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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, JULY 16, 1869.

No. 29

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

H. W. IRELAND & CO.,
409 St. Paul Street.

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

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

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

GEORGE CHILDS & CO.,
(IMPORTERS,)

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

TEAS AND GENERAL GROCERIES.

Fresh Goods regularly received. Stock and assortment large and attractive.

J. A. MATHEWSON,

202 McGill St., Stores in rear 41 to 47 Longueuil Lane.
Montreal, May, 1869. 1-ly

DAVID ROBERTSON,

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

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

CRATHERN & CAVERHILL,
61 St. Peter Street.

IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES, &c., WINDOW
GLASS, PAINTS and OILS.

AGENTS:—Victoria Rope Walk.
Vieille Montagne Zinc Company. 1-ly

S. H. MAY & CO.,

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

THOS. D. HOOD,

FIRST PRIZE

PIANOFORTE MANUFACTURER,
MONTREAL.

Show Room:—79 Great St. James Street.

Factory:—52 Clapnet St. Street.

Constantly on hand, a superior assortment of Pianos,
Square and Cottage.
Second-hand Pianos taken in exchange. Repairing
and Tuning promptly attended to. 21

CARGO OF MOLAESSES FOR SALE.

THE Subscribers are now receiving, and
offer for sale, the cargo of the

Brig "B. L. GEORGE."

(Just arrived from Trinidad)

CONSISTING OF:

Hhds }
Tierces } Choice Bright Trinidad Molasses.
Bbls }

ALSO IN STOCK.

3,000 packages of new fresh Green and Black Teas.
Ex "Pallas," "Annie," and "Chinaman," from
Yokohama and Shanghai.

With our usual and general assortment of Groceries.

TIFFIN BROTHERS.

Montreal, 20th May, 1869. 21

A. GIBERTON,

No. 7 Custom House Square,

MONTREAL,

IMPORTER of GILLING, WRAPPING & SHOP
TWINES, Patent Seamless Hemp Hose, Saddlers'
and Harness-makers' Tools, British and French
Plate Glass, &c., &c. 27

JOHN WATSON & CO.,

Importers of

GLASS, CHINA AND EARTHENWARE
WHOLESALE,
5 and 7 Lemoine Street,
MONTREAL. 21-ly

ROBERT MITCHELL,

COMMISSION MERCHANT AND
BROKER, 24 St. Sacrament St., Montreal.
Drafts authorised and advances made on shipments
of Flour, Grain, Pork, Butter, and General Produce,
on my address here.

Advances made on shipments to Europe.

The sale and purchase of Stocks and Exchange will
receive prompt attention. 1-ly

JAMES ROY & CO.,

IMPORTERS of DRY GOODS, in-
cluding TABLE LINEN, SHEETING, &c.
have removed to the Corner of McGill and St. Joseph
Streets, Montreal. 1-ly

KINGAN & KINLOCH,

IMPORTERS AND GENERAL
WHOLESALE GROCERS, and Commission Mer-
chants, corner St. Sacrament and St. Peter streets,
Montreal.

WM. KINLOCH. W. B. LINDSAY. D. L. LOCKERBY.
2-ly

JOHN McARTHUR & SON,

OIL, LEAD & COLOR MERCHANTS,

Importers of

WINDOW GLASS, &c.,

No. 13 Lemoine Street, facing St. Helon Street.

MONTREAL. 1-ly

DAWES BROS. & CO.,

COMMISSION MERCHANTS

MONTREAL.

Consignments of Flour, Grain, Leather, Ashes
Butter, &c., receive personal attention. 2

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

HALL, KAY & CO.,

METAL MERCHANTS,

MONTREAL.

Sole Agents in the Dominion of Canada for the
following Manufacturers:

Wm. Allaway & Sons, Tin and Canada Plates; Works
at Lydney, Parkend & L.B.

Morewood & Co., Lyon Galvanizing Works, Bi-
mingham.

A. & J. Stewart, Boiler Tubes, Clyde Tube Works,
Glasgow.

W. N. Balnes, Engineers' Brass Work, Lancefield
Brass Foundry, Glasgow.

S. H. Dobbie & Co., Tinned Holloware, Park
Foundry, Glasgow.

Geo. Fairbairn & Co., the F Horse Nails, Camelon
Park, Falkirk.

ALWAYS ON HAND

A large and well-assorted stock of Stamped and
Japanned Tinware and General Furnishings, for
linemiths, Plumbers, and Brass Founders 1-ly

L. L. BANGS & CO.,

MANUFACTURERS OF FELT
COMPOSITION and GRAVEL ROOFING,
and all kinds of Roofing Materials, Office, 783 Craig
Street, (West) Montreal. 25-ly

JOHN H. B. MOLSON & BROS.,

BREWERS and SUGAR REFINERS,

OFFER FOR SALE:

REFINED SUGARS
SIRUPS—Standard, Golden and Amber
INDIA PALE ALE }
MILD ALE } in Wood & Bottle
PORTER }

OFFICE:

117 St. Francois Xavier Street, (Opposite the Post
Office), MONTREAL. 18-ly

B. HUTCHINS & CO.,

IMPORTERS of TEAS & GENERAL
GROCERIES, No 188 McGill Street, Montreal

B. HUTCHINS. 6-ly EWD. LUSHER.

GREENE & SONS—STRAW GOODS
See next Page. 1-ly

NELSON, WOOD & CO.,

IMPORTERS and WHOLESALE DEALERS in
European and American FANCY GOODS,
Paper Hangings, Clocks, Looking Glasses, and
Plates, Stationery, Combs, Brushes, Mats, Toys

&c. &c. &c.

MANUFACTURERS OF

Brooms, Hatches, Fainted Pails, Tubs, Wash-
Boards, and Dealers in

WOODEN-WARE of every description.

29 St. Peter Street, Montreal.

AND

74 York Street, Toronto.

22-3m

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

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

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

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

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

Directors, Canada Branch, Montreal.
WM. WORKMEN, Esq. President City Bank.
JOHN REDPATH, Esq. Vice-President Bank of Montreal.
ALEX. M. DELISLE, Esq. Collector of Customs.
LOUIS BRAUDRY, Esq. Mayor New City Gas Company.
 Every description of Life Assurance business transacted at moderate rates. Claims promptly settled. Special attention is drawn to the 10 year non-forfeiting plan on the half loan system.

Office: 104 St. Francois Xavier Street.
 1-ly **THOMAS SIMPSON,** General Agent.

MARINE & FIRE INSURANCE.
WESTERN ASSURANCE COMPANY OF CANADA.

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

PHENIX MUTUAL LIFE INSURANCE COMPANY, HARTFORD, CONN.
 ACCUMULATED FUND - - - OVER \$2,000,000.
 ANNUAL INCOME - - - - - \$1,200,000.

ISSUES ORDINARY LIFE, TEN YEAR NON-FORFEITING LIFE, AND, ENDOWMENT POLICIES,
 At the rates annually charged by responsible Companies, and returns all profits to the insured, who are now receiving a return of 50 per cent., or half their premium.
 Parties at a distance can insure from blanks, which will be furnished on application.
 Usual restrictions as to residence and occupation abolished.
ANGUS R. BETHUNE, General Agent
 104 St. Francois Xavier Street
 Active and Influential Agents and Canvassers throughout the Dominion. 43

GREENE & SONS
STRAW GOODS & FELT HAT MANUFACTURERS.

