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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, SEPTEMBER 13, 1867.

No. 35.

**ANGUS, LOGAN & CO.,**  
PAPER MANUFACTURERS AND  
WHOLESALE STATIONERS, 375 St. Paul st.  
1-ly

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

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

**CHAPMAN, FRASER & TYLEE,**  
Successors to Maitland, Tylee & Co.,  
WHOLESALE WINE, GENERAL  
and COMMISSION MERCHANTS,  
3-ly 10 Hospital st.

**SMYTH & EDMINSON,**  
BOOT AND SHOE MANUFACTUR-  
ERS AND DEALERS, 204 and 206 McGill  
Street, Montreal. 9-ly

**ROBERTSON & BEATTIE,**  
IMPORTERS, WHOLESALE GRO-  
CERS, and General Commission Merchants, corner  
McGill and Colloze streets, Montreal. 9-ly

**DAVIE, CLARKE & CLAYTON,**  
WINE, SPIRIT & COMMISSION MERCHANTS.  
46 St. Peter Street,  
opposite St. Sacrament Street,  
1-ly MONTREAL

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

**FURS AND HATS.**  
GREENE & SONS. 1-ly  
See next Page.

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

**S. H. & J. MOSS,**  
WHOLESALE CLOTHIERS.  
IMPORTERS OF WOOLLENS, TAILORS'  
TRIMMINGS, &c. 6 and 7 Recollet Street, and  
Oriental Block, 422 Notre Dame Street, MONTREAL.  
Our stock of Fall and Winter Clothing is now  
complete, and is well worth the attention of buyers  
East and West. To meet the requirements of the  
several Provinces, especially of New Brunswick and  
Nova Scotia, Clothing is now manufactured on the  
premises under the supervision of English and Amer-  
ican Foremen. 33-ly

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

**THOMAS MAY & CO.,**  
CAVERHILL'S BLOCK,  
No. 63 St. Peter Street.  
Montreal, Sept. 15, 1866. 9-ly

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

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

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

**THOMAS W. RAPHAEL,**  
COMMISSION MERCHANT,  
MONTREAL.  
Consignments of Flour, Grain, Leather, Ashes,  
Butter, &c., receive personal attention. 1-ly

**LINTON & COOPER,**  
MANUFACTURERS AND WHOLE-  
SALE DEALERS IN ALL KINDS OF  
BOOTS AND SHOES, 524, 526, and 625 St. Paul St.,  
Montreal.  
We invite the attention of Merchants and Jobbers,  
from all parts of the Dominion, to our large and varied  
stock of Boots and Shoes, specially adapted for Fall  
and Winter.  
Our stock consists of Men's, Boys' and Youths',  
Ladies, Misses and Childrens wear, in all about 200  
different patterns, also, a large assortment of Fannel  
Lined Balmoral and Skating Boots, manufactured  
from the best English and French Leathers.  
Our extensive facilities, and long experience in  
manufacturing, added to the fact that all our pur-  
chases are made for cash, enable us to produce and to  
offer to our customers, goods at the very lowest possi-  
ble figures.  
All goods warranted as represented.  
Orders personally or by Post, will have our prompt  
and most careful attention. 1-ly

**TIFFIN BROTHERS,**  
GENERAL AND COMMISSION MERCHANTS,  
HAVE in stock and are receiving by  
weekly steamers, and following vessels, viz.:—  
Ardence, John Bull, Oneida, and Psyche, from Lon-  
don and Liverpool, Queen of the Tyde and Heath-  
park, from Glasgow; Canny Scot, from Tarragona;  
Schrs. Greek, Margaret and Mary, and Constance,  
from Charrette, Irish, from Bordeaux, Courier du  
Canada, from Marselles, St. from Havre, and Sea-  
guil, from Antwerp, their usual spring importations  
of  
TEAS, GENERAL GROCERIES, WINES,  
BRANDIES, &c. &c.,  
to which they would call the attention of the trade.  
Montreal, May 21, 1867. 1-ly  
Established 1863.

**LYMANS, CLARE & CO.,**  
CHEMISTS AND DRUGGISTS,  
MANUFACTURERS OF LINSEED OIL,  
Importers of  
FOREIGN DRUGS, PAINTERS' COLOURS, OILS,  
DYE STUFFS, & AGRICULTURAL SEEDS,  
332, 334, & 336 St. PAUL STREET,  
MONTREAL. 10-ly

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

**FURS AND HATS.**  
GREYNE & SONS. 1-ly  
See next Page.

**TO CHEESE VAT MANUFACTURERS.**  
Large Pinned Iron Sheets 6 x 2 1/2 feet x 24 and 26 Wire  
Gauge.

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

**I. L. BANGS & CO.,**  
MANUFACTURERS OF FELT AND  
COMPOSITION ROOFING, ENGLISH FELT  
ROOFING, &c. Office No 9 Place d'Armes Hill,  
opposite City Bank, Montreal. 35-ly

**W. J. STEWART,** 420 St. Paul St.  
Sole Agent—For FINLAYSON, BOUSFIELD &  
Co. Machine, Shot, and Linen Threads, Gilling  
Twines, &c. &c.  
W. Housell & Co.—Seine and other Fishing Twines.  
Geo. & Wm. Waites.—Cheap Shop Twines.  
Wm. Clarke & Sons.—Needles, &c.  
J. & T. Jolley.—Lancashire Files and Tools.  
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-ly

**FURS AND HATS.**  
GREENE & SONS. 1-ly  
See next Page.

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

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

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

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

**JOHN H. B. MOLSON & BROS.,**  
BREWERS AND SUGAR  
REFINERS, Montreal.  
20th March, 1865. 10-ly

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

**JAMES ROY & CO.,**  
**IMPORTERS OF DRY GOODS,** including TABLE LINEN, SHEETING, &c., No 505 St. Paul st. near St. Peter. 1-ly

**ÆTNA LIFE INSURANCE COMPANY.**

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

Applications for Agencies in Canada or the Maritime Provinces made to S. Pedlar & Co., Managers, and General Agents. Office, No. 85 St. Francois Xavie Street, Montreal. 23-ly

**B. CAMPBELL & CO.,**  
**IMPORTERS OF CARPETINGS,** OIL CLOTHS, AND CURTAIN MATERIALS, 208 & 210 McGill Street, Montreal 9-ly

**JAMES DAYLIS,**  
**IMPORTER OF CARPETS AND OIL CLOTHS, MONTREAL,** No. 74 Great St. James Street, No. 51 King Street East, Toronto. 9-ly

**C. E. SEYMOUR,**  
**COMMISSION MERCHANT,** DEALER IN LEATHER, HIDES AND OIL 507 St. Paul Street. 46-ly  
 Agent for Lyn Tannery.

**FRED ROWLAND,**  
**GRAIN AND COMMISSION MERCHANT.** Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley, Barrel Pork, Sugar-cured Hams, Bacon, Lard, Cheese, Butter. LONDON, CANADA WEST.

**ROBERT SEATH,**  
**WHOLESALE CLOTHIER AND IMPORTER** of Woollens and Tailors' Trimmings, No. 10 St. Joseph Street, near McGill Street, Montreal. 31-ly

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

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

**A. CHARLEBOIS & CO.,** IMPORTERS OF HARDWARE, CUTLERY, IRON, STEEL, &c., manufacturers of STOVES, CUT NAILS, &c., 438 St. Paul Street, Montreal. 47-ly

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

**ANDREW MACFARLANE & CO.,** Importers of STAPLE AND FANCY DRY GOODS, 253 & 259 St. Paul and 92 & 93 Commissioners Streets MONTREAL. 1-ly

**JOSEPH BAWDEN,** (Successor to the late Eben MacEwen, Esq.) ATTORNEY-AT-LAW, Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston C.W. 47-ly

**H. JOSEPH & CO.,** TOBACCO, 323, 325 & 327 ST. PAUL STREET. Montreal, Aug. 30, 1863. 23-ly

**KERSHAW & EDWARDS,** ESTABLISHED YEAR 1838.



**IMPROVED FIRE PROOF SAFE.** KERSHAW & EDWARDS, 1-ly 82, 84 & 86, St. Francois Xavier street, Montreal.

**GREENE & SONS** HATS AND FURS, WHOLESALE. FALL STOCK COMPLETE.

SPECIAL attention of the Trade is directed to our NEW AND LEADING STYLES.

HATS, CAPS, FURS, GREENE & SONS, 517, 519, 621, St. Paul Street, 1-ly Montreal.

**AKIN & KIRKPATRICK,** PRODUCE COMMISSION MERCHANTS, MONTREAL.

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

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

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

**T. M. CLARK & CO.,** MONTREAL AND TORONTO. GENERAL COMMISSION AGENTS for the sale and purchase of Breadstuffs and Provisions. Cash advanced on warehouse receipts, or Bills of Lading. 2-ly

**JAMES LOCKHART,** COMMISSION MERCHANT AND MANUFACTURERS' AGENT, No. 3 St. Sacrament street, Montreal.

HEAVY FORGINGS AND PLATE WORK.

**E. E. GILBERT,** CANADA ENGINE WORKS, MONTREAL.

Is prepared to furnish WROUGHT IRON PADDLE SHAFTS at 5 1/2c. per lb. RAILWAY AXLES at 4 c per lb PLAIN ROUND BOILERS & STRAIGHT GIRDERS at 6c. per lb., &c. The work warranted to be fully equal to the best imported or manufactured here. 23-ly

**DUNCAN & FORSTER,** IMPORTERS OF EAST & WEST INDIA PRODUCE AND GENERAL GROCERIES, 12 & 14 St. John Street, Montreal. 9-ly

**J. Y. GILMOUR & CO.,** IMPORTERS OF BRITISH AND FOREIGN DRY GOODS WHOLESALE, NO. 376 ST. PAUL STREET, MONTREAL. 62-ly

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

**HIBBARD & CO.,** MANUFACTURERS' AGENTS, and Importers of Gusset Webs and Shoe Findings, Manufacturers and Importers of Rubber Goods, Manufacturers and Patentees of Chamois Belting, MONTREAL. 9-ly

**LIDLAW, MIDDLETON & CO.,** Commission Merchants and Shipping Agents, Montreal. 31-ly

**MOORE, SEMPLE & HATCHETTE,** (Successors to Fitzpatrick & Moore) IMPORTERS AND WHOLESALE DEALERS in Groceries, Teas, Sugars, Wines, Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c. 2-ly No. 4 Lemoine st.

**EVANS & EVANS,** WHOLESALE HARDWARE MERCHANTS, MONTREAL. AGENTS FOR THE PROVINCIAL HARDWARE MANUFACTURING COMPANY, 7 Custom-House Square. 33-ly

**MOLASSES, COD OIL, AND HIDES.** Landing this day, ex steamer "Her Majesty," from Halifax, N.S.:

50 puns Choice Musco. Molasses  
 50 brls Pure Cod Oil  
 218 Dry Hides  
 ALSO IN STORE:  
 Puns Strong Proof Fine Rum  
 Barrels No. 1 Extra Split Herrings  
 Boxes Smoked Herrings  
 Barrels Seal and Herring Oil  
 Hhds "United Vineyard" Brandy (vintage 1863)  
 Tons Jamaica Logwood  
 AND DAILY EXPECTED:  
 120 Hhds Choice Barbadoes Sugar, for Sale by  
**JAMES MITCHELL,**  
 Sept. 10, 1867. 1-ly No. 7 St. Helen Street.

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

**THOMAS LEEMING & CO.,** PRODUCE AND COMMISSION MERCHANTS, St. Nicholas street, Montreal. Special attention devoted to the Sale and Shipment of FLAX, and liberal Advances made on consignments of either Fibre or Seed. 1-ly

**J. C. FRANCK & CO.,** IMPORTERS OF GROCERIES, WINES, LIQUORS, CIGARS, &c. 25 Hospital Street. Montreal, Aug. 24, 1863. 32-ly

**A. ROBERTSON & CO.,** IMPORTERS OF STAPLE AND FANCY DRY GOODS 478 St. Paul, and 339 Commissioners Streets, MONTREAL. MONTREAL, 16th January, 1857. 1-ly

**MONTREAL.**

**EXCHANGE BROKERS.**

**C**HAS. T. IRISH, *Exchange,*  
11 Place D'Armes.

**N**ICHOLS, ROBINSON & CO.,  
*Exchange, 331 Notre Dame Street.*

**ADVOCATES.**

**S**TRACHAN BETHUNE, Q.C.,  
65 Little St. James Street.

**W**H. KERR,  
8 St. Sacrament Street

**L**AFRANBOISE & ROBIDOUX,  
82 Little St. James Street.

**L**H. DAVIDSON,  
41 Little St. James Street.

**CIVIL ENGINEERS.**

**C**HAS. LEGGE & CO., Solicitors for Canadian  
and Foreign Patents, &c.  
48 Great St. James Street.

**COMMISSION MERCHANTS.**

**J**OHAN ANDERSON & CO.

**T**M. CLARK & CO.,  
5 St. Sacrament Street.

**D**ONALD McLEAN,  
97 Grey Nun and 82 McGill Streets.

**P**HILLIPS & CO.,  
Cor. St. Sacrament and St. Nicholas streets.

**ENGRAVER.**

**T**HOS. IRELAND,  
CARD AND SEAL ENGRAVER,  
72 Little St. James Street.

**FURS—WHOLESALE.**

**B**EVINGTON & MORRIS, London, England.  
SCULTHORP & PENNINGTON,  
*Agents for British North America.*  
131 Great St. James Street.

**HARDWARE MERCHANTS—WHOLESALE.**

**B**ENNY, MACPHERSON & CO.,  
392 St. Paul Street.

**INSURANCE OFFICES.**

**B**RITANNIA MUTUAL LIFE,  
JOSEPH JONES,  
44 Little St. James Street.

**C**ITIZENS' FIRE AND GUARANTEE,  
G. B. MUIR, Manager.  
10 Place d'Armes.

**C**OLONIAL LIFE,  
See Standard.

**L**ONDON AND LANCASHIRE,  
SIMPSON & BETHUNE,  
104 St. Francois Xavier Street,

**N**ORTH BRITISH & MERCANTILE,  
MACDOUGALL & DAVIDSON,  
81 St. Francois Xavier Street.

**S**COTTISH PROVINCIAL,  
A. D. PARKER.  
Toupin's Building, Place d'Armes.

**S**TANDARD LIFE,  
W. M. RAMSAY,  
87 Great St. James Street.

**MONTREAL.**

**LEATHER, ETC.**

**B**EVINGTON & MORRIS, London, England.  
SCULTHORP & PENNINGTON,  
*Agents for British North America.*  
131 Great St. James Street.

**WHOLESALE GROCERS.**

**J**A. & H. MATHEWSON,  
1-ly McGill Street.

**L**EWIS, KAY & CO.,  
**I**MPORTERS OF STAPLE AND  
FANCY DRY GOODS,  
1-ly Nos. 275 and 277 St. Paul street, Montreal.

**S. GREENSHIELDS, SON & CO.,**  
DRY GOODS, WHOLESALE.  
CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,  
MONTREAL. 60.1y

**JAMES P. CLARK & CO.,**  
**D**RY GOODS IMPORTERS, 162  
McGill Street, MONTREAL. 9-ly

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

**JOSEPH MACKAY & BRGS.,**  
**I**MPORTERS OF BRITISH AND  
FOREIGN STAPLE & FANCY DRY GOODS,  
170 McGill Street. 9

**JAMES BAILLIE & CO.,**  
**W**HOLESALE DRY GOODS,  
480 ST. PAUL STREET,  
MONTREAL. 6-ly

**W. & R. MUIR,**  
**I**MPORTERS OF BRITISH AND  
FOREIGN DRY GOODS  
166 McGill street.  
Montreal. 8-ly

**DAVIS, WELSH & CO.,**  
Importers of  
**STAPLE AND FANCY DRY GOODS,**  
No. 479 St. Paul Street,  
MONTREAL. 8-ly

**McINTYRE, DENON & CO.,**  
**I**MPORTERS OF STAPLE AND  
FANCY DRY GOODS.  
23-ly Lemoine st., Montreal.

**WM. J. McMASTER & CO.,**  
**I**MPORTERS OF STAPLE & FANCY  
DRY GOODS, No. 16 Lemoine Street,  
35-ly Montreal.

**McLACHLAN BROS. & CO.,**  
**I**MPORTERS OF BRITISH AND  
FOREIGN FANCY & STAPLE DRY GOODS,  
and Small Wares, No. 468 St. Paul St., Montreal. 35-ly

**R. DUNN, FISH & CO.**  
**D**RY GOODS COMMISSION MER-  
CHANTS, MANUFACTURERS' AGENTS, &c.,  
85-3m 470 St Paul Street, Montreal.

