at the semi-annual meeting against the continued taxation of Canadian ships in Britain for the support of lights and buoys, showing that all lights and buoys throughout the Dominion are supported solely by Dominion funds, and are free to ships of all nations.

A letter addressed from the Secretary to the Minister of Marine and Fisheries, written by instructions of the Board at its semi-annual meeting, pointing out that the punishment of pilots is practically impossible under

the 71st clause of the Pilotage Act, is given, together with the answers of the Deputy Minister. The latter states that previous to the receipt of the Secretary's letter, the subject had engaged the attention of the Department, and the Department of Justice had been consulted as to whether the 71st clause of the Act had deprived the Trinity House of its jurisdiction in the cases referred to. In the opinion both of the Minister of Justice, and the Minister of Marine and Fisheries, the punishment of pilots by suspension of their certificates had not been taken away from the pilotage authorities mentioned in the Act. It is stated that the subject is still under the consideration of the Department, and will receive immediate attention.

A letter addressed by the Secretary to the Minister of Finance on the subject of the inaccuracy of official statistics, of imports and exports, and the delay and incorrectness in the monthly bank statements is given, with the reply of the Minister to the effect that "several of the subjects referred to are now receiving the consideration of the Government."

The President in his address referred to the injurious effect of depositing the large sums that are frequently in the Government hands in the Banks. He stated very truly that it was only a temporary inflation, and being liable at any time to be withdrawn, it might cause very serious embarrassment, as the Banks were of course paying interest for it, and were forced into investments in order to make it profitable. A vote was passed that the question of constituting a Department of Commerce, to be presided over by a Cabinet Minister, be urged upon the attention of the Dominion Government.

We are exceedingly pleased to find the matter of Courts of Arbitration came up, and the

**Canadian Pacific Railway.**

Tenders for Grading—Fort William to Shebandowan.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender Pacific Railway," will be received up to noon of SATURDAY, the 27th of February next, for the Bridging and Grading required on that Section of the Pacific Railway, extending from the Town plot of Fort William, near Thunder Bay, Lake Superior, to Lake Shebandowan, about 45 miles in length.

For plans, specification, approximate quantities, forms of tender and other information, apply at the office of the Engineer in Chief, Ottawa.

Plans and specifications for that part of the line between Lake of the Woods and Red River, will be ready in the course of two or three weeks.

By Order,

F. BRAUN,

Secretary.

Dept. of Public Works, }
Ottawa, Jan. 16, 1875. }

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Hardware and Commission Agency,

HALIFAX, N. S. (Box 176.)

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Rip & Cross-cut Circular Saws,

FRAMED BILLET WEBS AND CROSS-CUT SAWS,

all sizes, always on hand.

Also In Stock:

Smiths' Bellows, 26 to 40 in.

IMPROVED PORTABLE FORGES.

To arrive:

300 Barrel Best LINSEED OIL, Raw and Boiled.

TRADE SUP. LIED ONLY.

Send for Price List.

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SHARES, \$100 EACH.

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Office, - Ritchie's Building, Princess Street.

views expressed were generally in accord with our article on this subject. The Dominion Board decided that the question of establishing Tribunals of Commerce or Arbitration Courts be brought under the special notice of the Hon. Minister of Justice, with a view to the introduction of a measure during the next session of the Dominion Parliament to provide for the summary settlement of commercial disputes and differences.

The debate which ensued on this resolution showed that the mercantile community felt that it would be a great boon to them if commercial disputes were left to an arbitration of merchants for settlement, instead of being submitted to the litigation of the courts. In many cases of mercantile disputes, after having been taken into court and a great deal of time and money lost on them, had finally to be settled by arbitration. Under the proposed system, trade transactions where there would be no written contracts would be settled according to the customs of trade.

The exorbitant charges of Express Companies and high rates of Telegraph Companies were discussed severely.

The following Officers were elected for the ensuing year:

PRESIDENT:

Mr. C. H. Fairweather, New Brunswick.

VICE-PRESIDENTS:

Quebec—Mr. Robertson, Montreal.
Ontario—Mr. A. Brown, Hamilton.
New Brunswick—Mr. R. Marshall, King's Co.
Nova Scotia—Hon. Mr. Stairs, Halifax.
Prince Edward Island—Hon. Mr. Howland.