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

SILK HATS, CLOTH CAPS &c., &c

Close buyers will find strong inducements to purchase of us.
TERMS LIBERAL.
 517, 510, 521 and 523, St. Paul Street, Montreal. 1-ly

THE CANADA BRICK MACHINE.
 Patented 1868.

THIS Machine will mould 15,000 Bricks PER DAY, with the attendance of one man to put in the Clay, one man or smart boy to attend to the Moulds, three strong boys to wheel off the Bricks and hack them up, and a small boy to sand the pallets.
 To make SLOP BRICKS, less attendance than the above will be required.
 By an alteration in the relative speed of the pinions and crown wheel, it will mould
30,000 BRICKS PER DAY.

The Clay can be moulded stiffer than by ordinary Machines, and the great pressure applied gives more solidity and strength to the Bricks. They also retain their shape, and dry much quicker.
 This Machine is inexpensive and simple, and is adapted for either steam or horse power.
 If a stone or other obstruction prevents the Moulds from moving forward, the Machine will not get out of order, but regulates itself.
 Provision is made for giving the pressure required for soft or for stiff Clay.
 The corners are always well filled, and the Bricks turned will all be fit for front-work.
 It is undoubtedly the most perfect and suitable Machine for making Bricks yet introduced into use.

NINE of these Machines worked by steam, and TWO by horse power can be seen in actual operation at the Steam Brick Manufacturing Establishment of the undersigned, head of Ballum Street, Montreal.
THE CANADA AUTOMATIC BRICK MAKING MACHINE is manufactured and for sale (with the right of using it) by the Patentees.
 The Patent right for towns, counties, or districts, will be sold on application to

BULMER & SHEPPARD, Patentees,
 Office: 242 PARTHENAIS STREET, MONTREAL. 3m-29

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.
 CUVILLIER'S BUILDINGS, ST. SAOUMER ST., Montreal. 50-ly

EUTHERLAND, FORCE & CO.,
 Importers of
BRITISH & FOREIGN DRY GOODS
 450 St. Paul Street, Montreal. 18-ly

C. H. BALDWIN & CO.,
 IMPORTERS AND WHOLESALE DEALERS IN
WINES, GROCERIES, AND LIQUORS,
 8 St. Hel. Street. 21-ly

J. G. HAUSERMAN & CO.,
 Importers of
BRITISH AND FOREIGN DRY GOODS,
 231 & 233 St. Paul Street, MONTREAL. 8-ly

ROBERTSON, STEPHEN & CO.,
 MONTREAL,
 Are now receiving their
FALL IMPORTATIONS,
 which will be fully completed by the 20th INSTANT,

When they will be prepared to exhibit a large and varied selection of
STAPLE AND FANCY DRY GOODS. 6-ly

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

LEWIS, KAY & CO.,
 HAVE JUST RECEIVED AND WILL SELL LOW

100 Bales Best **SOUTHERN YARN**
 1000 Pieces **GREY COTTONS.**
 July, 1869. 1-ly

OGILVY & CO.,
 Importers of

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

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

ESTLING, ISGALL & CO.,
 IMPORTERS OF
BRITISH AND FOREIGN DRY GOODS, WHOLESALE,
 Corner of St. Paul and St. Calixte streets, 737 MONTREAL.

JAMES MITCHELL,
 IS NOW RECEIVING AND OFFERS FOR SALE:
 Hhds. Extra Bright Porto-Eloc. and Barbadoes SUGAR.
 Puns, Choice Demerara MOLASSES (New Crop).
 Brls. } Choice Labrador & Canso HERRINGS
 Hf-Brls. } Splits and Round.
 Choice Newfoundland Green CODFISH.
 dsgs. Brls. } Primo Jamaica COFFEE
 Boxes LOBSTERS, and ARROWROOT, in tins.
 Hhds. United Vineyard BRANDY. Vintage 1863.
 Very fine.
 No. 7, St. Helen Street,
 Montreal, Feb 25, 1863. 1-ly

PHENIX FIRE ASSURANCE COMPANY
 OF LONDON.
 (Established in 1782.)
 Insurances effected at current rates.
JAMES DAVISON, Manager.
GILLESPIE, MOFFATT & CO., General Agents
 for the Dominion. 6-ly.

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

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

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

WHEELER & WILSON,
 Awarded, over eighty-two competitors, at the Paris
 Exhibition, 1857, the HIGHEST PREMIUM, the
GOLD MEDAL.

For perfection of
SEWING MACHINES.
S. B. SCOTT & CO., Agents,
 346 Notre Dame Street, MONTREAL.

ALSO,
 AGENTS for the celebrated **LAMB-KNITTING**
MACHINE. 6-ly

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

W. CLENDINBERG,
 (Late Wm. Rodden & Co.)
 FOUNDER, & MANUFACTURER OF STOVES, &c.
 Works, 165 to 179 William Street,
 City Sample and Sale Room, 118 and 120 Great St.
 James Street,
 and 632 Craig Street,
 MONTREAL, P.Q. 9

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

JAMES ROBERTSON,
 126, 123, 130 and 132, Queen Street, Montreal,
METAL MERCHANT,
 Manufacturer of Shot, Lead-pips, Paints, and Putty
 1-ly

NELEON, WOOD & CO.,
IMPORTERS & WHOLESALE
DEALERS in European and American FANCY
 GOODS, Paper Hangings, Clocks, Looking Glasses,
 and Plates, Stationery, Combs, Brushes, Mats, Toys,
 &c., &c., &c.
MANUFACTURERS OF
 Brooms, Matches, Painted Falls, Tubs, Wash-
 Boards, and Dealers in
WOODEN-WARE of every description.
 29 St. Peter Street, Montreal.
 AND
 74 York Street, Toronto. 36 3m

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, JULY 16, 1863.

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

REVENUE AND EXPENDITURE OF CANADA.
 THE following is a statement of the Revenue and
 Expenditure of the Dominion of Canada for
 the month, and fiscal year ended June 30, 1863—

Revenue—Customs.....	\$616,567
Excise.....	226,772
Post Office.....	22,212
Public Works, including Railways..	83,124
Bill Stamp Duty.....	6,317
Miscellaneous.....	60,923
Revenue for June, 1863.....	\$1,030,920
“ “ July, 1863.....	1,375,729
“ “ August.....	1,371,633
“ “ September.....	1,846,331
“ “ October.....	1,545,857
“ “ November.....	1,214,155
“ “ December.....	1,002,610
“ “ January, 1863.....	792,704
“ “ February.....	1,256,622
“ “ March.....	992,657
“ “ April.....	1,243,403
“ “ May.....	1,412,657
Total for year.....	\$15,631,459
Expenditure for July, 1863.....	\$1,301,622
“ “ August.....	964,293
“ “ September.....	2,294,409
“ “ October.....	1,550,663
“ “ November.....	877,448
“ “ December.....	934,671
“ “ January 1863.....	2,016,453
“ “ February.....	633,728
“ “ March.....	648,029
“ “ April.....	705,706
“ “ May.....	694,723
“ “ June.....	1,038,423
Total for year.....	\$13,015,672

TO THE
WHOLESALE TRADE
 OF MONTREAL.
MESSRS. R. A. HOSKINS & CO.,
 OF TORONTO,

HAVING decided to give up their Importing Dry
 Goods Business, and establishing a JOBBING,
 COMMISSION and AUCTIONEERING BUSINESS,
 beg to draw the attention of the Montreal merchants
generally to the facilities which they will have for
 disposing of any consignments intrusted to their care
 for sale, either privately or at auction.