**R. C. JAMIESON & CO.,**  
MANUFACTURERS OF VARNISHES, JAPANS,  
and Dealers in Spirits of Turpentine, Benzine,  
Oils, &c., &c., No. 3 Corn Exchange Buildings, St.  
JOHN STREET, MONTREAL. 60-1y

**MONTREAL.**

**JOHN ANDERSON & CO.,**  
**S**HIPPING AND COMMISSION MERCHANTS,  
IMPORTING, FORWARDING,  
Ship and Insurance Agents and Brokers,  
MONTREAL AND QUEBEC. 42-ly

**W. & F. P. CURRIE & CO.,**  
100 GREY NUN STREET, MONTREAL,  
**HAVE FOR SALE—**  
BOILER TUBES,  
Oil Well Tubes,  
Gas Tubes,  
Paints and Putty,  
Fire Bricks,  
Fire Clay,  
Flue Covers.  
DRAIN PIPES,  
Roman Cement,  
Water Lime,  
Portland Cement,  
Paving Tiles,  
Garden Vases,  
Chimney Tops, &c., &c.  
Manufacturers of AMERICAN Sofa, Chair, and Bed  
SPRINGS. 12-ly

**FOULDS & HODGSON,**

**I**MPORTERS OF  
Grey Cottons, Laces, Spools,  
White Shirtings, Blouses, Pins,  
Regattas, Handkerchiefs, Needles,  
Prints, Fancy Dresses, Tapes,  
Bed Ticks, Umbrellas, Buttons,  
Denims, Parasols, Combs,  
Silkies, Shawls, Hair Oils,  
Cobourgs, Hoop Skirts, Colognes,  
Orleans, Table Oil Cloths, Soaps,  
M de Laine, Yarns, Stationery,  
White Muslins, Battings, Brooches,  
Jeans, Silks, Spectacles,  
Moleskins, Velvets, Linen Threads, Dolls,  
Flannels, Playing Cards, Mirrors,  
Blankets, Jewellery, Razors,  
Cloths, Tea Trays, Pocket Knives,  
Tweeds, Snuff Boxes, Table Knives,  
Vestings, Pipes, Chaplets,  
Hosiery, Toys, Crosses,  
Gloves, Bag purses, Marbles,  
Ribbons, Pen-kills, Slates.  
And a large variety of other Fancy and Staple Goods  
**WHOLESALE.**

Perhaps the largest assortment of Goods suitable  
for a General Country Store of any house in the  
Province.  
364, 366, 368 & 370 St. Paul Street, Montreal. 16-ly

**QUEBEC.**

**COMMISSION MERCHANTS.**

**J**OHAN ANDERSON & CO.

**GETHINGS, LEMOINE & SEWELL,**  
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1867 — FALL TRADE. — 1867

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**THE TRADE REVIEW**  
 AND  
**Intercolonial Journal of Commerce.**  
**MONTREAL, FRIDAY, SEPTEMBER 13, 1867.**

**WAREHOUSE RECEIPTS.**  
 THE extraordinary revolutions that have supervened upon the great coal oil fire at Middleton's stores, must again cause attention to be given to the subject of warehouse receipts and the law under which advances can be made upon them.  
 The law, it is evident, is fundamentally defective in defining a breach of trust under the act as a misdemeanour. The penalty for this is severe enough, viz, two years imprisonment in the penitentiary, but misdemeanours are not included within the Extradition treaty, hence, all that a person has to do who violates the act, is to make good his escape to the United States. From either Montreal or Toronto, a couple of hours will place him beyond the reach of justice, and we may be sure that when once goods have been made away with, or a fraudulent receipt given, the next step will be to take a ticket for Rouse's Point or Lewiston, or some other accessible spot, from whence the defaulter may securely laugh at his dupes.  
 If this should catch the eye of any member of the government, and particularly of any member of the Financial council, we hope it may lead to the introduction of an act amending the warehousing act, and the act respecting penalties of offences by a single word, viz, to substitute "felony" for misdemeanour. The need of this will at once be evident, when it is considered that no instance has been known of a criminal being prosecuted in Canada for a misdemeanour of this sort. The party invariably makes good his escape to the United States, from whence he cannot be brought unless he has committed some other offence in addition to a breach of the warehousing act. In treating on the subject of warehouse receipts some time ago, we pointed out how inexpedient it was for such documents to be issued by persons who, themselves, were dealers in the article named in the receipt. Our belief then was, and is, that such receipts did not transfer the property to the holder in such a manner as to protect it against a judgment. And the fact of a large deficiency having taken place in the oil stored with Middleton shows what facilities a dishonest dealer has for walking away with property which he holds in trust for others.  
 Strictly speaking, a warehouse receipt is a document of that kind that suggests on the face of it that the party issuing it is not the owner of the property. For if he is the owner of the property, how can he say that he has received it, received it, that is, for the purpose of storing, taking care of it, and delivering it when ordered. These are not the acts of an owner, but of a second party with whom the owner deals

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**WHOLESALE**  
**IRON MERCHANTS,**  
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**FRED. COLE, Secretary.**  
 Inspector of Agencies—I. C. LIVINGSTON P.L.S.  
 9-ly

The owner, in the natural course of things is the person storing, and to whom the receipt is granted.  
 Nor can a commission merchant or agent properly grant a receipt except to the consignor of the property, who in nine cases out of ten lives at a distance, and has drawn against it.  
 It would be hard to say that a dealer in an article shall never store the same kind of goods for another, and storing, grant a receipt for them. There is nothing *prima facie* wrong or unlawful in such an act, and all that we could ask the legislature to do in reference to such receipts is to refrain from investing them with unreasonable powers, and such as are contrary to the general good. Such receipts, for example, ought never to avail against a judgment, or bona-fide claims of a body of creditors.  
 It is for persons who make loans, therefore, and particularly for banks, to consider well, when warehouse receipts are offered as security, such questions as these, viz. By whom the receipt is granted? Is he a warehouseman, *pure et simple*, having no interest direct or indirect in the property he stores, or is he a dealer or commission agent, buying and selling the same article on his own or others' account? If the latter, in what position is he? In debt, or out of it? Prompt in payments, or dilatory, and sometimes sued? Above all, is any one likely to obtain judgment against him, or is he in embarrassed circumstances and likely to fail?  
 The character of the warehouseman is an all-important consideration for the person storing with him, and it would not be at all unreasonable to require all such persons to take out a license, and give bonds to the Government for the faithful performance of their trust. This would naturally add somewhat to the cost of storing, but the risk of loss would be proportionately diminished, and the extra charge would be willingly paid. To those who lend on the security of his receipts, character is obviously a question of the first importance, and those who take the risk of loans, on a mere piece of paper, without a thorough knowledge of the party who has charge of the property, only display their own rashness.  
 Insurance Companies are scarcely less interested in this question than merchants and banks. When called on to insure chattels, property, or merchandise, it is impossible for them, in the ordinary course of business, to examine in detail every lot of goods on which insurance is desired. Still less is it possible for them to keep an eye on such property, and prevent its being made away with. And rarely is it that any such mode of testing the contents of a burned building is afforded, as was the case with the hoops of the barrels in the coal oil store in Montreal. Had the property been grain, by what possibility could any defalcation have been discovered?  
 The business of warehousing is now of such importance, that we do not wonder to hear of the project of a Joint Stock Company for the purpose of carrying it on. That there is a good field for such an enterprise,

both in this and Western cities, there can be no doubt. The receipts of such a company would have the preference whenever any advances were required, and its stores, there can be no doubt, would always have as much in them as their capacity and the state of the markets would admit of. It would greatly facilitate business, and diminish temptations to fraud. It would also lessen the average losses incurred by the present system, and be hailed as a boon by capitalists and bankers.

To have a company with a fair capital to take the responsibility of storing, would be a vast improvement on the mode now customary. Persons who have neither capital nor established character would soon be driven from the field, and the money market relieved of a class of securities which always cause uneasiness and anxiety.

With this, and the alteration in the law before spoken of securing the rendition of a criminal from the United States, the business of warehouse receipts would be placed on a satisfactory footing.

MAILS TO THE WEST INDIES.

WE are glad to see from the English papers received in town yesterday by Cunard steamer, that the Postmaster-General has announced that he will receive tenders in October for the conveyance of the mails between Halifax, Nova Scotia, and St. Thomas, West Indies, via Bermuda. As our commercial future,—the trade we may expect to transact with the West Indies and South America is largely involved in this question of direct mail communication, we earnestly trust that the Canadian authorities will take some steps in the matter. What those should be, we will not presume to point out, but the ministerial Finance Council may be certain of this—that if a line of Provincial steamers is chartered or purchased, and put on the West India route the mercantile community and the public at large will cheerfully incur the extra cost.

THE FISHERIES.

MANY persons are of opinion that the proper method of meeting the difficulties encountered by our fishermen in competing in the United States markets, is by granting bounties sufficiently high to have the effect of putting them on an equality with their rivals. We do not share this opinion. We are aware that a small bounty has been given to Canadian vessels engaged in some branches of the fishery, but as this is not the case with New Brunswick or Nova Scotia, and the whole thing must now be settled on some general basis, the time cannot be considered an opportune for a discussion of the subject. We object, then, to bounties for the following among other reasons.—In the first place, they are at variance with the laws of political economy. They are erroneous in principle and pernicious in practice. It is quite certain that whatever is paid to the fishing, to any other interest in the shape of bounties is just so much abstracted from the pockets of the whole people for the benefit of a class. In the next place it is by no means clear that the granting of even large bounties will have the effect of enabling us to compete in the United States markets. It is quite within the bounds of probability that, in the present temper of the United States, if we grant bounties they will raise theirs in a corresponding degree, and, under any circumstances, the discriminating duty remains. Further, we object to them because experience has shown that the parties sought to be benefited rarely, if ever, derive any advantage commensurate with the evils inflicted by their adoption. The English fishing interest has increased prodigiously in value and activity since the abolition of bounties, and it is altogether a mistake to suppose that, even in the United States, the system is productive of the good which some people seem disposed to attribute to it. After careful enquiry among fishermen and others who might fairly be supposed to be favourable to this system, Mr Perley records his opinion in the following words:—"With the whole system of the American fishing bounties there appears to exist an organized system of frauds, and the voluminous instructions of the Treasury Department, issued from time to time to meet those cases, clearly prove that, notwithstanding all the care and caution of the Department, and all the vigilance and astuteness of its many excellent officers, vast sums of money go annually into the pockets of unscrupulous men, while it is exceedingly doubtful if the actual fishermen are at all benefited thereby." The reason assigned for the

bounty in the United States is the high duty on materials used in the construction and outfit of vessels, which in 1852 was estimated at \$10.00 per ton more than ours. Since that time it must have vastly increased, and it is altogether probable that the difference in cost of construction, equipment and sailing between an equal number of their vessels and ours amounts annually to a larger sum than the bounty.

But it will be urged, granting that bounties are in some senses objectionable, how else are we going to compete in the American market against a heavy discriminating duty? Our answer is: We are not obliged to compete there at all. No doubt it would be a very desirable thing if we were allowed to do so on equal terms, but as that is not likely to be the case, the right way of meeting the difficulty would be by adopting the same means as those by which the abolition of the reciprocity Treaty was met, viz., by seeking other markets, and adapting our products to their requirements. Very few among us but anticipated a serious and permanent falling off of trade from the abolition of the Treaty, and now you hear just as few regretting its loss. It has taught us the inestimable lesson of self-reliance, and shown us that, however valuable the markets of the United States may be, yet that we can exist without them, and in time find others to take their place.

The main reason why our unrivalled fisheries are in so backward and lamentable a condition is, because either from ignorance or indifference, or both combined, we do not turn them to a proper use. Our fishermen have the markets of England, Germany, and the Mediterranean open to them on terms of perfect equality, and these will take all the fish we are ever likely to catch, if they are only properly prepared for the market, but until that is set about with a will we need not, and ought not, to expect success. Hear what Mr. Perley says of the fisheries of the Bay of Fundy in 1852, and they are even in a worse state now than at the time when this was written.—"The fish of the Bay of Fundy when drawn from the water are most excellent, they can scarcely be equalled, and certainly not surpassed, elsewhere; yet these admirable fish, either from ignorance, neglect, or laziness, or all combined, are so wretchedly cured as only to be fit for the poorest markets, and are only sold because there is an insufficient supply of fish generally. While thousands of quintals of cod caught in the Bay of Chaleur, and cured in the best manner, have been shipped by the Jersey merchants to Brazil, Spain, Portugal, Sicily and the Italian States, not a single quintal of fish has been shipped from the Bay of Fundy to the markets of the Mediterranean, because none has been cured fit to send."

The Herring Fishery, which is capable of being made the most valuable of all our coast fisheries, is half ruined from causes that are easily removed, and can only be ascribed to the grossest ignorance or stupidity. The herring derives nearly all its commercial value from the way in which it is cured. The Dutch and English well understand this, and under the inspection and supervision of their Fishery Boards, put up herrings, which vast as is the quantity produced, has never yet exceeded the demand. The greatest care is taken to clean and cure the fish directly they are taken, as upon that their value very much depends. The Dutch even cure and pack them in barrels on board as they are taken. On the contrary, our herrings are never bled or cleaned until long after they are caught, and very often are not cleaned at all. The result of this is that the greater part of the fish caught have no commercial value, and instead of (as we might easily do) supplying the European markets with a valuable article of commerce, we do not produce a single barrel fit for that purpose. We have seen ourselves a choicest load of fine herrings which had been thrown into the hold of the vessel just as they had been taken from the sea, (neither bled or cleaned), and salted there in bulk. What commercial value can fish trodden, broken, thrown out on the wharf with a pitchfork and treated thus possibly have? We could fill a volume with instances of the neglect and stupidity which have gone far towards rendering valueless this important part of our national resources; but we must haste to a conclusion, which is, that the way to protect our fisheries is not by giving bounties, which at best are of questionable utility; but by adopting totally different systems of catching and curing the fish, by enforcing the laws for their proper protection, by the erection of landing piers, breakwaters, harbors of shelter, boat slips, capstans and mooring for boats and small vessels; all of which

should be provided at the public expense as one of the best means of assisting and improving them. Our fishermen, whose home is by the seaside. To these objects the Americans who use our fisheries, might very well be made to contribute by a license fee bearing some proportion to the value of the privilege, at least until such time as they see fit to admit us to their markets on equitable terms. Above all the aid of capital must be brought to bear before our fish can be properly developed. The fisherman with his ill equipped boat, and scanty means, probably in debt even for that to some merchant or store, can do but little.

In the United States as is well known, large amounts of capital are employed in the business.

In England and Scotland no expense is spared in the equipment of the immense fishing fleet which finds profitable employment in other parts, and steam is now largely used.

The Jersey merchants, who visit the Gulf of the St. Lawrence, go into it as a regular business. Whence they who have the harvest of the sea close to our own doors, have hitherto been too ignorant or too supine to put forth our energies to gather it in.

Since this, and the preceding article were written we have perused the report of Commander Fortin on the Canadian Gulf and River Fisheries. It is gratifying to find that even with the very insignificant means at his disposal, when compared with the extent of coast, he has been able at least to preserve order and to cause the laws to be better respected. It shows that an efficient police force either afloat or ashore or perhaps both, would be of the greatest possible service.

Subjoined is a table, affording a comparative view of the Bank returns, the Bank rate of discount, the price of Consols and the price of wheat in Great Britain, during a period of three years, corresponding with the 24th August, as well as ten years back, viz., in 1857.