EXECUTIVE COUNCIL FOR 1875.

Mr. Darling, Montreal	Mr. Sheriff Harding, St. John.
" Fry, Quebec.	" Howland, Toronto.
" Pennock, Ottawa	" Joseph, Quebec.
" McLennan, Montreal.	" Cunningham, Kingston.

Manufacturers' Association.—A large meeting of manufacturers was held in St. John during the month and decided the following questions:—

That the present Freight Tariff of the Intercolonial R. R. is too high, and injurious to business along the line.

That a Manufacturers' and Mechanics' Exhibition should be held in this City this coming Autumn.

That a General Exhibition for the Maritime Provinces should be held in 1876.

That the Reciprocity Treaty (as proposed now) would be injurious to their business and is not wanted.

Mr. W. E. Everett read some very interesting notes relating to the progress of our manufacturing interests, (while opposing the Reciprocity Treaty,) from which we make the following extract:

"That the Maritime Provinces are bound to become great manufacturing centres. St. John City and County now has 614 factories giving employment to 2,513 persons, paying out \$3,318,874 in wages per annum, and having \$7,708,000 capital invested. Manufactures had doubled in five years."

Postal.—The reciprocal postal arrangements relating to letters, postal cards, etc., passing between Canada and the United States came into effect on the first of February. The particulars were published in our last number and in addition to those an arrangement has been made to cover samples of goods, the particular will be found in our advertising columns.

Dominion Parliament.—The second session of the third Parliament of Canada opened on the fourth of this month. There was very little of commercial importance foreshadowed in the Governor-General's speech.—The most important relating to the probable formation of a Supreme Court. Referring to the state of commerce he says:

"I am happy to believe that, notwithstanding the general and widespread commercial depression which has prevailed over the continent, the trade of Canada is sound; that the contraction we have experienced in some branches of industry for the past year has not been greater than might naturally have been anticipated."

No questions affecting commerce have yet come up for discussion as the whole time of the house has been taken up with settling political disputes, and other matters. The Trade and Navigation returns which were laid before the House show that the total exports for the year ending 30th of June last amounted to \$89,351,928, and the total imports for the same

SCOTTISH IMPERIAL Fire Insurance Co.

Capital - £1,000,000 Sterling.

FIRE INSURANCE effected upon almost every description of property, and at moderate rates of premium. Prompt and liberal settlement of losses.

W. O. PERLEY, Agent.

OFFICES: Corner Canterbury and Church Streets.

R. HERBERT GREEN,

Engraver and Copper-Plate Printer;

81 Germain Street, nearly opposite Academy of Music.

COPPER-PLATE ENGRAVING

For Wedding, Visiting and Business Cards, &c., beautifully and artistically executed.

Household Plate, Jewellery, articles in Ivory, marked with letters; Fancy Monograms or Family Crests at moderate charges; Stencil Cutting of every description done in first-class style.

W. H. PATERSON,

HAS REMOVED HIS

Clock, Watch and Jewelry

WAREHOUSE

No. 50 KING STREET,

(Directly opposite Everett & Butlers')

ST. JOHN, N. B.

GENERAL AGENT FOR

GARDNER'S

Celebrated

SEWING MACHINES.



Every year increases the popularity of this valuable Hair Preparation; which is due to merit alone. We can assure our old patrons that it is kept fully up to its high standard; and it is the only reliable and perfected preparation for restoring GRAY OR FADED HAIR to its youthful color, making it soft, lustrous, and silken. The scalp, by its use, becomes white and clean. It removes all eruptions and dandruff, and, by its tonic properties, prevents the hair from falling out, as it stimulates and nourishes the hair-glands. By its use, the hair grows thicker and stronger. In baldness, it restores the capillary glands to their normal vigor, and will create a new growth, except in extreme old age. It is the most economical HAIR DRESSING ever used, as it requires fewer applications, and gives the hair a splendid, glossy appearance. A. A. Hayes, M.D., State Assayer of Massachusetts, says, "The constituents are pure, and carefully selected for excellent quality; and I consider it the BEST PREPARATION for its intended purposes." Sold by all Druggists, and Dealers in Medicines. Price One Dollar.