The premises they occupy have been used as a
 wholesale dry goods warehouse for the past fifteen
 years, are situated in the centre of the wholesale
 business part of Toronto, are well lighted and con-
 venient, so that any goods sent for sale will be
 shown to the same advantage as if in the store of
 their owner.

The services of a competent Auctioneer will be
 engaged, a person worthy the confidence of the
 buyer as well as the seller. A sufficient staff will be
 retained to keep stock in good order, and all con-
 signments will be well advertised, and *all sales*
catalogued.

Liberal advances made upon consignments.
Prompt returns will be rendered.

Their purpose holding their first sale between the
 fifteenth of August and first of September, as the
 season may open up, for which they respectfully
 solicit consignments.

References kindly permitted to
GEORGE HAGUE, Esq., Cashier,
 Bank of Toronto, Toronto.
 AND
JOHN RANKIN, Esq., Merchant,
 Montreal.
 Toronto, 5 Wellington Street, East, }
 7th July, 1863. } 9-29

IMPORTS AT PORT OF MONTREAL FOR JUNE.

WE publish elsewhere the comparative statement
 of Imports at this Port for the month of June,
 1863 and 1862. Subjoined is a comparison of the
 totals for June, excluding coin and bullion:—

	1863.	1862.
Dutiable Goods.....	\$1,463,726	\$1,367,492
Free Goods.....	538,291	405,654
	\$2,002,017	\$1,773,146
Previous five months.....	7,907,159	8,925,900
Total to June 30.....	\$9,909,203	\$10,699,106
Increase 1863.....		889,903

OUR HARVEST PROSPECTS.

HAY-CUTTING is now being carried on in many
 parts of the Province of Ontario, and the farmers'
 busy season is begun. We are happy to say the pros-
 pects of our agricultural friends were seldom brighter
 than at present. The country is looking truly beauti-
 ful, and there is promise of plenty both for man and
 for beast.

The season has been rather remarkable for the large
 quantity of rain which has fallen. This has rendered
 almost all the productions of the field exceedingly
 luxuriant, particularly in districts where the land is a
 little rolling; where the country is flat, possibly some
 damage has resulted. The writer had occasion lately
 to travel through a portion of the garden of the West
 (not far from Hamilton), and we never remember to
 have seen such fields of wheat, barley, oats and peas
 in all our previous experience. If the rest of the
 country will compare favorably with this section, the
 harvest of 1863 will be a memorable one. What is
 wanted now, is four weeks of warm, dry weather; of
 rain there has been quite enough, and any large
 quantity more of it would be disastrous. If the dry
 weather could be guaranteed, we would predict an
 unusually large harvest this season.

The hay crop will be up to the average, although
 we consider wheat and barley promise rather better.
 In many parts the catch of clover was not very good

last season; the timothy looks, and will no doubt turn out, to be superior. The quantity of barley sown last spring would seem to be much greater than ever before, and the farmers have splendid prospects of a good crop before them. The high prices obtained for barley of late years, as well as its greater certainty of yielding well, are rendering it popular as a crop. Root crops have taken well. Potatoes, turnips and carrots, all look promising so far, but it is rather early to speak with any certainty of results.

Another important part of the farmers' products, and one annually becoming larger, is the fruit crop. In quantity and excellence, Ontario fruit is rapidly taking a front rank, and we are glad to know that this season the orchards promise abundance of almost every variety. In consequence, we suppose, of the coolness of the season, the insects seem to have been less destructive than usual.

We think the country can be honestly congratulated on our present harvest prospects. As a merchant remarked to us one day last week, "he never knew the farmers not to complain before in all his experience." The men of the plough have too often cause for complaint, and good as we think their prospects this year, we do not anticipate they will have no cause for grumbling before the crops are all securely housed. But it is gratifying to know, both for their sakes and also of the business public, that Ontario seldom, if ever, promised to yield larger crops than at the present time.

A ride in the country districts of western Ontario is enchanting just now. Luxuriance marks both field and forest. Nature is at its meridian. The rain and sunshine of summer have stamped the country with vernal beauty. The "whirl" of the mowers, and the merry laugh of the hay-makers, coming to the ear as music. The rustle of the fast-ripening grain begins to be heard, and tells the husbandman of reward for his toil—of comfort and of joy. The scene is no less cheering to the tradesman and the merchant, who, it may be, have experienced "hard times," and whose hearts fill again with hope as the signs of a plentiful harvest greet their eyes. May nothing occur to dim the brightness of our present prospects!

RATHER STARTLING!

THE developments which have just taken place at Ottawa are certainly rather startling. We do not propose to discuss the guilt or innocence of the prisoner Reiffenstein, who is charged with larceny of the public monies passing through his hands. The criminal courts is the proper tribunal to determine that. But is not the very idea startling, that after all the checks—after all the auditing system—which has been established by the government, wholesale stealing from the public exchequer is a possible thing!

Certainly the facts which have come to light in connection with the prosecution of Reiffenstein, do not reflect much credit upon the system in existence in the government departments, or the chiefs whose duty it is to see that system properly worked. That so much money should have been improperly taken from the Municipalities' Fund, and for so long a time, would strongly indicate "something rotten in the state of Denmark." And this leads us to say that, whilst there are doubtless many honest and laborious and efficient officials in the public services at Ottawa, there are notoriously many who are neither fitted by their ability nor their habits for the positions they occupy. Not a few of them live altogether "too fast." Good dinners are more looked after than public duties, and yet in many cases, when a new minister comes into a department, he finds himself completely at the mercy of such men! Such a state of things should not be allowed to continue a day longer than is necessary to apply a remedy.

This startling embezzlement—or whatever the lawyers may call it—has awakened uneasy feelings that a screw may be loose in other quarters than the one in which Reiffenstein was employed. If thousands of dollars have been stolen from one department, why not from others? What guarantee have the community that this case is an exception—that there are not more leaks? The circumstances certainly call for a thorough investigation into the way in which the large sums annually obtained by each department of the government are spent. A commission would appear to be useless, for had we not one sitting nearly all last year at a vast expense? Surely, if this body had been at all argus-eyed, those larcenies in the Receiver General's department would have been detected. But the commission effected nothing in that way, and very

little in any other, although the Dominion paid pretty sweetly for the services rendered. Some investigation is imperatively called for, however, and the government are the proper parties to decide what character the investigation shall take.