Table with 4 columns: 1857, 1865, 1866, 1867. Rows include: At corresponding date with the present week, Circulation including bank post bills, Public deposits, Other deposits, Government securities, Other securities, Reserve of notes & coin, Coin and bullion, Bank rate of discount, Price of consols, Average price of wheat.

EUROPEAN AFFAIRS.

WHILE the abundant harvest, with which we are favored, affords the promise of general prosperity throughout the Dominion in the period immediately before us, we must not overlook the fact that the demand and prices obtainable for our surplus products depend mainly on the state of the European markets, and that these again depend on the existence of peace or war between the great powers of that Continent. When last we wrote on this subject we expressed the opinion that the rumours of an immediate contact between France and Prussia were unfounded, but that, in all probability, the struggle was only deferred for a future and not very distant day. The visit of the French Emperor to his brother of Austria has since given rise to fresh suspicions of the most alarming character, and the world has been perplexed with the most contradictory reports of the real objects of the imperial conference at Salzburg. On the one hand, we are told that Napoleon proposed to France Joseph to form a Confederation of Southern Germany, with Austria at its head, as a counterpoise to Prussia, and, on the other hand, it is asserted that the visit was merely one of ceremony, and chiefly intended to afford the two Emperors the melancholy gratification of mingling their tears over the grave of poor Maximilian, the brother of one of the mourners and the victim of the other. The London Daily News has a new version of the affair, as the telegraph informs us. It says:—"An alliance of France and Austria is impossible, the only result of the Salzburg conference is the translation of the remains of the Duke of Reichstadt to Paris." The "result," perhaps—but what was the intention? For our own part, we believe that nothing is more likely than that Napoleon went to Salzburg for the express purpose of paving the way for a future union of the German States South of the Main, in alliance with France, and we are much mistaken if Europe will not be convinced of this before long. It is true that at present such a step would be dangerous, for it would be an infringement of the treaty of Prague, and would lead to an instant war

with Prussia, and for that neither Franco nor Austria is prepared. The Austrian armies were quite demoralized by their defeats of last year, from which they have not yet recovered, nor will for some time, and it has been shown that Napoleon could scarcely have placed 160,000 men in line at the period of the Luxembourg dispute, and that force only a portion was furnished with breech-loaders. Prussia, on the contrary, had, perhaps, twice the number of soldiers fully equipped with the new arms, ready to march at the shortest warning, and an immense body in reserve, equally fit for service. So, it is not to be supposed that the conference at Salsburg was intended to enter into any alliance that would involve an early rupture with Prussia.

It is different, however, as regards the future. The French people have an intense dislike to the Prussians, and the question has now to be decided which of the two countries is to be the first power on the Continent. If Prussia can gather the whole Teutonic race under her flag, she will be more than a match for France, and France will not surrender her pre-eminence without a terrible struggle for the mastery, unless she has changed from her old self much more than we think she has. It is plain, then, that Napoleon's interest and policy must tend to any scheme that would confine Prussia to the line of the Main, and a South German league under the lead of Austria would exactly answer his purpose. But would it answer the purposes of Austria? That is doubtful. If the rest of Southern Germany should be induced to join the Northern Confederation, the chances are that the German subjects of the House of Hapsburg will, sooner or later, do so likewise, from their love of race and the Teutonic passion for a United Germany, and the ascendancy of German influence in the Austrian Empire—which would be the result of such a German Confederacy as we have mentioned—would revive the jealousy and disaffection of the Hungarians, and other people of the Empire who are not of German blood. Here lies the difficulty, and which of the alternatives will be adopted time alone can tell.

One thing is certain however, and that is that the peace of Europe stands on a very precarious footing, and we much dread that next year is destined to witness a scene of strife, which is to be regretted, but cannot, we conceive, be prevented. When we find the queen of England, in a thoughtful and solemn document, declaring to Parliament that but for the interference of the British Government in conjunction with the other great powers, Franco and Prussia would have gone to war last spring on an issue so comparatively unimportant as the Luxembourg dispute, when we learn that Franco is recruiting her armies, which will be furnished with breech-loaders in a few months; when these and the other circumstances we have stated are taken into consideration, it is impossible to cherish the hope that the conflict so long impending in Europe can be delayed beyond a few months. God avert the omen! but the prospect is dark and discouraging to the lovers of peace, civilization and progress.

A London paper received by last mail says some idea may be formed of the ruin produced upon families by the collapse of the mania for new public companies during the past three years, by the subjoined summary of the companies in course of liquidation:

Harding, Whinnoy & Gibbons	61	£20,259,000
Coleman, Turquand & Co	29	18,416,000
Kemp, Cannon, Ford & Co.	12	13,660,000
Price, Hoyleland & Waterhouse	8	5,200,000
Chatteris & Nicholls	5	4,915,000
Quilter, Ball & Co	5	1,100,000
Sundries, consisting of 91 persons	139	28,558,600
<b>Total</b>	<b>269</b>	<b>£92,109,200</b>
Deduct 2 houses represented by two houses	2	6,000,000
<b>Total</b>	<b>257</b>	<b>£86,109,000</b>

The first sale of Canadian copper ore which we have noticed for some time past, took place in Liverpool last month, when 600 tons (half Canadian) sold at 14s 3d per unit.

The British Insurance Offices doing business in Canada, judging from their last annual dividends, seem to be in a prosperous condition. Glancing at a return now before us, we find that these were as follow—Imperial Fire, 42 per cent., Imperial Life, 9½, Lancashire, 10, Liverpool and London and Globe (annualities), 6, do Fire and Life, 20, London and Lancashire Life, 6, do Fire, 6, North British and Mercantile, 10, Royal, 11 2½.

**AN INGENUOUS INVENTION FOR CORN AND WHEAT DRYING.**

It was noticed in the Mercury report of the recent show at Hartlepool of the Castle Eden District Agricultural Society that among the "implements" exhibited was one that had the merits of being new in principle, exhibited for a first time, and the production both of a local inventor and a local artificer. The machine referred to was exhibited by Mr. John S. Williamson, farmer, of Long Hill, West Hartlepool, the inventor, who has obtained provisional protection for the patent, and had been constructed, to the drawings of the patentee, by Mr. Alexander Campbell machinist, West Hartlepool. Whatever modifications it may have introduced into the details of its design, to adapt it more perfectly to the accomplishment of its work, there can be no doubt whatever as to the necessity for such an invention nor as to the boldness and originality with which that necessity has been met. Those who are acquainted with the present process of kiln drying of grain need not be informed of the enormous amount of labour, delay, and inconvenience with which it is attended. After loading, carting to the kiln, and discharging again, the wheat has to be thrown on a heated floor, while one or more attendants require to constantly turn over the grain until it has been sufficiently dried. If it escapes being scorched it seldom escapes being alkalied by the gases escaping from the floor with which the kiln is heated, and the slowness of the process renders it unavoidably expensive. Mr. Williamson's attention appears to have been directed to this subject by the great losses consequent upon a wet season some ten years ago when his substitute for the present ordinary method made some progress in his mind, but the extremely damp autumn of last year set him to the completion of an undertaking which step by step he had during the intervening years gradually matured and improved. The kiln which he has invented is a machine so simple in structure that it may be easily supplied to every separate farm in the kingdom, and at a cost which a very short period of use will amply repay. All loss of time by carting is thus at once secured, and kinning is made as it ought to be one of the ordinary expeditious processes of farm labour. On a strong four-wheeled frame, in a form at once compact and neat in appearance, and as portable as any wheeled implement used on field or farm, the whole apparatus occupies but little space. To describe it in detail without the help of a diagram is not easy, but we may mention some principal features. On the frame work of the vehicle, which is of iron, lies an arched tube, having a plane bottom—2 feet 6 inches in diameter inside and some 7 feet in length. The bottom is an inclined plane surrounding the whole of this tube is a hot-air chamber, communicated with from a small furnace which is fed below, and also with a funnel, which carries off the smoke, &c., above. The whole of the heat of this furnace thus passes through the chambered and partitioned enclosing walls of the tube without the slightest possibility of smoke or gas coming near its contents. Through this tube the grain is passed in an atmosphere the temperature of which can be regulated to the greatest nicety, and at a rate of speed than can also be regulated to suit the state of the grain as admitted, a self-acting apparatus receives it at the other end, and carries it back in the open air, cooled and ready for the bag, into which the self-acting belts on which it is carried finally deliver it. The process is not only quick but efficient, and is thoroughly under the control of the operator; and, as tried on the Hartlepool show-ground, it appeared that, for an expenditure of one hundred weight of coals, from fifteen to twenty quarters of wheat of the average humidity of wheat that requires to be kiln-dried could thus be effectually dried in a period of twenty-four hours.—South Durham Mercury.

The London, Liverpool and Globe Insurance Company recently announced a 10 per cent. interim distribution, payable on the 5th inst.

The London Economist of the 24th ult. states that Colonial securities were then mostly firm, the investment inquiry exceeding the supply of stock. An advance in Canadian securities had consequently taken place, and some of the best were quoted at 4 prem.

A cargo of mixed Indian corn has been sold, to arrive in London, from October to December, at 24s. to 36s.

A highly favourable notice of the Isle Royale copper mine on Lake Superior appears in the last number of the Birmingham Iron Trade Circular, and hence we presume that a company is about to be formed in England to extend its operations.

The failure of the Birmingham hardware firm of Fairfax, Bryson & Co, is attributed to the heavy losses and the non-arrival of remittances from Canada. Ryland's circular says that "although only established a few years, the firm was doing a very extensive Colonial trade in all descriptions of hardware, and a large number of manufacturers in all parts of the district, are more or less involved in the failure. The liabilities are estimated at £50,000, but the value of assets has not yet officially transpired. It is thought, however, in some quarters that the estate will show at least 12s. in the pound."

**IMPORTANT LEGAL DECISION.**

COURT OF CHANCERY, TORONTO.

PATTERSON VS THE ROYAL INSURANCE COMPANY.

MR BLAKE Q.C. and Mr D. Armour for plaintiff. Mr Crooks Q.C. for defendant.

JUDGMENT. The receipt issued in this case is headed "Agents' Provisional Receipt." It is in the form issued in blank to the Agents of the Company for use. It is filled up by the Agent, and acknowledges the receipt of £40 being the premium of insurance on property, &c., for 12 months, and for which a policy will be issued by the Royal Ins. Co. within 60 days, if approved by the manager in Toronto, otherwise this receipt will be cancelled and the amount of unearned premium refunded, and at the bottom appears: "N. B.—This receipt will be void should any one use it on the premises." I take this receipt to contain a contract for an interim insurance—that is, till the transaction evidenced by it is rejected by the manager. The provision for the return of unearned premium shows that the insurance was to take effect at once, and the condition for making the receipt void in case the manager be used, must imply an immediate insurance continuing on the receipt till it is superseded by rejection, when it is to be cancelled, or by a policy. The evidence of the manager shows that the agents were authorized to issue these receipts, and that the company has always treated them as creating insurance till they were disapproved by the manager. I should, I think, hold that by means of this receipt, and the payment of the money which it acknowledges, an insurance was effected binding on the company, and that it continued to be binding up to and at the time of the fire, no rejection of it having taken place in the meantime. The company, it is true, had no opportunity to reject, because their agent had never informed the manager of the risk, but they, not the plaintiff, must suffer by his neglect or fraud. The plaintiff was not bound to see that McLeod did his duty to the company. He had a right to presume that this was done, and he heard nothing to the contrary. We know that very often policies do not issue, parties insured resting upon their receipt as evidence of the fact, and though the plaintiff might have demanded a policy, and required and enforced one after 60 days, yet I cannot hold that he lost or abandoned his insurance by neglect to do this. It is proved that the manager issued certain forms of policy, which, with the seal of the company, were transmitted to him from England in blank to be filled up and issued by him. I think it must be intended as against the company that it was one of these policies they contracted to issue by the receipt, and that to one of these a plaintiff would be entitled, unless the insurance was rejected or was altered, and special power of policy stipulated for. The plaintiff could not insist on any better terms than those usual forms of policy would have given him; and to one of those I think him entitled unless his action in regard to the Western Insurance Company from his claim on the Royal Insurance Company. Looking at the fact that McLeod was agent for both companies—that the plaintiff did not contract with the Western Insurance Company, nor authorized McLeod to do so for him, that McLeod concocted the papers in plaintiff's name with that company, and prepared the affidavit which plaintiff made to sustain it at a time anterior, so far as I can see, to any knowledge by plaintiff of the attempt of McLeod to transfer the risk to the Western, that McLeod's act was a fraud by which he hoped to get rid of the earlier fraud practised on the Royal by acknowledging the money paid to him by plaintiff and concealing the transaction from the company, and the necessity in his mind, there ore, for immediate action, I think I am not drawing an unreasonable conclusion, looking, besides, at the plaintiff's conduct afterwards, that he, the plaintiff, did not understand, when subscribing the affidavit prepared by McLeod, that he was making a claim on the Western or any claim other than upon his original Insurance which had been effected with the Royal eight months previously. I think the evidence shows that on the morning of the 21st July, McLeod, hearing that the Inspector of the Western Insurance Company was coming down, hurried out to plaintiff with the receipt issued in the name of the Western Insurance Company, and instructed him that when the agent went out to the plaintiff he was to show him the latter receipt, and say that his claim rested on it—the plaintiff seems then at once to have felt that there was something wrong, and without waiting to see the Inspector, or attempting to impose upon him or aid McLeod in his fraud, comes on at or about the same day to his legal adviser, tells him the whole truth, has it explained to the Agents of both Companies for whom McLeod had been acting, and makes his claim upon the Royal, admitting that he has no claim upon the Western. I cannot, under these circumstances, I think, hold that plaintiff abandoned his right to look to the Royal, or made an Insurance in the Western in substitution or otherwise but that what was done in this respect, was done by McLeod, and the plaintiff made an innocent instrument for him in the matter.

Decree for plaintiff of amount of insurance and interest, according to the terms of the policy, as if it had issued, and costs.

The London Canadian News of the 29th August, says:—

It is certainly time that measures were adopted to develop the mineral resources of the Dominion Ontario, with its oil wells and gold fields; Quebec, with its gold, copper, iron, and lead deposits; New Brunswick, with its cannelite, albertite, and shale fields; and Nova Scotia, with its gold and coal fields—all stand in need of capital for the further development of their mineral treasures, and we have reason to believe that these steps are now about to be taken jointly by English and Canadian capitalists.



TRADE IN FRANCE.

THE state of trade generally in France, the Paris correspondent of the Times says, is far from prosperous, as appears from the enormous amount, 202 millions, of the metallic reserve in the bank collars...

SWINDLING BY A FALSE PROSPECTUS.

IN giving judgment in the Overend-Gurney case, Lord Cranworth used language which could not very well be mistaken. He said: "For the honor of the great mercantile community of the city of London, I wish I could have believed that the prospectus was honestly and fairly framed. But I cannot. I must believe that the truth was intentionally concealed, and that hopes were held out which those who framed the prospectus must have known would deceive those who trusted to it."

LONDON AND PORT STANLEY RAILWAY.—The annual general meeting of the shareholders of the London and Port Stanley railway was held on Wednesday afternoon in the offices of the company in this city, a large attendance being present.

THE LAKE ONTARIO SHORE RAILROAD.

BUFFALO, Sept. 4, 1867.

To the Editors Commercial Advertiser.

ALLOW me to call your attention to an account published in an Oswego paper, giving the proceedings of a meeting of the citizens of that city, and delegates from the New England States held in Oswego, to consider the propriety of connecting Buffalo with Oswego, by the present road from Buffalo to Lewiston, and thence by a new road on the south shore of Lake Ontario to Oswego, thereby giving Buffalo not only a direct railroad communication with Oswego, but with all New England towns by that route.