Buckingham's Dye.

FOR THE WHISKERS.

As our Renewer in many cases requires too long a time, and too much care, to restore gray or faded Whiskers, we have prepared this dye, in one preparation; which will quickly and effectually accomplish this result. It is easily applied, and produces a color which will neither rub nor wash off. Sold by all Druggists. Price Fifty Cents.

Manufactured by R. P. HALL & CO.,
NASHUA, N. H.

H. L. SPENCER,

Medical Warehouse,

20 NELSON STREET,

SAINT JOHN, N. B.

H. CHUBB & CO.,

Printers, Bookbinders and Stationers.

Prince Wm. street, St. John.

period to \$128,213,582, or a total volume of trade amounting to \$217,565,510.

Taking the four older Provinces for comparison the figures show a decrease of imports as compared with the previous year of \$2,480,476, and a decrease of exports amounting to \$2,039,079. The decrease of the imports is not at all to be regretted and is rather the sign of a healthy caution than of a loss of prosperity. The decrease in the exports is, of course to be regretted, but it is not serious in amount and need cause no alarm. It is probably to be accounted for by the prevailing dullness of business in the United States.

The Inland Revenue returns show that the total revenue accrued during the year was \$6,589,848, against \$5,431,255 for the previous year, or an increase of 21½ per cent. This increase, as compared with 1872-3, has occurred as follows: Upon excise, \$1,099,388; revenue Public Works \$35,322; culling timber, \$16,146; bill stamps, \$7,737. The increased excise revenue is made up as follows: Upon spirits, \$678,224; tobacco, \$327,714; petroleum, \$36,663; manufactures in bond, \$6,226; seizures, \$1,240. There is a small increase on malt liquor and other articles, amounting to \$10,679. This very considerable increase is mainly due to two causes; first the additional rate of duty on spirits and tobacco, imposed by the act of last session and which was in operation for ten weeks of the fiscal year: and secondly to the withdrawal from bond of large quantities of excisable goods in anticipation of the advance on the then existing tariff. A small part of the increase is also probably due to a growing population and larger demand for this class of goods, but the additional revenue derived from this source would not be considerable and be most probably included in the second of the above causes.

Banking Matters.—Arrangement for amal-

gamation has been arrived at between the Provisional Directors of the Imperial Bank of Canada, located at Toronto, Ont., and the Directors of the Niagara District Bank, of St. Catharines, Ont., to be carried into effect as soon as the conditions of the arrangements have been complied with, and the necessary legislation (which has already been applied for) obtained. It is rumored that the Maritime Bank of this city is about to amalgamate with the Merchants Bank of Montreal.

Duties on Tea.—A deputation of merchants interested in the Tea Trade waited upon the Minister of Finance to urge on the Government the necessity of imposing a ten per cent. duty on all Teas imported into Canada from the United States. However it is exceedingly creditable to the Government to say that they did not see the force of favoring monopoly where it would be so manifestly at the expense of the consumers. Their plea was to protect a direct trade with China.

Valuable Publications.

We will from time to time publish a list of publications which we can recommend to our readers.

THE MERCHANT AND BANKER—a weekly edition of the *New York Bulletin*—is an epitome of commercial matters that should be in the hands of all those whom its name implies it is intended for. Its articles on all subjects it handles are well written and it is admittedly an authority on commercial and financial matters.

THE COAST REVIEW.—This monthly published by J. G. Edwards at San Francisco at \$2.50 a year, is worth double the price. It is devoted to Insurance, Mining, and Metallurgy, Finance and Trade, and is an authority on all these matters. Like all our Pacific contempo-

THE CITIZENS' INSURANCE CO. OF CANADA.

LIFE & ACCIDENT!

HEAD OFFICE, - - - MONTREAL, P. Q.

Manager Life and Accident Department:—EDWARD STARK.

IRA CORNWALL, JR.,

Manager for New Brunswick, Prince Edward Island and Newfoundland.