There is one step—often contemplated but long delayed—which the government might take. That is, to cleanse the departments, by dismissing every incompetent and "fast" employee. Many of these are well known; they draw their salaries promptly, but are scarcely worth the salt which they eat. They act as if they were pensioners on the public, and are as proud as they are useless. This class wants "weeding out," and the faithful, upright clerks deserve encouragement. If this course were pursued, and every official at Ottawa made to understand that his day's wages had to be honestly earned, the public business would not be delayed as it too often is, and fewer scandals would take place like that which has just come to light.

THE WHEAT CROP OF THE STATES.

THE Press of the United States is already beginning to "calculate" the yield of wheat during the present harvest. The prospects of a large crop are good, and it is predicted that the returns this season will be larger considerably than for several year's past. We think there are reasonable grounds for holding this opinion. The effect of withdrawing so many men from the pursuits of peace to take up arms, was soon seen in a largely decreased agricultural production, and it is only reasonable to expect that as the Union armies have been disbanded, and the volume of labour thereby increased, the production of wheat and other produce will be stimulated.

The following is the estimate made by a leading American authority, as to the quantity of wheat which will be reaped this year throughout the United States:—

	Bush.
Illinois.....	23,336,023
Indiana.....	17,548,287
Wisconsin.....	15,656,458
Ohio.....	15,119,047
Virginia.....	13,130,977
Pennsylvania.....	13,042,165
New York.....	8,681,105
Iowa.....	8,449,403
Michigan.....	8,336,268
Kentucky.....	7,894,899
Maryland.....	7,103,480
California.....	5,998,470
Tennessee.....	2,459,268
North Carolina.....	4,783,700
Missouri.....	4,247,686
Minnesota.....	12,000,000

These figures cannot, of course, be implicitly relied upon, as they are only the result of calculation, and we know that the best of statisticians often get astray. But they may be accepted as approximately correct, and they go to indicate that the United States production of this great staple is once more steadily augmenting. In 1862, their exports of wheat to Great Britain (counting in flour) were 40,628,161 bush., but they ran down rapidly till 1866, in which year they were considerably less than two millions of bushels! This was an immense falling off. Since 1866, the exportation of wheat to Great Britain has begun to augment again; in 1867, it jumped up to 9,504,568 bushels, and last year it was over twelve and three quarter millions. And if the above figures are realised, the shipments this fall will, in all probability, show a still further advance.

One important fact brought out by the above statistics, is the increasing production of Wheat in the Western States, and the decreasing supply obtained from those of the East. Considering the limited number of its inhabitants, Minnesota distances all its competitors in wheat raising—a fact by the light of which we may form some estimate of what we may expect from our recent North-West acquisition before many years. Notwithstanding all the advantages of labour-saving machinery, and a supposed better system of husbandry, the States of the Mississippi are not keeping pace with those between that river and the Pacific, in the production of breadstuffs, and the American Commissioner of Agriculture has predicted that the centre of wheat production will be beyond the Mississippi before ten years. This is a very significant fact, and would go to show that it is in the virgin soils that wheat flourishes best, and that after fifteen or twenty years cropping, the large returns of earlier years cannot be obtained. This would appear to be American experience, and the same may be said of some parts of Canada, but we have no doubt that a better system of farming than is now generally em-

ployed on both sides of the lines, would do much to bring about different results.

The crop prospects of the world is a subject which always possesses interest for the people of this country. It is when we have an abundant harvest on this continent, with a scarcity abroad, that Canada prospers most. Last year the European wheat crops were up to the mark, that of Great Britain, being exceptionally good both in quality and extent; ours was not equal to former years, and conjoined with low prices, has produced considerable dullness in trade. It is probably too early to speak with any certainty as to the supply of wheat which Europe will furnish this year. But both in the United States and in this country, the harvest of 1869 promises to be abundant, which is so far satisfactory, as a bountiful crop is almost sure to produce better times.

There are some who believe that breadstuffs will rule lower for a few years, than they have done for some time past. For several years the prices of wheat and flour have been exceedingly high, and it may be that under this stimulus, the production of breadstuffs has augmented so much as to effect a reduction in prices. But if the supply has increased, so has the demand, and we are not inclined to attach a great deal of weight to such prognostications. One thing may, we think, always be relied upon with certainty—the price of breadstuffs will and must always remain sufficiently high to amply repay the farmer for the time and labour bestowed in their cultivation.

THE BANKING SYSTEM OF THE DOMINION.

No. III.

HAVING, then, shewn the obligation that rests upon Government to protect from loss, as far as they can be protected, the holders of bank-notes, and the desirability of also looking after the interests of depositors, it remains for us to consider what is the most desirable way to attain these ends.

Two systems have been brought forward prominently, and in direct antagonism to each other, in the recent discussions on the subject. The one is that at present in existence, and the other that contained in Mr. Rose's resolutions.

Let us first see from which of these systems the public creditors of banks are likely to derive the greatest security. As regards note-holders, there can be no question that Mr. Rose's scheme would give greater protection, in fact almost absolute security for the payment of notes within a very brief period after suspension of any bank. Under that scheme, the circulation would be represented, dollar for dollar, by Government debentures, and be besides a first charge on all the assets of the bank. Loss on notes would thus be almost impossible. Under the present system, loss on notes in case of failure is possible—probable, if the bank has to be wound up. Holders of Bank of Upper Canada notes were large losers; and Commercial Bank notes would also have been sacrificed had not arrangements been made for continuing business. In the case of the Royal Canadian, under the present system, loss on notes has not been heavy, but it generally was greatest to those who could not afford to hold, and were obliged to sell immediately after the suspension of the Bank. In this last instance, although depositors undoubtedly were withdrawing their funds rapidly, under a system like that proposed by Mr. Rose, there would have been no pressure from note-holders, and the demands of depositors alone would have been met without so reducing the reserves as to compel suspension. Under the present system there is no check on over issues of notes on the part of any bank that may choose to do a risky business. The bank note circulation of the whole country cannot very well be increased beyond its needs, but individual banks may secure for themselves more than their share of that circulation without any possible interference from Government, or any sufficiently strong check in the nature of their business. It is true that a wise banker will not attempt to keep out too large a circulation—he knows the danger of it; but under rash or incompetent management, the temptation to over issues may be altogether too strong to be resisted. If so far in the history of this country there have been comparatively few failures of chartered banks, the fact is we think to be attributed more to the general carefulness of bank management than to the system, which has been found quite inadequate to prevent failure in the case of mismanagement. It is not likely, either, that in the years to come there will be an access of prudence on the part of bankers; the tendency is undoubtedly in the other direction,

and with increasing enterprise on the part of the people and greater competition between banks, there would be more disposition on the part of the latter to accept risky business for the purpose of securing large circulation, and there would cease to be practical safety under a system like the present.

Under a system which prevented banks from issuing a single note until they had deposited its value with Government, there could be no over-circulation, and the temptation to too large issues of notes would be reduced to a *minimum*. At the same time, it would always be for the interest of bankers to provide circulation sufficient for the legitimate wants of the community, and they would always keep in their vaults a reserve of notes equal to the demand experience would prove to be necessary.

As regards, then, the question of security to the public as holders of bank notes, we unhesitatingly declare in favour of Mr. Rose's system; and unless it can be shewn that other disadvantages more than counterbalance this advantage, we feel confident that the mature judgment of the country will pronounce in its favour. We will discuss by-and-by the usual arguments brought against it, and see what weight they are entitled to in deciding this important question.