First.—It is a well known fact that there is always a larger and better assortment of the different kinds of wheat from Illinois, Wisconsin, Ohio, Indiana, Minnesota, Iowa, and Michigan held in store here than in any other place on the entire lakes which enables the milling interest of Lockport, Rochester, Syracuse, Utica, Troy, Albany, and New York to supply themselves at this point, while Oswego has been deprived of these advantages owing to her peculiar location and one can readily see that if this road should be built Oswego could possess all the advantages now enjoyed by the cities before mentioned by availing herself of the facilities to purchase her supplies of wheat for her numerous mills in that city, and as to Buffalo this would add largely to the demand not only for milling wheat, but for all kinds of produce destined for the numerous manufacturing towns in all New England. Furthermore, it would add largely to the demand for bituminous coal, which is to be brought to this city by the Buffalo and Washington Railway.

Secondly.—The great amount of passenger travel now going from east to west, from Portland and other eastern cities and towns of New England, by the Grand Trunk road would no doubt change to the new route, and pass by the way of Niagara Falls through this city.

With the few above mentioned advantages which the building of the said road would ensure to Buffalo, I am fully of the opinion that Buffalo, with all her capital and business interest, should, without a moment's delay, co-operate with Oswego in this important enterprise.

The meeting referred to was held at Doolittle Hall on Saturday evening last—Hon. Alvin Bronson presiding. Several prominent gentlemen spoke in favor of the enterprise, and the following resolutions were adopted.

Resolved, That this meeting approve of the construction of a Lake Shore road, from Oswego to Lewiston, on the Niagara River, believing that the rapidly increasing commerce of the country urgently demands it as an important link in a direct through line from Portland to Chicago, and thence to connect with the Pacific Railway.

Resolved, That a Committee of nine be appointed by the President, to prepare the papers and adopt such measure, as may be necessary to benefit and accomplish such an organization.

PROPOSALS FOR REPUDIATION.

THE New York Evening Post of the 7th instant says—The fact that General Butler has joined Mr. Pendleton in the declaration that the "five-twenty" bonds ought to be paid off by the creation of legal-tender notes, is likely to attract attention abroad, and to make foreign and domestic holders uneasy.

Let there be really no cause for uneasiness. In the first place, the faith of the United States is fully and openly pledged to their payment in gold. The United States have always paid in gold, they could not have borrowed sixpence during the war upon any other understanding than that they would pay in gold and the government did not hesitate at all times to declare, upon inquiry, that it intended nothing but payment in gold. For instance, we have before us a note to Mr. Chase, then Secretary of the Treasury, from a prominent firm in this city, dated February 12th, 1864. The writer asks—

"We have recently had repeated inquiries from European capitalists, and to-day one from a leading London banking firm, as to whether the principal as well as the interest of the 5 20 United States bonds is payable in gold.

We have always accepted the general interpretation, current here of the law authorizing the issue of said loan, but at present cannot lay our hand on the bill, and as we have recently heard parties in this city doubt if the principal, whether paid in five or twenty years, would be returned in gold (they arguing that the law does not make the payment in gold obligatory on the United States), we beg to solicit the favor of your informing us precisely as to this point.

We have sent some of these bonds abroad, and the London inquiries we have received to-day are made we are persuaded, with a view to purchasing such government securities.

To this the reply was clear and precise

"TREASURY DEPARTMENT, Feb 15, 1864

"Gentlemen—Your letter of the 12th inst., relative to the funds in which the five-twenty bonds will be redeemed, has been received.

"I am directed by the Secretary to say that it is the purpose of the government to pay said bonds, like other bonds of the United States, in coin, at maturity.

"Very respectfully,

"M. B. FIELD,

"Assistant Secretary of the Treasury

"Messrs. Barclay & Livingston, New York

There is no doubt at all about this point—the government borrowed, and the lenders lent, with plain understanding that the bonds would be paid in gold.

But General Butler and Mr. Pendleton both discuss the matter in such a way as to show that they care little about any pledge or understanding. They appeal to self-interest, to the supposed base instincts of the poorer people. They attempt to prejudice the poor against the rich, and in the pretended interest of the poor, call for the issue of more legal-tender notes. But there is no danger that they can deceive and mislead the American people to their dishonor, for the people are not such dunces as these politicians take them to be. To pay the "Five-twenty" bonds by an

Issue of greenbacks in their place would be to ruin every workingman and woman in the country—for, as a correspondent of ours remarked yesterday, "it is the man or woman who works for wages to whose pocket the great mass of circulating money is to be found. The capitalist hardly carries more money, perhaps not as much, in his pocket, as the mechanic who keeps no bank account. The capitalist has his warehouse, his dwelling, his mill, his cotton, his wool—his real property of every kind, he might lose the paper money in his pocket and all his United States bonds, and when they were gone he would find a larger relative proportion of the property of the country than he had before, while the mechanic and the laborer, whose all would be in his pocket or in the savings bank, would lose his all—he would have no property to represent his past labor.

Mr. Pendleton's "declaration," alluded to in the foregoing, is as follows—

"Now the 5 20 bonds become payable at the option of the United States in five years after the issue. There are six hundred millions becoming payable in the present year. Again, they are just by their terms payable in gold, and the very fact that the interest is stated to be paid in gold, indicates the intention that the exact letter of the bond and I think you will agree with me that the Government creditors of such a nature are entitled to no more regard as the bond to be paid in such money as other creditors are paid with in the United States. The popular idea is that the 5 20 are payable in gold, but that arises from the fact that Mr. Chase, while Secretary of the Treasury, upon the first issue in 1862, had a letter addressed to him by some bankers as to whether these bonds would be paid in gold, and he replied, what was true at the time, that all the obligations of the United States had been paid in gold, and it was proper to presume that they would be so paid in future. And upon the strength of that letter the bonds were deemed gold-payable as well as gold-bearing, although it was in exact opposition to the words of the contract. Now why does not Mr. McCulloch recommend that a loan be made in lawful currency of the United States, taxable as other property is, and with the proceeds of that redeem the 5 20 bonds as fast as they become payable by the option of the United States?"

SHIPBUILDING IN NEW BRUNSWICK.

A CORRESPONDENT of the St. John Morning Journal has written the following respecting shipbuilding on the Kennebecasis—

The stagnation which at present is visible at its ship-yard in and about this city, to some extent extended to the banks of the Kennebecasis, and the same complaints with which we are so familiar here, may be heard from those engaged in this branch of industry along the banks of this noble river. Although a total stoppage has not taken place, except in one instance, still the spirit of enterprise which heretofore characterized the shipbuilders of that locality is not so apparent to so great a degree, but has given place to a more cautious yet persevering determination to overcome all existing difficulties, so that when a change for the better takes place, which soon, let us hope may come they may be able to grasp the golden opportunity, and realize profits they are now debarred from reaping. The splendid advantages to be found by shipbuilders along that river is another cause to which their success may be attributable, and it seems unaccountable that the numerous localities to I found there for this purpose has been allowed to remain unoccupied, while other places not possessing the same advantages have been eagerly grasped at. There is little doubt that under Confederation a new era in the history of the Kennebecasis will be entered upon, and it may yet become as celebrated throughout the Dominion for ships as the Clyde is throughout Europe.

On the western side of the river there are two vessels in course of construction—At Chatham the Messrs. Flowering have a large ship of about 900 tons, built under the superintendency of Lloyds, to class A1, which is nearly ready for launching, and it is needless to add that she will sustain the reputation which the firm has already gained as builders, they having spared neither time nor expense to render her a splendid specimen of naval architecture. About ten miles below on the same side, Messrs Titus & Brown are erecting the frame of a small vessel of about 30 tons burden but whether it is the intention of the gentlemen to launch this season we are unable to ascertain.

A few miles above Rothesay Station, on the eastern bank, in a beautiful Cove, at present nameless, Messrs. Titus & Dow, long and favorably known among the ship-owning community, have commenced operations, and success cannot but follow where two gentlemen of so marked ability are associated together. We anticipate for the locality where these gentlemen have located a brilliant future.

We trust before the advent of another summer to chronicle other enterprises of as substantial a nature as those here mentioned.

AUSTRALIAN EXPORTS.—In 1865 the imports into the Aus. Colonies reached £35,000,000, and the exports £20,000,000. Within the last sixteen years New South Wales and Victoria have yielded £150,000,000 worth of gold, and New South Wales has produced 500,000 tons of coal. South Australia has also within the last ten years, exported £5,000,000 worth of copper. The tonnage of vessels which arrived at Australasian ports in 1865 was 2,000,000, and a similar amount of tonnage left those ports during the same period. Forty years ago the number of horses, cattle and sheep in Australia was under 400,000 the number is now nearly 35,000,000.

A SAMPLE OF MUNIFICENT EXTRAVAGANCE IN NEW YORK.

THE style of fur lashing armorial for our city militia recalls the hardships of the gallant troops who, according to McArdon, once encamped at Belmont's and there suffered for their country. The militia's Association can hardly be called miserly in providing for the Board of Supervisors against the expenditure already made since last April of over \$200,000 for furniture and repairs alone, on less than a dozen armories. At this rate the year's bill will reach a pretty round sum independent of the rent, attendance, &c., and it certainly justifies Mr. Peter Cooper and his associates in casting it, as it stands, as reckless and shameful expenditure of the public money. For outfitting one armory \$23,000 is paid; for another, \$10,000; for two others, \$17,000 each—making a total for the four of \$70,000. And these expenditures do not include work done by masons, carpenters and plumbers, which greatly swell the bill. Now considering the popular idea of the simplicity and rigors of a martial career, some of our military are pursuing the profession of arms rather luxuriously. Take for example, the Fifth Regiment. Their gun-racks are carved black walnut cases, with glass doors. Their officers' suites are upholstered with velvet carpet. Their turnouts is of richly carved black walnut; their lowest priced canvas seat chairs are \$7; their highest (which are carved and gilt) are \$40 each, and the settees \$50 each. The gun-racks for this one regiment cost \$3,000 and the lockers \$3,000 more, being \$11,000 in all. But to sum up all by a single illustration, think of paying \$2,208 for forty-six chairs for a single militia regiment!—New York Times.

INCIDENTS OF THE FAMINE IN ORISSA.—The extreme severity of the distress in Orissa last year is shown by the following passages in the evidence taken by the commission of inquiry. The Rev. Mr. Mitton, a missionary of Balasore, said:—“Hundreds died in the fields and out of the way places where no one saw them. If one chanced to cross the country one saw the bodies lying about and the jackals eating them. I should say (to be within bounds) that about a fourth of the population of Orissa has died. The misery and suffering has never been fully described; it would have been almost impossible to exaggerate it.” A native deputy magistrate of the same district, Moulvi Muhammed Abdoulla, says:—“Large establishments of men and carts were kept up in the town for collecting the dead bodies; at first they were cast into a pit, but subsequently they were thrown into the river, and floated out to sea. It was a remarkable fact, that jackals, vultures, and dogs did not eat the bodies of the paupers. This was a general subject of conversation, perhaps the reason was that the bodies were so thin.” Baboo Churn Dass states that “for months no one could drink the water of the river” several witnesses state that the people were like walking skeletons. Many died from eating rice uncooked; they were so ravenous that they would not wait to cook it, it was gone in two minutes. The greater proportion of those who came into Balasore for food in May and June had just strength to crawl and keep life together for a time, but did not survive. They were so reduced that nothing but the most anxious tending and medical treatment could have saved them, and this with such an enormous mass of people was in possible. Great numbers lay down and died without making any attempt to go to the centres of relief when they were established. The women held out best. Few high caste people would work except at the last extremity, and then they were too weak generally to be restored by food. It caused diarrhoea.” Judge Wadhoo says:—“I left for Balasore in May. The men, women, and children seen on the road were literally starving skeletons. I saw so many dead bodies that I cannot say when I first began to see them. Every part of Balasore was covered with skeletons picking up bits of sticks to cook the rice given to them. Hundreds were lying on the side of every road. They reclined as if black parchment were stretched over bones. When I returned to Calcutta the sight was ten times more horrible than when I had come, there were such numbers of people lying in the mud dead and dying. I was in Balasore again in August. Things were improved, but the whole air was saturated with horrible effluvia.” A gentleman from the Cuttack district mentions that on the whole the people bore their sufferings with astonishing patience, but an assistant magistrate at Balasore states that the strong would take the food from the weak, and that he was of often struck with the absence of help afforded to the weak by natives. Crime increased greatly, owing to thefts of food and a desire to get into prison. Dr. Jackson, medical officer in charge of Balasore Civil station, speaking of the month of June, says:—“People used to lie down under trees at night to sleep, and to be found dead there in the morning. Cases occurred in which people fell into the water from debility when they went to drink. I saw a woman lift up her arm and let it drop while a dog was sniffing at her entrails and eating them. People died in the roads and fields all about. Many died without being seen. One man died in my compound with a cow in his hand, trying to work; that is, he failed and never spoke or swallowed afterwards, was kept in the verandah all night and died in the morning. Casts prejudices interfered, and many people would not eat the food most necessary in their condition, such as soup. When people are reduced in weight beyond a certain point they almost invariably die. There was terrible struggling at the place of sale of rice. I had the door of my own house broken in, and the coat torn off my back by women eager to purchase. Those who fared worst in the struggle to buy rice were those, the very poorest, who had to go to work, and could not spare time. Lastly, we discovered that a great part of the famine mortality was due to

an extraordinary tendency to frightful worms, which produced false appearances of cholera and other diseases. At the hospital the mere occupation of throwing the dead bodies into a pit and covering them with earth was more than enough to employ every meter we could get, the meters being the only case in the district who would touch dead bodies. Our Calcutta correspondent mentions three instances in which human flesh was eaten. Another case is mentioned by Mr. Smalley, assistant superintendent of police at Balasore, a case of extreme hunger. A witness stated that the mortality fell very heavily on the labouring classes. When the supply of rice was limited, a man who had a little money on him would be recruited, although he was starving, he would be told to go to work. Employers of labour say that it is now very scarce, so many of the ordinary labourers are dead.

INTERCOLONIAL TRADE—The Halifax Journal says—

A glance at the manifest of the cargo shipped at this port last week on board the steamer *Her Majesty*, for Quebec, will show the extent of the trade, and at the same time suggest some of the interrogatories of the Anti Press as to the benefits which Nova Scotia is to derive from her geographical position in the Dominion. We annex a statement of a portion of the cargo shipped to, with the name of the shippers. Of course, others besides those whose names appear, are indirectly participators in the trade, as in the case of the molasses, which, we are informed, to a large extent came from the warehouses of a leading Anti firm at the North-end of the city.

Part of Outward cargo per *Str. Her Majesty* for Quebec:—

Table listing cargo items and shippers: Thompson Abbot & Co (100 puns molasses), G. P. Mitchell (13 hhds sugar), Starr & Co (355 hhds), W. Hare (21 kegs nails), John Stearns (2,210 sheets iron), Young & Hart (46 casks oil), Lawson, Harrington & Co (50), R. I. & W. Hart (50), R. I. & W. Hart (50), E. D. Tucker & Co (94 boxes herring), J. F. Phelan (200 hhds oil), J. F. Phelan (500 boxes herring), W. Hare (21 casks oil), W. Hare (600 boxes herring).

The Unionists have always held that the Upper Provinces would get their sugar and molasses to a large extent through Halifax. Here is the proof of it. The Unionists hold that the Upper Provinces will afford a market for our fish and oil. The shipments of Messrs. Hart and others substantiate that assertion.

DIVISION OF LABOUR IN ENGLAND—Professor Levi, in his book on The Working Classes—estimates that there are 800,000 persons employed in England in the general and local government and defence of the country. Of this number all but 3,000,000 men. About 10,000 are dock and labourers, 14,000 policemen, 37,000 sailors, and the annual income of the whole class amounts to \$50,000. In the second class are 1,000,000 domestic servants, nearly all of them women, whose yearly wages amount to \$235,000,000, an average sum of \$230 a head per week being included in that amount for remuneration in the way of maintenance.