OFFICE:—23½ PRINCE WM. STREET, (Corner Market Square), - - - - - ST. JOHN, N. B.

SPECIAL NOTICE.

Fire or Life Insurance and other Agents can always make a handsome addition to their income, by having an Agency for a good ACCIDENT COMPANY, without interfering with their other business. Both Local and Travelling Agents will always be allowed the most liberal commission. Full particulars can be obtained by addressing Box 422, P. O., St. John, or by applying at the St. John Office, as above.

aries it is fond of mirth, and publishes some specily written humorous pieces.

THE SCIENTIFIC AMERICAN.—Messrs. Munn & Co. still keep this paper at the head of the list of industrial papers, and it is always useful and interesting.

THE AMERICAN MANUFACTURER AND IRON WORLD.—In an advertisement of this paper which appeared in our last number by some error the place of publication was left out. It is published at Pittsburg, and is a most invaluable paper for manufacturers and dealers in iron.

THE WALL STREET JOURNAL.—As its name implies this paper is issued from the great centre of the Stock Exchange business, and is devoted to Finance, Banks, Railroads, Mines and Insurance, and is an ably conducted journal.

THE STOVE AND TIN TRADE JOURNAL.—This Journal, devoted to the interests of those in the trade, should be in the hands of all interested. It is published in New York, at \$2 per annum.

THE AMERICAN MILLER.—A monthly publication, devoted to the interest of milling business generally. It is issued by the American Miller Publishing Co. at Chicago, Ill., and contains some most valuable articles and selections on topics in their line.

THE SHOE AND LEATHER RECORD, published at Boston, is an invaluable publication to those interested in that line.

THE AMERICAN EXCHANGE AND REVIEW,—published monthly at \$1.50 per annum, (mailing edition,) a Journal of general literature, is interesting to every one, and is a marvel of cheapness, and most ably edited.

THE WASHINGTON LAW REPORTER.—To the legal profession this Journal cannot fail to

be valuable. The subscription price is \$5.00 per annum.

THE HERALD.—An Insurance paper, published at Chicago, is the organ of the Insurance interests of that section, and it looks well after them. It is, as it says, light, newsy and independent. Every Insurance Agent who wants to keep posted, should have it. Send \$2.50 currency to Geo. J. Yeager, Chicago, and he will send you the *Herald* for a year.

THE CHRONICLE, one of the leading New York Insurance papers, is well edited, and a valuable aid to Agents. Its typographical appearance is very creditable. Subscription price \$3.00 per annum, and should be in the hands of every Agent.

To all interested in the Shipping and Commerce, South, we can recommend the **BALTIMORE TRADE REVIEW.**

CHURCH HERALD.—To those interested in English Church matters it will be of interest to know that the *Church Herald* has amalgamated with the *New York Church Chronicle*, and is now issued in an enlarged form. Subscriptions can be sent as usual to the *Herald* Office, Toronto.

MARITIME MONTHLY.—This very creditable periodical makes its usual display of good things in the literary line in its February number, and we regret to see it is necessary for so deserving a publication to require to make a strong appeal for public support. Send in your subscriptions and advertisements and give the publishers a helping hand to keep up a publication that is a credit to the Dominion.

Advertisements of the following appeared in our January number and speak for themselves:

The Wine and Fruit Reporter.
Secard's Coal Trade Journal.
The Coal and Iron Record.
The New York Shipping Gazette.
The Scientific American.
The Baltimore Journal of Commerce.

THE "LUMBERMAN'S GAZETTE."—This paper, published at Bay City, Michigan, U. S., should be in the hands of every person interested in the Lumber manufacture and Trade. The information it contains is most invaluable and as its subscription is placed at the low rate of \$3.00 per annum, every person should have it. We will refer to it more fully again.

THE PUBLISHER'S INDEX is the title of a monthly sheet published in this city by Mr. McLeod. It is devoted entirely to the interests of publishers, canvassers and dealers in such goods as are generally sold through canvassers. Its circulation is gratuitous (post paid) and it finds its way into the hands of all canvassers in the Maritime Provinces. As an advertising medium in its particular line it has no superior. For sample copies, terms, etc., address M. McLeod, 51 Prince Wm. St., St. John, N. B.