The next point to be considered is the effect on deposits of the two systems. Looked at superficially and hastily, the existing system does not appear defective, and, as we have already seen, bank deposits have been increasing very rapidly. Nevertheless, it would not take many more bank failures to engender such a want of confidence on the part more especially of depositors in easy circumstances, as would lead them to look for other and safer investments for their spare means. With good management of banks and a long period free from failures, under any system deposits would be certain to increase in a country where the people on an average were spending less than they made. The question to determine is which system most tends to secure good management and that wholesome prudence which prefers steady though moderate returns to larger profits attended with a greater degree of risk. And we conceive that in this respect also, Mr. Rose's system must be allowed to be the best, inasmuch as it exacts from every bank as it were a pledge for its good behaviour equal to its entire circulation, and also compels it to keep additional reserves proportioned to its circulation and its deposits. And as we have already shewn, the security given to note-holders under this system would make a run on a bank by its depositors a very rare occurrence, and would at the same time greatly mitigate its intensity in case it did take place.

We might state here that we believe the practice followed by some banks at least of paying interest on average balances for the purpose of attracting deposits a very dangerous and reprehensible one. All experience has gone to prove that it is unsafe to use such deposits to a profitable extent. Deposits to bear interest profitably without risk must not be payable on call; there must be sufficient time allowed to realize a certain proportion of the securities in which they are invested. Thirty days notice will generally admit of the maturing of one-third of any given amount of business paper; and this under ordinary and even under unusual circumstances is generally found ample to meet any demand which may arise against interest bearing deposits. We should almost be inclined to favour in a Banking Act, a clause prohibiting the payment of interest on deposits, unless payable after thirty days notice.

Charges on the Pacific Railroad are being reduced as rapidly as can well be expected. A dispatch from Chicago states that through tickets from that city to San Francisco are now sold for \$153.35 currency, or a little more than six and a half cents per mile. That is the rate the Union Pacific Company desired to fix the fare at, but already a disposition is manifested to demand a still further reduction. The Chicago Tribune holds that sixty dollars for the whole distance would be quite enough to pay; that is, about three cents a mile. The experience of all railroads shows that the profits of the company are in proportion to the cheapness of travel; and we have no doubt that the Pacific Railroad will pay better the lower its rates are fixed, consistently with prudence.

Southern Illinois is the great strawberry growing region of the West, furnishing supplies not only to the Chicago market, but to Cincinnati and St. Louis.

On and after June 1, the Atlantic Cable rates for the general public will be one dollar per word for each and every word, including address, date, and signature, but no message will be charged a less sum than ten dollars.

CANADIAN PACIFIC RAILWAY.

THE following letters written to the *Montreal Gazette*, by Mr. Thomas C. Keefer, will be read with interest by all who desire to see a commencement made of that rail communication which must ultimately be opened between Montreal and the Pacific.

SIR,—In April last you were kind enough to insert a couple of letters of mine on the subject of an Ottawa Valley Railway, which came up on the occasion of an official visit of the late Mayor of Ottawa to Montreal. I therein drew attention to the position of the Canada Central Railway, the only Land Grant railway in the Dominion. The charter of this company, which has lain dormant for thirteen years, has recently passed into influential English hands, those of the owners of the Brockville and Ottawa Railway, who have performed the prescribed conditions for the purpose of preserving the valuable land grant. The Brockville and Ottawa road is specially interested, because from the city of Ottawa westward the Canada Central would be a feeder to it; and it is with the section between their railway and Ottawa, about 28 miles, that the work of construction is now going on. The completion of every 25 mile section entitles the company to a proportionate share of the land grant, which is not merely liberal, but munificent, being about 13,000 acres per mile, or about three times the quantity accorded to similarly situated American roads. The direct interest of the Brockville and Ottawa is in the section of the Canada Central west of Ottawa, but the charter and land grant are for a line from Montreal to Lake Huron. It will therefore cross the line of the Toronto and Nipissing road, a company which has just been organized without any land grant at all. The intelligent municipalities about Toronto have granted bonuses to that road, and spirited commercial men in that city have made ten thousand dollar subscriptions to the stock, which has acquired a positive value from the large *douceurs* made by the municipalities.

The influence of the Toronto narrow gauge roads has been proved to be paramount in the Legislature of Ontario, and that Legislature controls the unsold lands as far as the newly acquired North West Territory. The Nipissing Road is sure to receive a land grant from Ontario, and it ought to receive it—if Legislatures help those who first help themselves. I think that nothing more creditable has occurred in the history of Canada than the resolute manner in which the people of Western Ontario, unaided by Government or foreign capital, and in the face of formidable opposition from the Broad Gauge Companies, have set about providing for their railway wants. Nor can any higher tribute be paid to the value (I may say paramount necessity) of railways to every civilized community. The time will come when every township in Canada will have railway accommodation, and it will not be long before the conviction becomes universal, that without such accommodation, no township is fit to live in.

The Nipissing Road, with a land grant, may cross the track of the Canada Central before the latter (even if now vigorously

entered on) will reach the point of junction, and thus stand foremost as the candidate for extension to the North West; and if, as seems to be the universal conviction, we must have a Canadian Pacific Railway or "back down" from the North West, I think it behoves the people of Montreal and of the Ottawa Valley, as well as the whole Province of Quebec, to consider whether or not they should take any interest in that extension, or leave it in the hands of Toronto and Western Ontario.

It is understood that the Government of Quebec has organized an exploring expedition from Lake St. John, on the Saguenay, to the head waters of the Ottawa, and thence into the watershed of the Hudson's Bay, with a view of penetrating the North West by a short cut upon that route. Thus, Montreal is assailed with a fire in front and rear, but as it will tax the energies of all concerned to cross the rocky frigid belt between the Ottawa and Winnipeg valleys, in order to reach the fertile belt beyond, I doubt not that a junction of the lines, near and north of Nipissing (should more than one reach there) will be inevitable. If Montreal is content with the Grand Trunk and a break of gauge at Toronto, nothing is more certain than that the Pacific and North West stream will branch off at all the ferries above Prescott, and thus be divested or exhausted before it reaches tide water on the St. Lawrence.

If timely and energetic action be taken to preserve the land grant of the Canada Central, a direct Pacific Railway through the Ottawa Valley will be shortly under weigh; and it is to bring this before the consideration of the proprietors and business men of Montreal that I again trouble you. The charter expires next year, unless renewed or kept alive by prompt and sufficient action. If a *bona fide* effort be made, which cannot be done unless participated in by Montreal, there is no doubt that an extension of time will be granted and the provisions of the charter be maintained.

Upwards of one hundred and fifty millions of acres of land have been granted to railway companies in the United States, or an area of two hundred and thirty thousand square miles—three times the quantity of all the occupied land in the present Dominion of Canada, and more than double the whole quantity surveyed. The Pacific railways get ninety-nine millions of acres and fifty-five millions of more valuable lands in the States have been granted in aid of 14,400 miles of railway, an average of less than 4,000 acres per mile. As these lands sell for an average of ten dollars per acre, this comparatively small quantity per mile has secured the construction of many thousand miles of railway in some thirteen States of the Union. The land subsidy to the Pacific Railways exceeds twenty thousand acres per mile, but is really less valuable than the smaller quantity in the States.