There are 700,000 persons engaged in commercial ways, that is, in the conveyance of met., animals, goods, and messages. Of these 200,000 are railway servants, 125,000 are coachmen, cabmen, and carmen, 37,000 are bargemen and watermen, 180,000 are seamen, 35,000 are dock labourers, and 15,000 are warehousemen, messengers and porters. Their entire earnings in a year are estimated at \$185,000,000. All these classes of workpeople taken together are just as numerous as the agricultural labourers, of whom there are said to be about 2,000,000 men and 700,000 women and children, earning in all \$424,000,000 a year. These and all the others are not so numerous as the labourers in manufacturing and mining pursuits, numbering about 3,000,000 men and 2,500,000 women and children, and receiving \$1,120,000,000 a year in wages. The entire working classes, according to Mr. Levi, comprise 11,000,000 persons, of whom nearly half are women and children, and receive each year \$2,000,000,000 in payment for their work. The average weekly receipts of boys and men under twenty is 7s 3d sterling, of girls and women under twenty, 7s 10d sterling, of grown up men, 12s sterling, and of grown up women, 11s sterling. Skilled workpeople of course receive a great deal more than that, and common labourers proportionately less.

HOW LONDON CAN USE ITS SURPLUS CAPITAL.—

The London Spectator says that city is “choking in its own fat.” The banks of England and France, which are in intimate relations with each other, have specie to the amount of sixty millions sterling in their vaults, brokers lend money at one and a half per cent, and joint stock companies look at depositors as if it were a favor to take their cash. The Spectator proposes to divert a portion of this accumulated wealth to the purpose of buying in the large Irish estates, which could afterwards be divided into small farms and resold to the present tenants. This would go a long way towards the solution of the perplexing Irish question. All statesmen are agreed that while the present tenant system lasts, there can be nothing done for Ireland. The Spectator thinks public opinion is “slowly gravitating” towards the adoption of this or a similar plan.

BANGOR AND PISCATAQUIS RAILROAD COMPANY.

At the stockholders meeting the following Directors were elected—Hannibal Hamlin, A. G. Wakefield, Samuel D. Thurston, Noah W. Palmer, Charles Hay ward, John W. Foster, George W. Ladd, Isaiah Stetson, Bangor, A. M. B. Lincoln, C. K. Kimball, Dover, Pines J. Hall, A. G. Lebrooke, Foxcroft.

At a subsequent meeting of the Directors, Hannibal Hamlin was chosen President, Isaiah Stetson, Treasurer, Thomas Mason, Clerk. The stockholders, before adjourning, passed the following resolutions.

Resolved, That when three hundred and fifty thousand dollars is subscribed to the capital stock of the Bangor and Piscataquis Railroad Company, and the city of Bangor vote to loan the credit of the city for five hundred thousand dollars, the directors be instructed to contract for the immediate construction of said road. Resolved, That the Directors be instructed to cause a survey to be made immediately of the route from Dover or Foxcroft to the line of the European and North American Railroad. A Committee was chosen to examine and superintend an immediate survey and location of the route. The road is to be built yesterday's proceedings inaugurated a new era in the history of our city, and we greet the day—Bangor Whig.

STRIKES ON THE CONTINENT.—The Economist gives the following resume of strikes on the continent:—

“Since the change of the law in France,” it says, “strikes have been of constant occurrence, but many of them have been amicable arranged by the state authorities. It is much to the credit of the French authorities that an application on the part of either the employers or employees led to friendly mediation. In France, the provision of the Industrial Code was enforced twenty-nine times between 1845 and 1855, but in many other cases proceedings were commenced, and either failed or were abandoned. The strikes which were the cause of them seem to have seldom been of any magnitude; there were only three great strikes in the 20 years, and the longest time any of them lasted was ten days. But in one of these cases, 1,000 factory hands struck work, in another nearly 900. The chief strikes in Italy have occurred in Piedmont, though there was one of 1,000 workmen in the iron foundries of Naples. This however, was terminated in a month, and none of the Piedmontese strikes lasted any longer. The carpenters and joiners of Turin struck for higher wages in 1860 and 1863, but both times unsuccessfully. The masons and bricklayers of Berlin struck in 1861, and the woollen weavers of Biella struck for eighteen days in 1862. It is accepted an arrangement. In Genoa the members of the free port struck to keep up their monopoly, and were allowed to carry their point through the weakness and want of decision of the municipality. In Denmark there was a strike of the carpenters and brick masons of Copenhagen for an increase of 4s a day in their wages. The masters refused to grant the increase, and after the strike had lasted six weeks, the men, finding their private resources exhausted, returned gradually to their work. On this, the masters spontaneously conceded half the demand, and any ratification that might have existed in the industrial state of Denmark was happily removed. It must, of course, be remembered that in all these countries perfect freedom of combination, if it exists at all, is quite of modern growth. What will be the result of relaxing the laws against strikes may not appear from any statement of the result of the former severity. But it is significant of an altered tone of public feeling that these relaxations should have occurred at a time when the abuse of strikes is so much felt, and that it has been thought right to take a step towards liberty even when there was such a tendency to licence.”

FRUIT BY RAILWAYS, ENLARGED.—

It is asserted by the friends of a system of freight railroads that by their use railway freights can be reduced to one-third of the present charges, and the carrying capacity of railroads can be increased fifteen fold over roads as now managed. While they can be made to do this amount of service as compared with other roads, they can be made to exceed the freight capacity of the Erie Canal more than four fold. Will any competent engineer demonstrate the claim to be absurd or false? The document from which we take this abstract has the following table of capacities.—“Erie Canal, one and a half mile per hour; tonnage, 4,000,000 tons each way; total tonnage capacity, 8,000,000. “Railway, eight miles per hour, and two miles space between the trains; 7,000,000 tons each way; total tonnage capacity, 14,000,000. “Railway, ten miles per hour space, two miles between the trains; 8,750,000 tons each way; total tonnage capacity, 17,500,000. “Railway, ten miles per hour space, one mile between trains, 17,500,000 tons each way, total tonnage capacity, 35,000,000. “Railway, eight miles per hour space, one mile between trains, 11,015,000 tons each way; total tonnage capacity 22,030,000. “Railway, eight miles per hour space half mile between trains, 22,030,000 tons each way, total tonnage capacity, 55,075,000. “Railway, ten miles per hour space, half mile between trains, 30,040,000 tons each way, total tonnage capacity, 70,080,000. “I is not difficult to perceive that on a rate of eight miles per hour, the speed at which lateral friction nearly ceases, a freight capacity four times that of the Erie Canal can be achieved with entire success.”

TRADE BETWEEN ST JOHN AND YARMOUTH INCREASING - The Yarmouth Herald of the 29th ultimo says

"The intercourse and trade between Yarmouth and St John has been greatly increased by the establishment of steam communication between the two ports. The *Lunda* leaves here on Monday evening at 4 o'clock and returns early Wednesday morning, the passage being made both ways during the night - thus enabling our business men to make a visit to St John, spend a whole day there, and be absent from home only one day. As an example of the facilities afforded by this line we may state that a gentleman left here on Monday night reached St John early on the following morning, had a whole day there to transact business, purchase stock, &c., and reached home before breakfast on Wednesday, losing only a single day from his business at home, as above intimated. On her last trip from St John, the *Lunda* had 31 passengers and a considerable quantity of freight."

The American Railroad Journal says of the European and North American Railway -

We hear that contracts for the whole eighty-eight miles, from St John to the Maine boundary have been made up as follows: Messrs Stacey, Clavier, Burpee and Weston, the forty miles near St John. Mr Morrow, eight miles adjoining, Messrs Thomson and Hannin, the next fifteen miles, Messrs Brooks and Robinson, the twenty-five miles next the boundary. The contractors are all reliable men.

A BATCH OF CIRCULARS.

WE are indebted to Messrs H. Chapman & Co for a file of their latest circulars from their correspondents in the West Indies, and the East.

Frazier & Co, writing from Shanghai on the 5th July, report that a fair import business had been transacted at improving rates. London dates of the 17th May had been received on the 4th July. A fair amount of business had been transacted in black teas at weakening rates, and stocks were accumulating very fast. Some settlements had taken place in Pung-sue greens for the English market at very full rates.

The following is the latest respecting the Shanghai tea market:-

BLACK - Since 21st ult. a fair business has been done at gradually weakening rates. Latest settlements showing a decline of 1s 1 to 2 per picul from the highest point. Stocks are much in excess of those at the same period last season, and holders appear willing to effect sales at a still further reduction in price; quotations still show a loss on latest London values, and buyers are unwilling to operate except on a par with home rates. Stock, 141 chops, or 62,424 chests. Quotations, duty paid, exchange for credits, at 6s 5 1/2 per tael, and freight at 4s per ton.

Hohow, common to good.....	1 1/2	0 0
Onam, common to fair.....	1 3/4	1 6
Ningchow, fair to good.....	1 3/4	1 8
Opack, fair to good.....	1 1/2	1 11

GREEN - Considerable settlements have occurred in New Pinguays, which have been bought up eagerly at very full rates for shipment to England per S.S. "Agamemnon." Holders having realized large and unexpected profits on their late sales, they are now disposed to accept lower rates. Stock, - chops, or 6,700 chests. Quotations, duty paid, exchange for credits at 6s 5 1/2 per tael, and freight at 4s per ton:

Gunpowder	Imperial	Young Hwan	Tea-ky
Opack	Opack	Opack	Opack
1 1/2	1 1/2	1 1/2	1 1/2

LANCASHIRE - Settlements during the fortnight were again on a large scale, but chiefly confined to one or two firms, and the market closes quiet. Medium and fine Opacks had realized higher rates, fair to medium Opacks show an alteration the common grades from Shongtiam, selling from 1s 16 to 1s per picul, are considered relatively very dear. Quotations were, Opacks, medium to good, 1s 25 to 2s 0 0; Onam, common to fair, 1s 16 5 to 2s 0 0. Stocks, 18,000 chests.

RHODESIA - Black Teas - Settlements for the fortnight amounted to 4,400 piculs fine to finest Ningchows, at 1s 21 0 0 to 2s 7 1/2. Arrivals had been very heavy both of Hohows and Ningchows but holders preferred shipping to Shanghai rather than accept the market rates. Quotations were, Ningchows, common to fair, 1s 21 0 0 to 2s 7 1/2. Stock 5,400 pkgs. Green Teas Nothing to report. Stock, 116 chests.

JAPAN TEAS. Yokohama, 27th June. - The market has been very inactive, and only 180 piculs have been purchased. No fine Teas are on the market.

Comparative Statement of Export of Tea from all China from 1st January to latest dates received

	Lbs	Lbs	Increase
To Great Britain.	45,000,000	44,000,000	1,000,000
United States	15,000,000	13,000,000	2,000,000

Michael Cavan & Co, Barbados, writing on the 9th Aug., report the crop season over and business of all sorts assuming a restricted character as compared with the busy portion of the year. Flour was dull of sale, and "had almost induced its dullness on itself by reason of its turning sour so soon after tanding - a broad hint to Canadian millers and shippers. All other breadstuffs "looked healthy," especially corn meal, bread, crackers, corn, Canada and black eye peas. Nuts provisions were, however, at hand, and Messrs

Cavan & Co. "did not place much confidence in the maintenance of present rates." Pork and beef was in good supply, but saleable at quotations. There was no inquiry for ham. Butter was a perfect glut, large quantities of American having been forced on the market at \$8 50 to \$11 per 100 lbs. Best descriptions of French in tins - another wrinkle for Canadian exporters, were hardly worth over \$16.

Nine vessels had arrived from Halifax and the Gulf since last mail with 978 quintals of dried fish, and 185 bbls of pickled. The market was glutted more so than it had been for several years past. The business therefore was of an entirely retail description, and stocks would have to be forced to a sale. In the early part of the fortnight, good Caspe sold at \$17 50 and new catch Halifax at \$16, but these quotations could not be obtained when Messrs Cavan & Co. closed their circular. Split herrings were the only description of pickled fish enquired for and that for export.

Owing to the close of the crop season the demand for lumber and cooper's stuffs had ceased. White pine was not worth more than \$19 per M. There was no demand for wood hoops. Staves and shooks were light in stock. Last sale of latter 90c.

Nearly all the sugar raised on the Island had been sent off. The crop was estimated at 51,000 to 52,000 ho sheads; and of this quantity v. 49,000 to 50,000 hogsheds had been shipped, while the small quantity remaining was either disposed of or arranged for. The price had advanced to \$4 50 per 100 lbs., but was nominal in the absence of stocks. Molasses were not to be had under 22c to 24c per gal.

The *Amelia* had been taken up for Quebec at \$4 50 per puncheon, molasses. Shippers of butter would do well to note that "Parkins are not liked, as kegs of 25 lbs. and under were preferred."

We are glad to note that ten of the arrivals from the 20th July to the 9th August were from the Lower Provinces, and that they brought most of the northern produce reported. During the same period three vessels arrived with similar cargoes from New York and Boston, a large portion of which consisted of "Yankee Notions," a field of manufacturers may yet do a good deal in.

Latest dates from Demerara are to the 7th August. Harrison Leib & Co in their general remarks, advert to the recent great fire in Georgetown by which property to the amount of a million dollars was burnt, and state, that notwithstanding the considerable quantity of provisions destroyed, the market continued dull, owing partly to the previous heavy stocks and partly to several dealers having been burnt out. The breadstuffs market was overstocked. Flour was at \$8 for favorite brands extra Ohio, and \$9 for bakers, with other articles in proportion. There was no improvement to note in provisions. Family beef in half bbls was in fair demand at \$12, and pork dull at \$21 for "full weight." Good heavy Mess. clear \$22. There was very little prime quality fish in the market, and the stock of inferior had been reduced to 200 casks. Good herrings were wanted, and were worth \$4 to \$4 50. Mackerel had sold at \$9. The lumber yards were all well supplied, and there had not been much demand but the re-building consequent upon the fire was expected to give an impetus to the market. There was no demand for cooper's stuffs. Long, 13 and 14 feet, were at \$25 per M; Inspection staves (R.O.) \$15, Culls \$35; Nova Scotia \$25 to \$30.

Three vessels arrived from Nova Scotia between the 23rd and the 28th July, with fish and lumber. All the flour and provisions imported from the 22nd July to 7th August came from the United States seaboard, and as we can undersell them in this respect, a fair portion, at least, of the trade of Demerara must eventually fall in our hands.

The next circular we have been favored with is from Trinidad, and is also dated 7th August. Messrs A. Cumming & Co report that breadstuffs had a downward tendency. Extra Ohio and Brandewine flour had sold at \$11 55. Clear pork was nominal at \$23, 100 lbs Mess had sold at \$21. American butter was quoted at \$3 50 per keg of 25 lbs; Irish was nominal at \$16 per firkin; with French the market was glutted and it was obtainable at \$12. Codfish had been sold at \$22 per tierce and \$6 per box. A sale of 218,000 feet white pine was reported at \$21 - large cedar and pine shingles were worth \$3 50, and R. O. staves \$30 per 100.

There was only one arrival from the Maritime Provinces from the 24th July to the 6th August. The produce trade seems from the arrivals to be entirely in the hands of the Boston, Baltimore, and New York shippers. Large quantities of goods produced on the continent are also received from Barbados, which is to some extent an entrepot for Demerara as well as Trinidad. On the 7th August there was no sugar or molasses in Trinidad for sale.

ST. JOHN TRADE REPORT.

St. John, N.B. Sept. 7, 1867.

QUERRE is very little change to report in the general aspect of business, the remarks of the last few weeks might be repeated with very little variation, and until the fall trade sets in it is not likely there will be any material improvement.

Sterling exchange is in demand, and rates have a tendency to advance, 90 day bills on London are worth from 10 to 10 1/2 prem., and sight bills 11 to 11 1/2. We notice that the St. Stephen Bank has paid a dividend of 4 per cent on the half year, and carried a large amount to the reserve fund.

The shipping arrivals of the week have been light; they comprise three vessels from Great Britain with

coals; three from New York with flour, corn, and general cargo, one from Portland with flour; one from Boston with general cargo; besides the tri-weekly steamers of the International Company from Weston and Portland, and the weekly steamer from Boston via Yarmouth, N. S. We observe that the traffic on this latter route is increasing, and the trips are made with regularity.

The weather has been unsettled and rather unfavorable for harvest operations. We regret to learn that the potato crop is almost a total failure, the disease having made rapid progress during the last week. The grain crop is excellent.