PETERSON'S CHEAP EDITION FOR THE MILLION OF THE WAVERLY NOVELS.—T. B. Peterson & Brothers, 306 Chestnut St., Philadelphia, publish this day **IVANHOE**, by Sir Walter Scott, being the first volume of an entire new edition of the *Waverly Novels*, now in course of publication by them, to be entitled "*Peterson's Cheap Edition for the Million of the Waverly Novels.*" Each book will be printed from plain, clear type, double column, and each work will be issued complete in one large octavo volume, with a *New Illustrated Cover on each book*, and be completed in twenty-six volumes, at Twenty-five cents each, or Five dollar, for the complete set, and single volumes or complete sets will be sent post-paid everywhere on receipt of price by the publishers. This will be the Cheapest as well as the Only Complete Edition of the *Waverly Novels* published in this country, as it will contain all the Author's Notes, as well as his last corrections and additions. The volume now ready, "*Ivanhoe*," contains a Portrait of Sir Walter Scott, engraved on steel from Newton's Original Picture, painted at Abbotsford, being the last portrait Scott sat for, which of itself is worth the price of the volume.

MUTUAL LIFE ASSOCIATION OF CANADA.

HEAD OFFICE, . . . HAMILTON, ONT.

*President, JAS. TURNER, Esq. Vice-President, A. T. WOOD, Esq., M. P.
Actuary and Manager, WM. POWIS,*

Deposited at Ottawa for benefit of Policy-Holders: \$52,788.00.

THE ONLY PURELY MUTUAL CANADIAN LIFE COMPANY.

IRA CORNWALL, Jr., Manager for Maritime Provinces.

23½ Prince Wm. Street, (cor. Market Square,) St. John, N. B.

Commercial Decisions.

Owing to pressure of other matter we are forced to hold over our usual instalment of Commercial Decisions. The following remarks apply to those in our last issue.

1st. Question of liability of a retiring member of a firm.

The answer of *Ed. Journal of Commerce* applies equally to the Dominion.

2d. Referring to rights of an agent.

The answer given also applies here. The contract's would be the only ground for an action.

3d. Question as to liability of deceased partners estate.

Canadian ruling same as given by *Journal of Commerce*.

4th. Referring to post dated check.

Answer given applies equally here, excepting we think it undoubtedly should be presented for acceptance although the Bank usages may not require it. The reference to this matter in our December number is in accord with this.

5th. Referring to wharfage and lumber.

Decision undoubtedly applies here.

6th. Necessity of protesting a draft.

Reply correct and according to Canadian law it is absolutely necessary to protest it.

7th. Neglect of proper weighing, etc.

Law would decide against the person so receiving goods in a case of this kind unless good cause could be shown for the neglect.

8th. Borrowing money on Storage Receipts.

We agree with opinion of Editor of *Journal of Commerce*.

**CUSTOMS DEPARTMENT,
Ottawa, Feb., 6th, 1875.**

AUTHORIZED discount on American Invoices until further notice, 12 per cent.

J. JOHNSON,
Commissioner of Customs.

Oil Matters.

Dealers and importers of coal oils will do well to note the following facts and govern themselves accordingly. A dispatch from Ottawa states

"A large quantity of American oil was seized on Saturday by the Collector of Inland Revenue here. It seems that the oil should be tested to 110 degrees of heat without exploding, and that large quantities of American oil exploding at 86 degrees of heat, have been introduced in the Dominion, enabling the Yankee traders to undersell the Canadian producers."

A few days after this the Inland Revenue Department found it necessary to issue the following circular:

Whereas it has been represented that large importations of Coal Oils are continually taking place at various ports in the Dominion, samples of which will not stand the fire test required by the Inland Revenue Act, 1868, and amendments thereto; also that large importations of certain products of Petroleum, such as Gasoline, Benzine, and Benzole are being made, such articles being very explosive and dangerous at a very low temperature.