The Canada Central subsidy is about three times greater than that of the railways in the Western States, so that if on completion of the road three acres in the Ottawa valley will bring as much as one acre upon a Western prairie, the land alone should refund the cost of the road.

If the bonuses of the Ontario municipalities have induced shrewd commercial men to

take stock in the Toronto narrow gauge roads, should not the land grant of the Canada Central (which is certainly of more value than these bonuses) induce the same class in Montreal and the Ottawa Valley to do likewise with regard to their railway.

In my former letters I referred to the commercial prospects of this road, and its importance to Montreal, and shewed that the enhanced value of the timber and mineral lands, the lumber traffic, the connection with grain elevators on Lake Huron, and the future connection with American lines, as well as with the Nor'-West, were reasons why we should make an effort to retain the now important provisions of our land grant charter.

St. Paul, Minnesota, is in about the same latitude as Montreal, and the shortest railway route to it, by over an hundred miles, will be through the Ottawa Valley and Sault Ste. Marie.

I also shewed that it was in the interest of the Grand Trunk and all its Northern branches as well as of the whole of Ontario, that the Ottawa Valley should be opened up and settled, and that our military strength would be greatly increased thereby. I believe it possible to unite the Montreal and Toronto interests in a joint extension from Nipissing towards Red River, in which the sympathies and material aid of the Ontario and Dominion Governments and possibly of the Empire may be enlisted.

With your permission I will, in another letter, consider the political importance of a Canadian Pacific Railway, the first section of which we have in the Canada Central an opportunity to start under the most favorable auspices. If the present land grant be allowed to lapse through inaction, neither Montreal nor the Ottawa valley can hope in any future day to have sufficient influence in the Ontario Legislature to renew the same, nor would a future renewal be of much value as the lands will ere long be taken up by other parties.

THOS. C. KEEFER.

Ottawa, 1869.

SIR,—The commercial prospects of a Canadian Pacific Railway, however promising, however essential to its financial success, are nevertheless of secondary importance to the political necessity which exists for a continuous railway to the Red River—that is for winter as well as summer communication through our own territory. We have made railway connection with our maritime provinces a part of the new constitution, and our only explanation for not doing the same with regard to the West, must be a confession of poverty. Can we afford to make that confession? Are we not strong enough for the place? No doubt our federal resources are fully taxed to complete and consolidate confederation, but if confederation only serves the purpose of absorbing all our means, there is neither novelty nor virtue in it. We have been two years a nation (and two years makes the calf a cow) and we have made no sign. In those two years our neighbours laid over one thousand miles of their Pacific Railway. While in the forum and in the press we are "whistling to keep our courage up," there is a well known undercurrent of apprehension, as well as

bewilderment with regard to the course which we are steering or drifting.

We have been led to the altar of confederation as dutiful children, not that we have been particularly enamoured with the match, but because we did not like the alternative—annexation. We have accepted confederation as the price of British connection and British protection, emphasized by the Trent and Fenian affairs.

There is no half way house between Westminster and Washington; and while probably no serious effort would be made to prevent our going from the one to the other, if so inclined,—it is yet more certain that no attempt will be made to *drive* us in that direction. The parent state, which has so much responsibility for what we are and where we are, though puzzled what to do, has not yet discarded us; and, as the highest patriotism has been defined to be the highest selfishness, we may take our own course within the constitution, in the full confidence that she will not abandon us before we have abandoned her. The election is with us, and if we decide to march westward instead of southward, we know that we march with the Empire at our back. Let us go, then, as becomes our position, not borrowing a ride from our neighbour,—nor on the dog sledge of the Esquimaux.

If we go into the American Union, we become, commercially, "hewers of wood" under a plutocracy on the Atlantic seaboard. The fertile belt would be penetrated from Minnesota, and our shorter transit lines would be stifled as rivals to New York and Boston. It is only through the influence of the fertile belt and our own political and geographical position that we can ever hope for a railway around the north shore of Superior, and without such a railway we cannot become a nation. Without it, Montreal cannot hold her own with the American seaports.

Comparatively, we approach the definition of a line,—"length without breadth," a "thin red line" confronting the solid columns of the Union. Our St. Lawrence canals, as well as our only through railway, are commanded by batteries on foreign soil. We have no base line, no alternative route if our frontier one is broken by a Fenian raid. Whatever view we may take of our future, this ought not to continue. If we cast in our lot with the States of the Union, we do not join a "happy family," and we know not how soon we may be forced to take care of ourselves. In such an event, we certainly have the best position, one which could not be turned—without a resetting of the North Pole.

We have been pressed to arm, to drill, to organize; and we have done so. We have been urged to fortify, and we have hesitated. We cannot fortify a continent; and fortifications involve a standing army. The strongest fortifications we could possess would be a railway located beyond an enemy's reach, and yet in communication with all our stores of men, material and provision. Such a railway, connecting the arsenals of the East and the granaries of the West, would not only be a productive instead of an unproductive fortification, but, while paying its own way, it would add immensely to our strength in the population and wealth it

would introduce. The best security against attack is known ability for defence.

We are told that we need not expect to be assisted by a guarantee—although the Indian railways were only secured in this manner,—and we can shew that a Canadian Pacific Railway would add to the importance of the British Empire as much at least as a local Indian railway. We have the best engineering, the best agricultural, and, for through traffic, the best commercial route for a Pacific Railway on this continent. We can take passengers and mails between England and China in at least ten days less time than by Suez, and by a cooler and healthier route. Considering that the application for this guarantee has not yet been made,—that our paper has never been protested, and that therefore the mother country has never lost anything by endorsing for us,—the warning may be termed at least premature; but the fact of being warned argues an implied obligation, as a logical consequence. If it were intended that the guarantee which extends over the Intercolonial was for the purpose to fairly launching us as a confederacy, and of stop there, we should not have been encouraged to take in tow a derelict requiring so long a line as Assiniboia. If the Indians of the North West were as numerous and productive as those of Asia, there would be less objection to the guarantee.

In 1841 we commenced our Confederation under the auspices of Britain by the Union between Upper and Lower Canada, and this was accompanied by a proffered guarantee of one and a-half millions sterling, with which our canals were constructed. We embarked in a competition for Western trade nominally with New York, but really with the Union, which subsequently was extended to our railway system. The struggle has been an unequal one,—three millions against thirty,—and we have had little commercial sympathy from "home." On the contrary, our canals were projected under the influence of the old Corn laws in England, and when there was a differential duty in our favour on wheat, &c., exported by the St. Lawrence, and the very year in which our canals were completed, the premium was withdrawn.