The arrangements for the Provincial Exhibition to be held at St. John in October, are progressing satisfactorily. No pains seem to have been spared by the Board of Agriculture to ensure success, the skating rink (which is a building admirably adapted for the purpose) has been secured, and a large attendance is anticipated.

LUMBER. - The shipments of lumber for the week have been moderate, consisting of eight vessels to ports in Great Britain with deals, and six to United States ports with boards, pickles and laths. Owing to scarcity of suitable tonnage, freights to the United Kingdom are still advancing, and rates to Liverpool or London are now quoted at 6s to 7s per standard for deals. To other British ports rates remain firm at last quotations. One vessel has been taken up for Monto Video at \$14 per M for lumber. United States freights show no improvement, \$3 50 per M to Boston being the last engagement.

FLOUR, &c. - Since our last report the flour market has still further declined. There is a steady moderate demand for small lots for immediate consumption, but there are no large transactions, the feeling being general that prices must go lower. The receipts of the week have amounted to about 4000 barrels, of which 1500 bbls were American flour of superior quality for bakers purposes. For these brands exceptional prices are obtained, ranging from \$8 75 up to \$9.

Canada Strong super	\$8 25 to \$8 40
Do Ordinary	8 00

At auction to-day a lot of Middlings sold at \$4 99 to \$5; and a lot of Western Superfine at \$8 20. Cornmeal is worth from \$4 75 to \$5 00; and oatmeal from \$6 50 to \$6 75. Oats have declined rapidly, and are now quoted at 50c to 55c per bush of 56 lbs. New grain is coming in from P. E. Island, and unless the fall in prices should check the supply immediately, the probability is that they will go even lower than present quotations. We hear of parcels on the way from Ontario despatched on the 26th ult. not yet arrived at Portland.

PROVISIONS AND GROCERIES. In provisions there is no change to report. Sugar is firm with the prospect of an advance. The last importations of Barbados molasses are held at 33c, being an advance of 2c on previous prices. The advanced rates in the West Indian markets, and the diminished stock at Halifax would lead us to suppose that the advance will be fully maintained.

Advices from Halifax, N.S., speak of the flour market as weak with prices a shade lower, and a prospect of a considerable decline as the market gets in a mere settled condition.

Canada Superfine, choice	\$9 50 to \$9 60
Do do sour	5 00 to 5 75
Cornmeal	5 00 to 5 25
Rye	5 50 to 6 75

HALIFAX TRADE REPORT.

[From the Circular of C. M. Creca.]

WE have no change of consequence to note since our last review. Business has not been active, yet a favorable change can be noticed. The imports are moderate. Exports considerable, showing an increase over last week.

BREADSTUFFS. - Flour in good demand. Some sales have been made as high as \$9 75 and \$10 for fresh ground No 1 Canada, the lightness of the stock has caused such extra rates, the market is now better supplied, the steamer *Carlotta* having arrived last evening with 2250 bbls. However, the demand is such that prices will not be much influenced by the arrival; the supply must become more plentiful to effect rates. We quote No 1 Canada, fresh ground, \$9 50 to \$9 75. Extra \$10 and \$10 25. The market is bare of flour none has been lately offered for sale. Rye in good demand and firm at \$6 75 and \$7. Corn Meal in fair request, and holders are firm at \$6 for Brandewine, Halifax ground, \$4 50. Oatmeal quiet at \$6 75 for Canadian imports for the week from Canada, 43 1/2 bbls flour 2000 bushels wheat, 793 bbls oatmeal. From the United States, 465 bbls. Flour, 300 bbls. corn meal.

FISH. - Cod has slightly declined, and the prospect is that prices will go lower as receipts become plentiful.

ful. We quote prime large \$3.70 and \$3.75, prime small hard cured \$3.25 and \$3.40, good talqual \$3 and \$3.20. Bank and Bay dull at \$2.00 and \$2.80; no cured Labrador offered yet—the price is likely to open low. Salmon dull; there is great difficulty in effecting rates, few being disposed to speculate even at low rates. We cannot quote No. 1 over \$12 and \$13, No. 2 \$10. No. 3 \$9 Mackerel in good demand with an upward tendency. We quote No. 3, large \$6 and \$6.25 small \$5.50. All-wives quiet, at \$2.80. Herrings dull, quotations unchanged. Receipts for the week, 282 bbls Salmon, 220 bbls Herrings, 184 bbls Mackerel 104 bbls All-wives, 4085 qts Cod, 160 qts Seal, 80 bb 1/2 Halibut. Exports to West Indies, 1142 tins, 127 drums, 1007 boxes, 879 half boxes Codfish, 234 tins, 35 drums, 22 boxes Seal; 1411 bbls, 169 half bbls Herring; 939 bbls Mackerel; 308 bbls Alewives; 31 bbls Salmon to United States, 1162 bbls, 11 half bbls Mackerel, 800 qts Cod, 44 pkgs Tongues and Sounds, 16 bbls Halibut to Canada, 400 qts Cod, 139 qts Seal, 94 bbls Herring, 1000 boxes Smoked Herring.

**OILS.**—There is no change to note. Cod quiet; quotations remain the same. Labrador 47c and 45c Shore 43c and 41c Kerosene continues dull, with limited enquiry at 28c; other descriptions unchanged. Receipts for the week, 5 bbls Cod.

**PRODUCE**—Oats in limited demand, quotations nominal, 65c to 60c. Potatoes, new, in good supply for local consumption, retailing at 60c and 70c. Butter, new, in good demand at 18c and 19c for town requirements, old quiet, quotations unchanged. Receipts for the week, 35 packages Exports to West Indies, 15 packages.

**PROVISIONS.**—Pork, we have no change to note, little has changed hands during the week. Mess still being quoted \$18 and \$19, Prime and Prime Mess quiet at \$14 and \$15. Beef: Mess in fair demand at \$14 and \$15.

**WEST INDIA PRODUCE**—Sugars have undergone no change during the week; the market continues firm, and present quotations are likely to be maintained. The imports are nearly over for the season. We quote Vacuum Pan at 7c and 9c. Porto Rico, 6c and 6c Barbadoes, 6c and 6c. Cuba, good, 6c and 6c. Molasses in fair demand, and no tone is firm, Centuagos, 29c and 30c. Trinidad, fair to choice, 25c and 28c. Rum in moderate request, and firmly held at 47c and 48c for Demerara, 45c St. Jago. Imports for the week, 249 hds, 29 tins, 307 bbls Sugar, 42 puns Molasses, 7 puns 2 hds Rum Exports to Canada, 89 hds, 23 tins, 385 bbls Sugar, 150 puns Molasses. To other ports, 28 puns Molasses, 6 hds Sugar.

**CHARLOTTETOWN, P. E. ISLAND TRADE REPORT.**

(From the Circular of Carrell Bros.)

CHARLOTTETOWN, P.E.I., Aug. 31, 1887.

**FREIGHTS.**—To Halifax. Oats, 5 to 7c. Potatoes, 7c to 8c; Oatmeal, 40c; Butter, per 100 lbs, 85c; Fish, per bbl, 60c; Pork, do, 50c; Oysters, do, 60c. To Boston. Oats, 12c; Oatmeal, 60c; Butter, \$1 per 100 lbs, Fish, \$1 per bbl, Oysters, per bbl 75c; Eggs, \$1 per bbl. To Shediac 30c per bbl bulk. To Pictou 20c per bbl bulk. From Toronto and Hamilton, via Suspension Bridge and Boston and Colonial Steamship Company, upon the old bills of lading, \$1 per bbl for Flour. Flour fr. a Boston, 40c. Oats to England, 8 to 9d stig, per 45 lbs.

**STEAMERS.**—Leave Charlottetown for Pictou, Canoe, Halifax and Boston, every Monday afternoon, and for Pictou every Tuesday, Thursday and Saturday mornings, connecting with Railway for Halifax; and for Shediac on Tuesday and Friday evenings, connecting with Railroad for St. John, N.B. They leave Boston on Tuesday, and Halifax on Thursday of each week, for this port. Shediac every Wednesday and Saturday, on arrival of train from St. John; and Pictou every Monday, Tuesday and Friday, on arrival of train from Halifax.

**MONEY.**—Bank rates for discount 7 1/2 per cent annum, with a very little business doing. Double bank rates can be had outside. Banks have no exchange, our quotations are merely nominal.

**CURRENCY.**—The currency of this island is equal to 60 per cent on the sterling, the sovereigns being worth 30s; 4s stig being equal to 6s cy, or \$1.

**FLOUR.**—The inquiry during the week has been considerably less than last. Some Extra wanted. Some sales have been made during the week below quotations, for cash. Receipts for the week 653 bbls from United States; Canada 190 bbls. Duty on American Flour is 6d per bbl. Canadian, duty free.

**CONFECTION.**—Very little enquiry. Quotations nominal. Receipts for the week 10 bbls. Duty on American Meal is 6d per bbl. Canada, free.

**MOLASSES.**—In better demand. Stocks ample for present enquiry.

**SUGAR.**—Stock quite ample for demand, with little better feeling.

**FISH.**—During the week the catch of mackerel has been very fair, but still very far below the average for previous years. Total receipts at this port to date 4,036 bbls. The following vessels have landed their fares here since our last report.—Schr Per, 117 bbls, a box E. Fitch, 165 bbls, Rattler, 266 bbls, Game Cock, 160 bbls, Margaretha, 65 bbls, Gazelle, 160 bbls. Reported Etta E. Sylvester, 190 bbls.

**LUMBER.**—Spruce continues in good supply, with slight advance in prices. Good Pine wanted. Laths overstocked. Good Pine Shingles in demand.

**OATS.**—No new coming in, and colling at 2s 9d and 3s.

**OIL.**—Kerosene in good supply. No demand at this season. Duty 7 1/2d.

**BARLEY.**—New offering. Crop is mainly good, and much saved without rain.

**WEATHER.**—Continues fine, and excellent for harvesting.

**MONEY MARKET.**

WE have no new feature to notice. Sterling Exchange remains as previously noted. Gold in New York has advanced more rapidly under the influence of dissensions in Washington, closing at 145, an advance of 3 1/2 per cent, since our last report. U. S. currency has sold here at 31 to 31 1/2 per cent. discount.

SEVER offers in moderate abundance at unchanged rates.

Bank on London, 60 days sight	109 1/2 to 110
" " 90 days sight	110 1/2 to 110 1/2
Private, " 60 days sight	109 to 109 1/2
Bank in New York, 90 days sight	109 1/2 to 110
Gold Drafts on New York	par to 1/4 prem
Silver in New York	145 1/2
Silver	4 to 3 1/2 dis

**THE DRY GOODS TRADE.**

- |                           |                           |
|---------------------------|---------------------------|
| Bellie, James, Co.        | McCulloch, Jack & Co.     |
| Johnson, James, & Co.     | McIntyre, Benson & Co.    |
| Clark, Jas. J. & Co.      | McLachlan, Wm & Co.       |
| Cameron, T. James, & Co.  | McMaster & Co., Wm. J.    |
| Davis, W. J. & Co.        | Moss, S. H., & J.         |
| Fuld & H. & Co.           | Muir, W. & R.             |
| Gilmour, J. J. & Co.      | Shaw, Robert & Greenchen. |
| Greenwood, A., son & Co.  | Gyler & Co.               |
| Hinshelwood, T. M., & Co. | Plimston, Aubin & Co.     |
| Hughes Brothers.          | Robertson, A., & Co.      |
| Lewis, Kay & Co.          | Ray, Jas. & Co.           |
| MacFarlane, Andrew, & Co. | Stephen, William, & Co.   |
| MacKinnon, J. & Co.       | Stirling, Metcal & Co.    |
| MacKay, Joseph, & Bro.    | Thomas, Thibault & Co.    |
| May, Joseph H.            |                           |

THE past week has been one of great activity in this department of trade, the principal houses being fully employed during the day with customers (who are as thick as blackberries in some warehouses) they are working late into the night, or more properly into the early morning hours, entering up goods sold and packing ready for shipment; yet with all the effort, we observe large piles of sold goods laying about in some houses which cannot be entered and packed for want of time. In fact there has been a perfect rush of buyers from the west this week, and large quantities of goods have been disposed of. A continuance of this state of things for two or three weeks longer would make a material difference in the appearance of stocks in the houses of our importers. Thus far there is no appearance of a short supply as large stocks have been laid in, notwithstanding the statement to the contrary. All staples are moving off freely, but buyers wants are fully met by stocks on hand; there does not appear to be any deficiency in any department. Prices keep quite firm for all classes of goods, and as imports are not likely to be in excess, although a full supply, there will be no need, we think, for pushing or sacrificing goods this season. We report trade in a healthy, sound condition, with the prospects of a fair amount of business very soon.

**THE HARDWARE TRADE.**

- |                          |                       |
|--------------------------|-----------------------|
| Brash, George.           | Gilbert, E. E.        |
| Charles, A. & Co.        | Hall, Jas. & Co.      |
| Cuthbert & Caverhill.    | Ireland, W. H.        |
| Curry, W. & F. L., & Co. | Kershaw & Edwards.    |
| Evans & Evans.           | Morland, Watson & Co. |
| Evans, John Henry.       | Mutholland, & Baker.  |
| Ferrier & Co.            | Robertson, Jas.       |
| Fraser, F.               | Routh, John & Sons.   |
|                          | Waddell & Pearce.     |

BUSINESS has been quite stagnant for some time back, transactions being limited by divergence in the views of buyers and sellers, but within a few days there has been some what more enquiry for heavy goods.

**PIE IRON.**—Stocks are large, and scarcely an operation reported for the last ten days. The only lots to arrive are in the hands of parties who are inclined to ask higher prices than sales have been made at. The stock yarded is about equal to that of former years, and rather more than that of last year, but there is less coming out this fall than usual.

Within the past few days, several large lots have been required for, for the West, but holders are asking higher prices than are offered, and buyers and sellers are wide apart. The latter, with higher ocean and lake freights, are firmer in their views. No 1 Gartelherrie has been sold at \$22.50 net cash, but we do not hear of any more in the market at this price. Eglington and Summerlee are firm at our quotations.

**BAR IRON.**—Is much firmer than it has been. Stocks are very complete, but holders inclined to advance their prices.

**CUT NAILS.**—Stocks are still very light, and prices firm. Western Canada orders are beginning to come in but we hear of no foreign orders in the market this month.

**TIN PLATES** are a drug, and selling under cost.

**CANADA PLATES.**—Large sales are being made at our quotations, which are not profitable to importers.

**THE GROCERY TRADE.**

- |                          |                        |
|--------------------------|------------------------|
| Baldwin, C. H., & Co.    | Anderson, John & Co.   |
| Chapman, Fraser & Tyrie. | Kingan, & Hutch.       |
| Chapman H., & Co.        | Mitchell James.        |
| Childs, George, & Co.    | Phelan, Joseph.        |
| Conover, Colson & Lamb.  | Robertson & Beattie.   |
| David, J. Mack, & Co.    | Robertson, David.      |
| Dixon, Samuel & H. & Co. | Robinson, Jack & Co.   |
| Fournier, Jules.         | Tiffin, J., & Sons.    |
| Frank, J. F., & Co.      | Thompson, Murray & Co. |
| Gilgiply, Moffatt & Co.  | Torrance, David, & Co. |
| Jeffery, Brothers & Co.  | West, Bros.            |

BUSINESS is very quiet, and may be expected to continue so until the commencement of the trade sales, which are expected to take place early in October.

**TEA.** We hear of no transaction, buyers preferring to await the cargo sales to be held during next month. Messrs. J. Buchanan & Co. announce that they will offer choice Greens of their own importation direct from Shanghai, etc. "Borealis," as well as Blacks and Japans, on the 14th of October. No public announcement of any other sale is made as yet.

**COFFEE.**—Is unchanged, and without animation.

**SUGAR.**—Transactions have been very limited, and quotations are unaltered.

**MOLASSES.**—Have had more enquiry, but no transactions are reported, and we do not change our prices.

**FRUIT.**—Raisins are a little easier, owing to recent importations from the United States. Layers are obtainable at \$2 1/2 to \$2 3/4 in lots of 100 boxes and upwards.