His Excellency, on the recommendation of the Honorable the Minister of Customs, and under the provisions of the 17th section of the Act passed in the session of the Parliament of Canada, held in the 31st year of Her Majesty's reign, chaptered 50 and intitled: "An Act to increase the Excise duty on spirits, to impose an excise duty on refined petroleum, and to provide for the inspection thereof," has been pleased to order, and it is hereby ordered, that with a view to the better regulation of the foreign Petroleum trade, and the security of the lives and property of Her Majesty's subjects, the following regulations be and they are hereby adopted and established, that is to say:

1. From and after the date hereof, the officers appointed gauge and test spirituous liquors, wines, &c., at the respective ports of Toronto and Hamilton in Ontario; the Port of Quebec in Quebec; the Port of Saint John, in New Brunswick; and the Port of Halifax in Nova Scotia, shall be and they are hereby appointed Inspectors of Refined Petroleum at those Ports respectively; and that the respec-

tive Collectors of Customs and Sub-collectors of Customs, at all other ports and out-ports in Canada, shall be and they are hereby appointed Inspectors of imported Refined Petroleum at their respective ports and out-ports, with power to employ in the actual process of testing such oils any officer or officers under their respective surveys whom they shall consider competent for that purpose.

2. That the instrument to be used for testing all imported refined petroleum shall be the "Coal Oil Pyrometer," made by Chas. Potter, Toronto, Ontario, and all such petroleum as will not stand the fire test of 105 degrees, as required by said Pyrometer, as required by section 2 of chapter 15 of 24 Victoria, when used according to the instructions accompanying the same, shall be dealt with as may be ordered by the Minister of Customs in each case.

3. That every package of imported Refined Petroleum, inspected as before provided, shall be legibly marked or stamped in such manner as the Minister of Customs may direct.

4. That no imported refined Petroleum, which will not stand the said test, whether designated as "Coal Oil," "Naphtha," "Benzine," "Benzole," "Paraffine" or other oil or fluid, distilled, manufactured or produced by any process or treatment whatever, shall be admitted to entry for consumption or Warehouse in Canada, unless the importer shall have produced a license from a collector or other proper officer of Inland Revenue, authorizing him to import and keep the same on hand.



Public Notice.

PATTERNS and Samples of Goods for sale, to be so put up as to be open to inspection, and not to exceed 8oz. in weight, and to be prepared by Postage Stamps at the rate of 10 cents each, can be forwarded to the United States. But such transmission must be of genuine Trade Samples or Patterns, and have no value apart from their use as such; therefore goods sent for sale, or in execution of an order, or any articles sent by one private individual to another which are not actually patterns or samples, are inadmissible. A similar regulation is in operation in the United States for the transmission of patterns and samples for delivery in Canada.

J. HOWE, P. M.

P. O., St. John, Feb'y 15, 1875.

TO ADVERTISERS.—The reason of the popularity of the Maritime Trade Review as an advertising medium, is not alone its large guaranteed circulation, and the desirable class whom it reaches, but also because the value of its contents insures its being filed as a reference, and kept constantly before its readers not for a day but for months (nay) years.

(Compiled for the MARITIME TRADE REVIEW by J. L. WOODWORTH.)

SAINT JOHN, N. B. PRICES CURRENT.—WHOLESALE.

January.] All quotations are duty paid unless otherwise stated; and it should be understood to represent the wholesale prices generally. In the making up of small orders, higher prices are charged, [January.

Table with multiple columns listing various goods such as Canvas, Cordage, Oysters, Flour and Meal, Fruits, Grain, Coffee, Drugs and Dyes, Leather, Lumber, and others, with their respective prices and units.

H. A. BLAKESLEE,

H. EAGLE.

EAGLE & BLAKESLEE.

Ship and Freight Brokers

AND

COMMISSION MERCHANTS,

No. 60 Beaver Street,

P. O. Box 5478.

NEW YORK.

**RAYMOND'S
SINGER SEWING MACHINE.**

The PRIZE Machine at all Exhibitions wherever shown. The only Machine that will finish all kinds of Sewing in the most perfect and durable manner.

Warranted to prove the Cheapest in the Market.

NEEDLES and OIL always on hand.

Agency lately established for the City and County of Saint John, at

No. 22 GERMAIN STREET.

Agents for the City and County wanted to whom good terms will be given.