Again, we are invited to a commercial joust for the Pacific trade with the great Republic; but neither the guarantee nor the prospective preferential traffic accompany the invitation. We have accepted the territory, and with it "the situation." It would be the most senseless thing, politically, to hope to maintain our jurisdiction in the North-West without a continuous railway on our own ground, as it is the most indefensible thing commercially to build the Intercolonial which we are building, except as part of a Canadian Pacific Railway. If we can get the road constructed by granting the lands to the builders we do not require the guarantee; and if we give or obtain the guarantee we must expect to meet it from the lands, and this we ought to be able to do unless we mean to transplant the free grant system to the prairies, and give away lands which a company would sell into better hands for a sum sufficient to build the railway.

We have set apart one million acres for educational purposes, and founded a fund thereon. If we choose we may set apart one hundred million acres for a guarantee

fund for a Pacific Railway, and the question would be whether we should give the lands or the guarantee. If we give the guarantee for say twenty or thirty years we ought to be able to meet it annually from the lands, and in that time or less the road would be able to take care of itself.

It is not necessary that the lands should now or even ever produce the capital required to construct the railway. If there is available territory enough in the Dominion to meet the interest on that capital for a reasonable term of years, even though that demand should "consume the corpus" of the estate altogether, it would be a defensible step, because there is a future for the road which should warrant the capital invested, if protected by an interest guarantee during construction and for a sufficient term thereafter.

For the foregoing reasons I believe that a Canadian Pacific Railway is not at all an utopian idea, and that properly handled it would not be impossible to enlist both a political and commercial interest in the project among "the old folks at home." If accompanied by such a land grant as we have it in our power to offer, we ought to be able to produce a financial interest in the project not only in Britain but in Europe. As for ourselves we cannot subside into mere book-keeping, assessing, and collecting of taxes. Motion is the law of the universe; if the smaller body loses its momentum it at once gravitates to the larger one. If we do not go west we must go south. Why should we hesitate? What have we to fear? Debt? If the Mormon Republic gets another wife we go with all our imperfections on our head, debts included.

THOS. C. KEEFER.

OTTAWA, June 10, 1869.

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK.

Year.	Value.
1850-1.	\$64,613,747
1851-2.	57,221,062
1852-3.	79,192,518
1853-4.	92,389,637
1854-5.	62,918,443
1855-6.	86,898,690
1856-7.	92,669,088
1857-8.	67,317,786
1858-9.	93,549,083
1859-60.	107,843,206
1860-1.	83,310,345
1861-2.	88,156,720
1862-3.	61,968,087
1863-4.	58,234,966
1864-5.	49,853,989
1865-6.	187,066,894
1866-7.	108,407,278
1867-8.	77,254,182
1868-9.	92,499,842

To prevent the possibility of misunderstanding, we add the explicit statement that the above only represents the trade in foreign dry goods, and that only at this port. The imports of specie and general merchandise, the latter amounting to a much larger sum than the imports of dry goods, are still to be given, and will be presented as soon as compiled. All of the above figures represent only the foreign gold cost of the goods, freight and duty added. There is a prospect of a dull summer, but we do not expect such a rapid decline in the imports as many have predicted. The financial policy into which the nation has drifted, for it was never intelligently established, is one which makes this country the dearest market in the world. Of course, we buy much and sell little, and this will continue until the policy is reversed or ends in disaster.—*Journal of Commerce.*

A Brussels inventor has prepared a substance which, when applied to tissues, wood, cordage, scenery, &c., renders them incombustible. An experiment at the Theatre de la Monnaie proved the claims of the inventor to be well founded.

The army worm is threatening Central Illinois, destroying whole fields of corn in Coles county; and chinch bugs are thick north of Charleston, and appearing in other places.

THE COTTON TRADE IN ENGLAND AND AMERICA.

ADVICES from England show that there is no abatement in the extreme depression that has characterised the cotton trade for some time past. From the commencement of the present year the trade has been duller than has been known at any period since the gloomy days of short supplies during our civil war. The prospect, amounting almost to certainty, that the supply of cotton from all sources for the current year would fall below the average demand for consumption, maintained the prices of the raw material, and even advanced them to rates that absorbed the profits of manufacturers. The latter found it impossible to effect sales at remunerative prices, and were compelled to make a reduction of wages, to the amount of from five to ten per cent., which was finally carried after a "strike" of some weeks duration. But the reduction of wages was not equivalent to the advance in the staple, and the result is that manufacturers were forced to continue operations in many cases at a positive loss, with the worse alternative of a suspension of work. Cotton machinery being so fine and delicate, that it rapidly deteriorates when it is disused.

Of course this condition of affairs could not last forever, and the news by mail and cable of failures in Manchester, and depression in the cotton trade generally, creates very little surprise. The fact is, the supply of cotton at the present time is inadequate, and the usual result of limited supplies is seen in the advance in prices. The depression must therefore, continue until there are assurances of increased supplies, or until consumers of cotton are compelled to yield to the necessities of manufacturers. The indications now are that the latter contingency is the more probable. The supply of cotton this year is not likely to exceed last year's average, while it may fall below it. It is as yet too soon to predicate anything of the American crops. But unless disasters occur, it may be expected to be fully up to last year's supply. But the excess can hardly be expected to reach 100,000 bales. At present the crop looks well, with not more than the usual reports of disasters at this period of the year. July is the critical month, and a few weeks more will place us in a position to make more reliable estimates.

The grounds for anxiety in the English cotton trade consist in the probability of only a very slight increase in the supply of American cotton, and the certainty of diminished supplies from all other sources. Notwithstanding all the efforts of English capitalists, for the last eight years, backed by the powerful aid of the Government, to encourage the growth of cotton in India, Egypt and other places, the crops this year will fall below the proceeds of last year. This result paralyzes the trade, and accounts for its depression. On the 25th of June the stock of cotton of all kinds, on hand in Liverpool, was 388,480 bales, against a stock of 607,330 in the corresponding period last year. Here we have a reduction of no less than 218,850 bales in the stock on hand. The cotton at sea for Great Britain, June 24th, was:—American, 79,000 bales; East Indian, 520,000—total, 599,000 bales. At the same period in 1868, the total amount of cotton at sea was 687,000 bales. The following table shows the changes in the market, June 24, as compared with the same date in 1868:

	Bales.
Decrease of Exports.....	354,450
Increase of quantity taken for Consumption.....	139,310
Decrease of Exports.....	871,070
Decrease of Stock.....	218,850
Decrease of Speculation.....	47,240

The amount of cotton on hand in Liverpool and at sea, June 24, 1868, exhibits a grand total of 987,480 bales, which at the average weekly consumption, in 1868, of 53,880 bales, leaves only an 18 weeks available supply for consumption in Great Britain. The continental shipments would reduce this estimate somewhat. The balance of cotton to come forward from East India will not make more than a few weeks' difference in the supply.

The present condition of the American market precludes further exports to any extent. On the week ending July 3, the total stock in all American ports amounted to only 57,938 bales, against a supply of 95,081 at the same period in 1868. Take it altogether, according to the average of last year's consumption, England has not much more than twenty weeks supply of cotton on hand and at sea. The consumption this year is, of course, below the average of last year. Otherwise, by the time our new cotton crop begins to come forward, Manchester would be very nearly reduced to its last cotton bale.