**FISH.**—Has little demand, the chief enquiry being for dry cod, in only retail quantities.

**IRICE.**—Is somewhat easier, fair samples of Arracan, in sound lots, offering at \$3 75 to \$3.80.

**SALT.**—Liverpool Coarse, since our last report, advanced slightly, but holders have been unable to maintain the advance, and prices receded to previous quotations.

**THE LEATHER TRADE.**

- |                       |                    |
|-----------------------|--------------------|
| Goodhue, W. S., & Co. | Seymour, M. H.     |
| Hua & Richardson.     | Shaw F. & Bros.    |
| Seymour, C. E.        | Sinith & Edmanson. |

THERE has again been a good demand this week for some classes of stock, exceeding receipts. The consequence is an upward tendency in price of such as is most wanted.

**SPANISH SOLE.**—Has had about the usual demand at unchanged prices; the inquiry for inferior stock is in excess of the supply.

**SLAUGHTER SOLE.**—No demand whatever.

**HARNES.**—Has been in better request, with comparatively a light stock in market, and prices are firm.

**WAXED UPPER.**—The demand has been only limited, but there is no accumulation of stock, and rates are steady.

**GRAINED UPPER.**—Has been sold more freely, but no active demand has existed.

**BUFF AND PERBLED.**—The former has been quiet, while the latter has been in active request, and the market is very bare of all desirable stock, and closes buoyant.

**PATENT AND ENAMELLED.**—There has been a little better inquiry; only, however, for small lots.

**CALFSKINS.**—Are very dull, and sold with much difficulty, even at a reduction.

**SPLITS.**—The inquiry has been fair, particularly for heavy, the stock of which is not large.

**SHEEPSKINS.**—Very quiet, the demand being limited.

**HIDES.**—Has a good inquiry, especially Upper Leather stock, with only few offerings.

**MONTREAL PRODUCE MARKET.**

- |                             |                          |
|-----------------------------|--------------------------|
| Akin & Kirkpatrick.         | Laidlaw, Middleton & Co. |
| Cameron & Ross.             | Leeming, Thomas & Co.    |
| Conover, Colson & Lamb.     | Mitchell, Robt.          |
| David, James.               | Rajchad, Thomas W.       |
| Hobson, Thomas, & Co.       | Stclair, Jack & Co.      |
| Kirkwood, Livingstone & Co. | Seymour, C. E.           |

FLOUR—The market opened quiet and with a slight downward tendency, holders meeting buyers at current rates, \$7 inspected and in shipping order, being the rate at which most sales of city ground superfine were made. Strong reliable samples from scarcity selling at exceptional prices. Yesterday, however, sympathizing with the New York and Western markets, prices materially improved. Reports of some of the large flouring mills in the West being about to suspend operations for a time, on account of short supply of water, has added to the firmness of our market, and considerable sales have been made both for present and forward delivery at \$7.25 to \$7.80 for Welland Canal and City brands of flour. Strong Upper Canada brands continue in good retail demand at high prices. Fancy and Extras are not wanted.

and are barely saleable over the price of the bright city brands of Supers. The present advance will probably stimulate arrivals from the West, but stocks being very moderate, it will require a good deal to bring supplies to the average in the hands of dealers and holders generally. No sales of lower grades. *Ray Flour*.—Strong bright samples command full prices—other kinds, although pressing at low figures, are not to be sold at any price. *Rye Flour*.—A small parcel was forced off at \$4 50, the demand latterly has been quite suspended.

**GRAIN.**—Wheat has also participated in the activity of Breadstuff generally. Sales to a considerable extent of cargoes Chicago and Milwaukee No. 1, at \$1.50 to \$1.52, and No. 2, at \$1.46. Red winter at \$1.60 for a parcel of 10,000 bush. The loss of three cargoes of wheat at Cornwall has increased the firmness of holders at least for the present. *Pease* firm and active at 90c. per 60lbs, both for car-loads in store, and cargoes afloat. *Oats and Barley*.—Nothing yet moving.

**PROVISIONS.**—Pork firm for all grades; Mess is in good demand, several parcels having changed hands at \$20 3/4 to \$20.50. *Holders now demand an advance.* In other grades little doing.

**BUTTER.**—Quietness and dullness are the characteristics of the market up to the present time. A choice article would sell readily, but the quality must be positively, not comparatively, good. A few sales of picked lots have been made within the range of 13c. to 15c.

**ASHES.**—Pals have during the week advanced to \$6 to \$6.05, but close with a downward tendency. *Pearls* nominal. No sales can be noted for the last day or two.

**PETROLEUM.**—Remains in the same unsettled state owing to the local causes already alluded to. Advances from most other markets both United States, British, and Continental, note a steady rise.

**CANADIAN SECURITIES IN ENGLAND.**

LONDON, August 31st, 1867.

**GOVERNMENT SECURITIES.**

British Columbia 6 p. c., 31st Dec., 1872	—	—
Canada 6 per cent. Jan. and July, 1877	100	102
Do 6 per cent. Feb. and Aug.	99	101
Do 6 per cent. March and Sept.	102	104
Do 5 per cent. Jan. and July.	88	89
Do 5 per cent. inscribed stock.	86	86
New Brunswick 6 per cent. Jan. and July 100	102	102
Nova Scotia 6 per cent., 1876	100	102

**RAILWAYS.**

Atlantic and St. Lawrence	57	69
Buffalo and Lake Huron	32	41
Do preference	5	6
Buffalo, Brant, and Goderich, 6 p. c.	63	71
Grand Trunk of Canada	171	172
Do equip. mort. bds., charge 6 p. c.	50	56
Do 1st preference bonds	60	62
Do do deferred	00	00
Do 2nd preference bonds	39	41
Do do deferred	00	00
Do 3rd preference stock	32	34
Do do deferred	00	00
Do 4th preference stock	19	20
Do do deferred	00	00
Great Western of Canada	151	151
Do new	00	00
Do 6 without option, 1873	96	99
Do 51 do 1877-78	88	90
North. R. R. of Canada 6 p. c. 1st prf. bds.	80	83

**BANKS.**

British North America	—	—
-----------------------	---	---

**MISCELLANEOUS.**

Atlantic Telegraph	23	23
Do do 8 per cents	62	67
Canadian Loan and Investment	3	1 dis.
Hudson's Bay	14	15
Trust and Loan Company, U. C.	4	1 dis.
British American Land	18	23
Canada Company	65	70
Colonial Securities Company	—	—

**BOSTON CATTLE MARKET.**

Cambridge, Tuesday, Sept. 10, 1867.

**AMOUNT OF LIVE STOCK AT MARKET.**

	Cattle.	Sheep.	Swine
Last week	1830	9 138	27.0
Last week	708	7,830	1769
Same week last year	1193	9,438	1972

**NUMBER FROM EACH STATE.**

	Cattle.	Sheep & Lamb.	Calves.	Swine
Maine	—	—	—	—
N. Hampshire	129	261	—	—
Vermont	987	6099	—	812
Massachusetts	—	—	—	—
New York	243	1223	—	272
Western	452	—	—	1700
Canada	19	1195	—	—
Total	1830	9138	46	2760

And 90 Horses.

There were—cars over the Boston & Maine Railroad, —over the Eastern, 166 over the Boston & Lowell, and 231 over the Fitchburg Railroad. Total 400.

**PRICES OF MARKET BEEF.**—Extra, \$11.50 to \$12.00; first quality, \$10.50 to \$11.75, second quality, \$8.50 to \$10.00; third quality, \$6.00 to \$8.00.

**PRICES OF STORE CATTLE.**—Working Oxen—Sales at \$150, 200, 250 to \$300 per pair.

**MILCH COWS AND CALVES.**—\$45, \$60, \$75, \$95 to \$100.

**CALVES.**—\$20 to \$25; two year old, \$30 to \$45; three year old, \$55 to \$70.

**VEAL CALVES** at \$5.00 to \$12.00.

**SHEEP AND LAMBS.**—Prices in lots, \$2.12, \$2.25, \$2.50 to \$2.75 each; extra, \$3.00 to \$3.75 each, or from 2 1/2 to 5 c. per lb.

**HIDES.**—10 to 10 1/2c. per lb. Tallow 7c. to 7 1/2c. per lb. **SKINS.**—Lamb Skins 60c to 70c each. Calfskins 16c. to 17c. per lb.

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

**SHEEP.**—Extra includes Cossets, and when those of an inferior quality are thrown out.

**REMARKS.**

**CATTLE.**—The arrivals at Cambridge and Medford numbered 1524 head—the greatest number for a year. The first week of last October there were 1991 head at market, including Western Cattle driven from Brighton—about 160 more than last week. There is not much change in prices upon the best Cattle, but the poorer grades have declined fully \$1.00 per cwt. The supply of Milk Cows and Store Cattle was large, with considerable young stock. The sales were fair, although confined mostly to small lots; many were taken on speculation.

**SHEEP AND LAMBS.**—Were also in large supply, the greater portion consisting of spring Lambs, and selling at \$2.75 to \$3.50 per head. The quality was good, and prices were about the same as last week.

**NEW YORK LUMBER MARKET**

New York, Sept. 10th—1867.

Lumber, Woods, Staves, &c.—Duty: Lumber, 20 per cent ad val; Staves, 10 per cent. ad val.

Spruce, Eastern, per M ft., 19	α	19
Bird's-Eye Maple, logs, per sup ft.	6	α
Black walnut, logs	8	α
Black walnut, crotches	15	α
Black walnut, figured and blistered.	22	α
Yellow Pine Timber, Georgia	50	α
White oak, logs, per cub ft.	45	α
White oak, plank, per M ft. 60	α	55
White pine shipping boards.	α	30

**STAVES.**

White oak, pipe, extra, per M.	α	275
White oak, pipe, heavy	α	225
White oak, pipe, light	α	175
White oak, pipe, culis, heavy	α	170
White oak, pipe, culis, light	α	111
White oak, hhd., extra	α	255
White oak, hhd., heavy	α	175
White oak, hhd., light	α	110
White oak, hhd., culis	α	100
White oak, hhd., extra	α	150
White oak, hhd., heavy	α	115
White oak, hhd., light	α	90
White oak, hhd., culis	α	60
Red oak, hhd., heavy	α	120
Red oak, hhd., light	α	80
Heading—White oak, hhd.	α	140
Heading—White oak, double bbl.	240	α

**ASSIGNEES APPOINTED.**

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Corey Brothers	Montreal, Ste. N., Q.	Philip S. Ross.
Ernest, John	Galt, O.	Alex. Macgregor.
Fat, John	Montreal, Q.	T. Sauvageau.
Gates, Thomas Charles	Montreal, Q.	Robert Watson.
Huffman, Charles W.	Bellefleur, O.	J. P. Thomas.
Inman, James	Strait, N. O.	Thos. Miller.
Isidore, James	Dunnville, O.	John Stewart.
Madill, Alexander	Peterborough, O.	Dr. Madill.
Robinson, Robert	Sarnia, O.	Geo. Stevenson.
Rorhill, Joseph	London, O.	Thos. Chamber.
Stephens, Charles Nelson	Barrie, O.	Joseph Rogers.

**APPLICATIONS FOR DISCHARGE.**

NAME.	RESIDENCE.	DATE.
Carpenter, Gershom M	Hamilton, O.	Nov. 8
Green, Henry S.	Galt, O.	" 16
Lawrie & Co.	C. Merich, O.	" 14
Pease, Eliast	Bellefleur, O.	" 8
Ross, William McKean	Montreal, Q.	" 9
Stevenson, William Curtis	Goderich, O.	" 14
Truss, Martin	Windsor, O.	" 12

**WRIT OF ATTACHMENT ISSUED.**

DEBTOR'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
Jam's McKroy, Montreal, Q.	Gottlieb, Reinhardt.	Aug. 30

**STOCK MARKET.**

	Closing price.	Last Week's Price
<b>BANKS.</b>		
Bank of Montreal	133 1/2	132 1/2
Bank of N. A.	107	106 1/2
Commercial Bank	27 1/2	27 1/2
City Bank	105	104 1/2
Bank of St. Paul	105	104 1/2
Bank of St. Louis	105	104 1/2
Bank of Toronto	116	116
Quebec Bank	101	100 1/2
Bank Nationale	106 1/2	106 1/2
Gore Bank	91 1/2	91 1/2
Bank of Quebec	109	109 1/2
Bank of Montreal	109	109 1/2
Bank of St. Paul	102	102 1/2
Bank of St. Louis	102	102 1/2
Bank of Toronto	116	116
Bank of Montreal	105	105 1/2
<b>RAILWAYS.</b>		
C. T. R. of Canada	16	17
A. & St. Lawrence	14	15
W. of Canada	12	13
C. & St. Lawrence	88	90
<b>MINES, &amp;c.</b>		
Montreal Consols	\$2 10	\$2 3/4
Canada Mining Company	48	50
Huron Copper Ray	48	50
Lake Huron S. C.	—	—
Quebec & L. S.	129	129 1/2
Montreal Telegraph Co.	129	129 1/2
Montreal City Gas Company	102 1/2	102 1/2
City Passenger R. R. Co.	113	113 1/2
Richelieu Navigation Co.	131	131 1/2
Canadian Inland Steam S. Co.	101	101 1/2
Montreal Elevating Company	50	50
British Colonial Steamship Co.	105	110
Canada Glass Company	—	—
<b>BONDS.</b>		
Government Debentures, 5 p. c. 50 yrs.	86	88
Do do do 6 p. c. 1873, 50 yrs.	94	96
Montreal Water Works 6 p. c. 50 yrs.	94	96
Montreal City Bonds, 6 p. c. 50 yrs.	102	103
Montreal Water Works Bonds, 7 p. c. 50 yrs.	102	103
Quebec City 6 p. c. 50 yrs.	80	80
Toronto City Bonds, 6 p. c. 50 yrs.	90	91
Ottawa City Bonds, 6 p. c. 50 yrs.	90	91
Champlain R. R., 6 p. c. 50 yrs.	—	—
County Debentures	—	—
<b>EXCHANGE.</b>		
Bank of London, 60 days	109 1/2	110
Private	109	109 1/2
Private, with documents	109	109 1/2
Bank of New York	30 1/2	31
Private do	31	32
Gold Drafts do.	(var.)	34 1/2
Silver	3 1/2	3 1/2
Gold in New York	145 1/2	147

**IMPORTS.**

The following is a table of the Imports at Montreal for the month ending Aug 31, 1867, with the figures for corresponding period of last year:

ARTICLES.	1866	1867	Increase 1867	Decrease 1867
Sugars	\$ 20,972	\$ 75,454	\$ 54,482	\$ —
Tea	67,810	175,147	107,337	—
Molasses	4,975	24,275	19,300	21,600
Wines	1,407,703	1,253,291	—	154,412
Wo Hens	608,327	707,600	99,273	—
Cottons	117,576	131,251	13,675	—
Silks, &c.	87,991	97,525	9,534	—
Hardware	1,125,625	1,263,425	137,800	—
Other articles	—	—	—	—
Total Imports	3,618,441	3,908,313	289,872	—
Increase	—	—	289,872	—

**RECEIPTS OF PRODUCE.**

VIA GRAND TRUNK RAILWAY AND CANAL.