BLAKESLEE & WHITENECK.

**ROYAL
INSURANCE COMPANY**

Extract from Report for the Year 1872.

FIRE DEPARTMENT.

Net Premiums, 1872, - - - £816,383

being the largest amount ever received by the Company in a single year.

PROGRESS IN THE INCOME OF THIS BRANCH:

In 1852 the Net Premiums were - - - £76,925

And in 1862, - - - - - 300,690

showing in ten years an increase in the Annual Premium income of £223,765.

Whilst in 1872 the Net Prem's were £816,383

Thus in the last ten years the increase has been £515,693.

JAMES J. KAYE, AGENT,
Judge Ritchie's Building,
Shop Entrance, No. 3.

JOHN C. FERGUSON,

Commission Merchant,

SOUTH MARKET WHARF, - - - ST. JOHN, N. B.
Importer and Dealer in

Flour, Meal, Provisions, Fruit, Dry and Pickled Fish,
KEROSENE OIL.

Shoe Stores and General Groceries.

Orders of every description of Produce, Lumber, &c., respectfully solicited. Prompt returns guaranteed.

THE SUBSCRIBER

Calls attention to those wishing to purchase Sewing Machines,

to his large and varied Stock of first-class Machines, viz.: Howe Machines, all kinds and styles, New York make; Singer Machines, for Family and Manufacturing; Waver Machine, for Family and Manufacturing; Wheeler and Wilson, and Webster, etc. Also,—

Knitting Machines at Reduced Prices.

MADAME DEMORRE'S Paper Patterns, Spring Styles.

C. H. HALL,

58 Germain Street.

**J. N. WILSON,
16 NELSON STREET,
SAINT JOHN, N. B.**

BERTON BROS.

(Wholesale Only,)

59 DOCK STREET,
Saint John, N. B.

Offer this Spring a larger and more varied assortment than heretofore of—

Teas, Tobaccos, Dried Fruits,
Pickles, Sauces, Mustard,
Soda, Rice, Canned Goods,
Molasses, Porto Rico and V. P. Sugars,
Crushed and Granulated Sugar,
Confectionary, Spices,

Wax Candles, Toilet Soaps,
Finest Deodorized Petroleum Oil,
Mould Candles,

Paints, Oils, and Putty.

Cut Nails, &c.

Sole and Upper Leather.

Orders taken for all kinds of DOMESTIC GOODS.

A. RICHARDSON & Co.,

Saw Manufacturers.

Saws of every Description Guaranteed at this Establishment.

SAINTE JOHN, N. B.:

UNION AND DOCK STREETS.

MASTERS & PATTERSON,
Commission Merchants,

19 SOUTH MARKET WHARF, ST. JOHN, N. B.

DEALERS IN

Ship Stores, Groceries, Fruit, Dry and Pickled Fish, Salt Kerosene and Cod Oil, &c. &c.

Special attention paid to the sale of Country Produce, etc.

J. B. MASTERS.

JAS. PATTERSON.

CAMPBELL & FOWLER,

Manufacturers of

CARRIAGE SPRINGS,

Half Patent and Common Axles,

of every description.

CITY ROAD, - - SAINT JOHN, N. B.

E. H. & G. C. ISRAEL,

Commission Merchants,

Importers and Dealers in

WEST INDIA PRODUCE, TEAS, TOBACCOS,

And General Groceries,

23 SOUTH MARKET WHARF, SAINT JOHN, N. B.

R. & F. R. TITUS,

General Grocers,

—AND—

COMMISSION MERCHANTS,

No. 9 (East side) Charlotte Street,

SAINT JOHN, N. B.

Liberal advances made on Consignments.

RICHARD TITUS.

FRED. R. TITUS.

W. A. SPENCE,
PRODUCE

Commission Merchant,

AND DEALER IN

HAY, OATS, FEED, &c.

North Slip, - - St. John, N. B.

C. G. BERRYMAN,

McCullough's Building,

MARKET SQUARE, ST. JOHN, N. B.

IMPORTER OF

HARDWARE

AND

Carriage Stock.

Special Discounts to Cash and Wholesale buyers.