	For the week ending Wednesday, Sept. 11, 1867.	From the 1st January to Sept. 11, 1867.	To corresponding period 1867.
Wheat, bushels	65,760	634,760	420,341
Flour, barrels	8,741	64,485	416,112
Corn, bushels	12,353	773,710	1,229,275
Peas	224	192,105	62,622
Oats	—	4,367	16,274
Barley	—	110,426	16,613
Rye	—	1,773	839
Corn Meal, bbls.	319	16,891	21,248
Ashe, barrels	3,738	22,887	382
Butter, kegs	491	13,078	17,279
Cheese, boxes	810	11,255	11,255
Pork, barrels	116	3,274	2,608
Lard	—	2,376	1,179
Tallow	—	4,183	—
High Wines & Whiskey	—	—	—

**PRICES OF GRAIN.**

	Average Prices on										
	Friday	Sat.	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Sat.	Sunday	Monday
Flour, Superior Extra	88	88	88	88	88	88	88	88	88	88	88
Flour, Extra	87	87	87	87	87	87	87	87	87	87	87
Flour, No. 1	86	86	86	86	86	86	86	86	86	86	86
Flour, No. 2	85	85	85	85	85	85	85	85	85	85	85
Flour, No. 3	84	84	84	84	84	84	84	84	84	84	84
Flour, No. 4	83	83	83	83	83	83	83	83	83	83	83
Flour, No. 5	82	82	82	82	82	82	82	82	82	82	82
Flour, No. 6	81	81	81	81	81	81	81	81	81	81	81
Flour, No. 7	80	80	80	80	80	80	80	80	80	80	80
Flour, No. 8	79	79	79	79	79	79	79	79	79	79	79
Flour, No. 9	78	78	78	78	78	78	78	78	78	78	78
Flour, No. 10	77	77									

WEEKLY PRICES CURRENT.—MONTREAL SEPTEMBER 12, 1867.

SEPT. 7, 1867. HALIFAX. ST. JOHN.

NAME OF ARTICLE.		CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.
		\$ c.			\$ c.			\$ c.			\$ c.
<b>GROCERIES.</b>											
Coffee.			Alc.			Glass.			Coffee—(in bond.)		
Laquara, per lb.	0 19 to 0 22		English	2 50 to 2 60	German, per half box	1 80 to 1 90	Jamaica, per lb.	0 14 to 0 16			
Rio	0 18 to 0 19		Montreal	1 20 to 1 25	" 65x 8 1/2 "	1 20 to 2 00	Java	0 21 to 0 22			
Java	0 23 to 0 30		Porter.	1 00 to 1 25	" 7 1/2 x 8 1/2 "	1 65 to 2 00	St Domingo, per lb.	0 17 to 0 19			
Mocha	0 22 to 0 30		Dublin	2 30 to 2 40	" 8x10 "	1 50 to 2 00	Rio	0 10 to 0 11			
Ceylon	0 22 to 0 28		Montreal	0 00 to 1 00	" 10x12 "	2 00 to 2 00	<b>LEATHER.</b>				
Capoe	0 17 to 0 20		<b>HARDWARE.</b>			" 10x14 "	2 00 to 2 10	Hem. R. A. Sole, No. 1		0 27 to 0 30	0 25 to 0 27
Marsalibo	0 20 to 0 23		Anvil.		0 06 to 0 08	" 12x16 "	2 00 to 2 10	Slaughter Sole, No. 1		0 26 to 0 27	0 25 to 0 28
Fish.			Common, per lb.		0 09 to 0 10	" 12x18 "	2 00 to 2 10	Waxed Upper (Light, per side)		0 22 to 0 24	0 22 to 0 24
Herrings, Labrador	4 00 to 4 50		Block Tin, per lb.		0 24 to 0 25	" 12x18 "	2 00 to 2 10	Heavy & Med. "		2 50 to 3 00	3 00 to 3 75
Prime	4 50 to 5 00		Copper-Pis.		0 24 to 0 25	" 12x18 "	2 00 to 2 10	Kips, Whole, per lb.		0 50 to 0 55	0 50 to 0 55
Gilbed	2 00 to 3 50		Sheet		2 30 to 0 30	" 12x18 "	2 00 to 2 10	Split, Large		0 20 to 0 25	0 25 to 0 33
Round	2 00 to 3 00		Assorted sizes		2 30 to 3 25	" 12x18 "	2 00 to 2 10	Waxed Calf, Light, per lb.		0 80 to 0 85	0 65 to 0 75
Mackerel, No. 3	8 00 to 8 50		Lath and sdy.		3 50 to 3 75	" 12x18 "	2 00 to 2 10	Heavy		1 10 to 1 20	1 10 to 1 25
Salmon	18 50 to 20 00		Galvanized Iron.			" 12x18 "	2 00 to 2 10	Pebbled		0 25 to 0 30	0 27 to 0 32
Dry Cod	1 00 to 1 50		Assorted sizes		0 08 to 0 09	" 12x18 "	2 00 to 2 10	Enamelled Cow, per foot		0 18 to 0 21	0 18 to 0 20
Green Cod	3 50 to 0 00		Best No. 2		0 09 to 0 10	" 12x18 "	2 00 to 2 10	Patent		0 21 to 0 21	0 21 to 0 22
Fruit.			No. 3		0 09 to 0 10	" 12x18 "	2 00 to 2 10	Buffed		0 17 to 0 18	0 18 to 0 19
Raisins, Layers	2 25 to 2 39		No. 4		0 10 to 0 10 1/2	" 12x18 "	2 00 to 2 10	Pulled Wool, (washed)		0 39 to 0 35	0 37 to 0 37
M. R.	2 00 to 2 10		No. 5		0 18 to 0 19	" 12x18 "	2 00 to 2 10	Hides, (if by Slaughter)		0 6 to 0 7 1/2	0 5 1/2 to 0 6
Valentin, lb.	0 08 to 0 09 1/2		No. 10		0 18 to 0 19	" 12x18 "	2 00 to 2 10	(Green Salted)		0 7 to 0 8 1/2	0 7 to 0 8 1/2
Currants, per lb.	0 04 to 0 06		No. 11		0 18 to 0 19	" 12x18 "	2 00 to 2 10				
Melons.			No. 12		0 18 to 0 19						
Clayed, per gal	0 26 to 0 30		No. 13		0 18 to 0 19						
Muscovado	0 37 to 0 41		No. 14		0 18 to 0 19						
Centrifugal	0 24 to 0 25		No. 15		0 18 to 0 19						
Hicc.			No. 16		0 18 to 0 19						
Arzac, per 100 lbs.	3 50 to 3 45		No. 17		0 18 to 0 19						
Pattas	to		No. 18		0 18 to 0 19						
Salt.			No. 19		0 18 to 0 19						
Liverpool Course	0 71 to 0 73		No. 20		0 18 to 0 19						
Novod	0 82 to 0 85		No. 21		0 18 to 0 19						
Spices.			No. 22		0 18 to 0 19						
Cassia	0 29 to 0 35 1/2		No. 23		0 18 to 0 19						
Cloves	0 10 to 0 11		No. 24		0 18 to 0 19						
Nutmegs	0 45 to 0 55		No. 25		0 18 to 0 19						
Ginger, Ground	0 16 to 0 20		No. 26		0 18 to 0 19						
Jamaica	0 23 to 0 25		No. 27		0 18 to 0 19						
Pepper, Black	0 08 to 0 09 1/2		No. 28		0 18 to 0 19						
White	0 06 to 0 07 1/2		No. 29		0 18 to 0 19						
Mustard	0 18 to 0 20		No. 30		0 18 to 0 19						
Pepper, White	0 18 to 0 20		No. 31		0 18 to 0 19						
Sugars.			No. 32		0 18 to 0 19						
Porto Rico, per 100 lbs.	8 50 to 9 00		No. 33		0 18 to 0 19						
Cuba	8 25 to 8 75		No. 34		0 18 to 0 19						
Canada Sugar Refinery	0 04 to 0 09		No. 35		0 18 to 0 19						
Yellow Refined, No. 3	0 00 to 0 00		No. 36		0 18 to 0 19						
Crushed X	0 11 to 0 11		No. 37		0 18 to 0 19						
A	0 11 to 0 11		No. 38		0 18 to 0 19						
Dry Crushed	0 11 to 0 11		No. 39		0 18 to 0 19						
Ground	0 11 to 0 11		No. 40		0 18 to 0 19						
Extra Ground	0 12 to 0 12		No. 41		0 18 to 0 19						
Leaves	0 11 to 0 12		No. 42		0 18 to 0 19						
Syrup Golden	0 50 to 0 50		No. 43		0 18 to 0 19						
Standard	0 48 to 0 48		No. 44		0 18 to 0 19						
Teas.			No. 45		0 18 to 0 19						
Twankay and Hyson			No. 46		0 18 to 0 19						
Twankay			No. 47		0 18 to 0 19						
Medium to fine	0 37 to 0 45		No. 48		0 18 to 0 19						
Common to fine	0 30 to 0 35		No. 49		0 18 to 0 19						
Japan uncolored			No. 50		0 18 to 0 19						
Common to good	0 50 to 0 62		No. 51		0 18 to 0 19						
Fine to choice	0 65 to 0 70		No. 52		0 18 to 0 19						
Colored			No. 53		0 18 to 0 19						
Common to good	0 50 to 0 60		No. 54		0 18 to 0 19						
Fine to finest	0 70 to 0 90		No. 55		0 18 to 0 19						
Congou and Souchong			No. 56		0 18 to 0 19						
Ordinary and			No. 57		0 18 to 0 19						
dusty kinds	0 35 to 0 40		No. 58		0 18 to 0 19						
Fair to good	0 45 to 0 50		No. 59		0 18 to 0 19						
Fine to choice	0 75 to 0 90		No. 60		0 18 to 0 19						
Oolong			No. 61		0 18 to 0 19						
Inferior	0 31 to 0 33		No. 62		0 18 to 0 19						
Good to fine	0 50 to 0 60		No. 63		0 18 to 0 19						
Young Hyson			No. 64		0 18 to 0 19						
Common to fair	0 40 to 0 60		No. 65		0 18 to 0 19						
Medium to good	0 60 to 0 75		No. 66		0 18 to 0 19						
Fine to finest	0 90 to 1 05		No. 67		0 18 to 0 19						
Extra choice	0 90 to 1 05		No. 68		0 18 to 0 19						
Gunpowder			No. 69		0 18 to 0 19						
Common to fair	0 60 to 0 70		No. 70		0 18 to 0 19						
Good to fine	0 75 to 0 90		No. 71		0 18 to 0 19						
Fine to finest	1 00 to 1 10		No. 72		0 18 to 0 19						
Imperial			No. 73		0 18 to 0 19						
Fair to good	0 55 to 0 70		No. 74		0 18 to 0 19						
Fine to finest	0 80 to 0 90		No. 75		0 18 to 0 19						
Hyson			No. 76		0 18 to 0 19						
Fair to good	0 60 to 0 70		No. 77		0 18 to 0 19						
Fine to finest	0 75 to 0 90		No. 78		0 18 to 0 19						
TOBACCO.			No. 79		0 18 to 0 19						
Canada Leaf, per lb.	0 06 to 0 07		No. 80		0 18 to 0 19						
United States Leaf	0 08 to 0 15		No. 81		0 18 to 0 19						
Honeywell, 10's	0 28 to 0 33		No. 82		0 18 to 0 19						
" 5's	0 28 to 0 33		No. 83		0 18 to 0 19						
" 10's	0 28 to 0 33		No. 84		0 18 to 0 19						
Bright, 1/2 lb.	0 40 to 0 60		No. 85		0 18 to 0 19						
Extra fine bright	0 55 to 0 85		No. 86		0 18 to 0 19						
WINES.			No. 87		0 18 to 0 19						
SPIRITS, AND LIQUORS.			No. 88		0 18 to 0 19						
Wine.			No. 89		0 18 to 0 19						
Met & Chandon Ch'p.	14 00 to 18 00		No. 90		0 18 to 0 19						
Boche, Fil & Co.	13 00 to 16 00		No. 91		0 18 to 0 19						
H. More's Champ'gn.	14 00 to 15 00		No. 92		0 18 to 0 19						
Burgundy Port, gal.	0 80 to 1 25		No. 93		0 18 to 0 19						
Port Wine.	1 50 to 6 00		No. 94		0 18 to 0 19						
Sherry.	1 50 to 6 00		No. 95		0 18 to 0 19						
Jules Mumm's	14 00 to 16 00		No. 96		0 18 to 0 19						
Ruinart	14 00 to 16 00		No. 97		0 18 to 0 19						
Fine	17 00 to 18 00		No. 98		0 18 to 0 19						
Claret	3 00 to 3 00		No. 99		0 18 to 0 19						
French Light wine.	3 00 to 3 00		No. 100		0 18 to 0 19						
BRANDY.			No. 101		0 18 to 0 19						
Hennessy's, per gal.	2 00 to 2 10		No. 102		0 18 to 0 19						
Martell's	2 00 to 2 10		No. 103		0 18 to 0 19						
Robin & Co's	1 80 to 1 90		No. 104		0 18 to 0 19						
Fine, Castillon & Co.	1 80 to 2 00		No. 105		0 18 to 0 19						
Orand, Dupuy & Co's	1 70 to 1 80		No. 106		0 18 to 0 19						
C. V. F. Brandy	1 50 to 1 80		No. 107		0 18 to 0 19						
J. D. H. Monny's, gal.	1 50 to 3 01		No. 108		0 18 to 0 19						
Geo. Sayer & Co.	1 75 to 3 00		No. 109		0 18 to 0 19						
Other brands, p. gal.	1 50 to 1 60		No. 110		0 18 to 0 19						
Brandy in cases, doz.	6 50 to 9 00		No. 111		0 18 to 0 19						
GIN.			No. 112		0 18 to 0 19						
Holland's, per gal.	1 32 to 1 45		No. 113		0 18 to 0 19						
" green cases	3 40 to 3 50		No. 114		0 18 to 0 19						
" red cases	4 50 to 6 75		No. 115		0 18 to 0 19						
RUM.			No. 116		0 18 to 0 19						
Jamaica, 16 O.T.	1 75 to 1 80		No. 117		0 18 to 0 19						
Dominera	1 40 to 1 50		No. 118		0 18 to 0 19						
Ocho	1 30 to 1 40		No. 119		0 18 to 0 19						
WHISKY.			No. 120		0 18 to 0 19						
Scotch, per gal.	1 60 to 1 75		No. 121		0 18 to 0 19						
Whisky	1 60 to 1 75		No. 122		0 18 to 0 19						
ALCOHOL.			No. 123		0 18 to 0 19						
SODA WATER.			No. 124		0 18 to 0 19						
SODA WATER.			No. 125		0 18 to 0 19						
SODA WATER.			No. 126		0 18 to 0 19						
SODA WATER.			No. 127		0 18 to 0 19						
SODA WATER.			No. 128		0 18 to 0 19						
SODA WATER.			No. 129		0 18 to 0 19						
SODA WATER.			No. 130		0 18 to 0 19						
SODA WATER.			No. 131		0 18 to 0 19						
SODA WATER.			No. 132		0 18 to 0 19						
SODA WATER.			No. 133		0 18 to 0 19						
SODA WATER.			No. 134		0 18 to 0 19						
SODA WATER.			No. 135		0 18 to 0 19						
SODA WATER.			No. 136		0 18 to 0 19						
SODA WATER.			No. 137		0 18 to 0 19						

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers,) Havana Prices Current of Imports, dated August 30, 1867.

Table listing various goods such as Land, Pr., Butter, Cheese, etc., with columns for 'DUTY' and 'PRICES'.

There is some doubt as to whether the Government will continue to collect the 1 per cent "alcabala" if collected, then on above duties (and not on valuation) 1 per cent must be added.

Table titled 'EXCHANGE' showing rates for London, Paris, and New York.

RAILROAD LITIGATION.—The town of St. Johnsbury, Vermont, has pledged its credit for \$225,000 towards the Montpelier and St. Johnsbury road.

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

CARVELL BROTHERS COMMISSION MERCHANTS, CHARLOTTE TOWN, P. E. I. REFERENCES: CHARLOTTE TOWN.—The Hon. T. H. Harland, President Bank of Prince Edward Island. Charles Palmer, Esq., President Union Bank of Prince Edward Island. ST. JOHN, N. B.—Messrs. Daniel & Boyd, Merchants, George Thomas, Esq. BOSTON.—Messrs. Wise and Russell, Merchants Messrs. Franklin, Snow & Co., Merchants. HALIFAX.—Messrs. Maclean, Campbell & Co. 15-6

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References:  
Wm. Workman, Esq., Montreal, President City Bank.  
Henry Starnes, Esq., Montreal, Manager Ontario Bank.  
Hon. L. H. Holton, Montreal.  
Messrs. Thomas, Thibaudau & Co., Montreal.  
" James, Oliver & Co., Montreal.  
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