The American market corresponds in many respects to the English. Tempted by high prices, we have sold too much cotton, and have scarcely enough for home consumption. Unless manufacturers reduce productions during the next few months, the price of the raw material must advance considerably above present rates. We notice that the National Association of Cotton Manufacturers and Planter, at their meeting in this city last week, recommended manufacturers to curtail operations, on the ground that the maximum of supply during the interval before the new crop comes forward will barely cover the minimum of consumption. A stoppage of machinery is therefore urged as essential.

A review of the cotton trade on both sides of the Atlantic indicates an upward tendency of prices. Southern planters will have the advantage of throwing their new crop upon a high market. Whether prices can be maintained depends of course upon the actual supply. But judging from the most probable estimates of production in the South and in East India, the yield is not likely to be sufficiently in excess of last year to warrant anticipations of any considerable reduction—if at all—in present quotations of the staple.—*U. S. Economist.*

THE HOOSAC TUNNEL.

THE people of Boston would do well to hold another "jubilee" when the great tunnel through the Hoosac Mountain is finished. The latest accounts from that interesting neighborhood report that work on the central shaft, where the fatal accident happened two years ago, is progressing at the rate of a foot a day. It has now penetrated 635 feet. Now air-drills are being set up, which will expedite the work, so that it is expected the whole depth, 1,000 feet, will be excavated by March next. At the eastern end of the tunnel they are putting up six of the improved compressed air-drills. The heading at this end is a mile and over two hundred yards from the entrance. Gangs of miners are busily at work on the headings, while others are carrying out the enlargement, one hundred and fifty feet of which is made. Three hundred and sixty-six feet has been taken from the heading since the 1st of April. Last week the rock was penetrated forty-one feet; this week it will probably amount to ten feet more. At each blast that is made on the enlargement twenty cubic yards of rock are displaced. This is certainly very gratifying progress, but considering the size of the mountain and the amount of work still to be done, we do not think the Bostonians need be in a hurry over the preparations for the second jubilee.

LIVERPOOL MARKETS.

LIVERPOOL, Wednesday, June 30, 1869.

THE weather the past week has been everything farmers could desire, and this no doubt is one cause for their continued free deliveries, and causing dullness in the country markets for English wheat, and by the end of this week we fully expect the late advance in quotations will be reduced 1s. to 2s per qr, unless there is a change back to cold weather.

At the London Corn Market, on Monday last, the show of English wheat was particularly small, and a few days of sunshine had its usual effect, and where sales were pressed, factors had to give way 1s. to 2s. both on English and Foreign. Flour, 6d. per barrel lower. Barley, 6d. per quarter dearer. Peas, steady. Oats, 6d. lower.

At our Corn Market, on Friday, there was a small attendance, and Wheat experienced a very indifferent demand at 1d. to 2d. per cental decline. Flour held its own, other feeding stuffs dull and without change. India Corn in pretty good request at previous rates.

At our Corn Market yesterday, there was a fair attendance, and a moderate extent of business done in Wheat, at the decline of 2d. per cental on Friday's rates. Flour 1s. per sack lower. Oats, Peas and Barley without change in value. Indian Corn in mere retail demand at 6d. to 1s. per qr. decline.

Deliveries of British wheat for week ending 26th inst.:—46,657 qrs against 24,064 qrs in 1868, and 31,317 qrs in 1867.

Imports into this port for week ending 28th inst.:—Wheat, 37,404 qrs; oats, 1,389 qrs; peas, 289 qrs; Indian corn, 13,983 qrs; oatmeal, 1,087 loads; flour, 7,848 sacks and 2,947 brls.

Exports in the same time were:—Wheat, 6,774 qrs; oats, 217 qrs; peas, 97 qrs; Indian corn, 5,717 qrs; oatmeal, 162 loads; flour, 1038 sks 2754 brls.

Provisions—There has been a small arrival of fresh butter, which sold at 80s. to 86s. Lard is dull and irregular in price, Bacon is in good demand and fully as dear, but hams are hard to sell.

Asbes—The sales are about 150 barrels, almost entirely pots at 29s 3d. Pearls have declined to 30s.

Copper Ore—The market is very weak and the demand trifling, and the quotations hardly maintained. KENNETH DOWIE & CO.

ST. JOHN, N.B., MARKET REPORT.

ST. JOHN, N.B., July 6, 1869.

MONNEY.—The market remains active, but the amount of business doing is somewhat less than when we previously reported.

Sterling rates remains steady at 109½ for 60-day's sight bills; short sight 110½. Our latest New York advices note first class Sterling Bills as firm at 109½. It is seldom we have to report exchange cheaper here than in New York, but in the present instance it is so by ½ of 1 per cent.

BREADSTUFFS.—Receipts of flour have been liberal the past week, but sales have been light. The changes in markets abroad—a turn downward one day, an advance the next—have unsettled prices and tended to restrict trade. We quote Superfine \$5.25, Choice \$5.50. The last reports quote markets firm in Canada and the United States.

CORNEAL 36s. SUGAR AND MOLASSES.—Some few parcels have arrived during the past week, and a little more activity has been displayed in this branch of trade, but our quotations remain unaltered.

COAL.—No arrivals and no change in prices. We notice by our American exchanges that Anthracite, which had largely advanced, had slightly declined about the end of last month; it has, however, again advanced, and must, we think, keep up in the face of short stocks on hand, and the season for the largest demand coming on, we therefore conclude that it will not be sold this season here as low as it has been.

FREIGHTS.—Deal freights are ruling higher while the firmness in foreign markets continues. Few vessels are offering, and there is little prospect of rates being lower at present. We hear of but few charters: the "Callixene," 1,300, at 65s. for Liverpool; the "Lathly Rich," 1,327, at 65s., and 88s. "Castilla," 1,442, p. t. for the same port; the "Hypatia," 730, at 66s. for Warrentpoint; and the "West Derby," 820 p. t., for Sharpness.

West India and Coastwise Freights unchanged, with few transactions.—*News.*

J. BELL FORSYTH & CO'S PRICES CURRENT OF TIMBER, DEALS, &c.

QUEBEC, July 9, 1869.

White Pine:—	s.	d.	s.	d.	
In the raft, for inferior and ordinary according to average, &c., measured off.....	0	7½	0	0	
For superior do., do.....	0	19	1	0	
In shipping order according to average and quality.....	0	8½	1	1	
Board 18 to 23 in, in shipping order	1	2	1	3	
Red Pine:—					
In the raft, measured off according to average and quality.....	0	9½	1	0	
In shipping order, 40 feet.....	0	19	0	11	
Oak:—					
By the dram.....	1	5	1	6	
Elm:—					
By the raft, according to average and quality.....	1	1	1	5	
In shipping order, 40 to 60 feet.....	1	4	1	0	
Tamarac:—					
Square, according to size.....	0	9	1	0	
Flatted, do. do.....	0	8	0	9	
Staves:—					
For specification merchantable	£27	10	to	£40	00
All pipe according to thicknesses	£54	00	to	£60	00
W. O. punchoon, merchantable	£16	10	to	£18	00
Deals:—					
Bright according to specification	£18	00	to	£19	00
for late, 2nds and others in proportion.					
Floated do do.....	£17	10	to	£18	00
for late, 2nds and others in proportion.					
Spruce do do.....	£3	00s.	for	late,	
£4 for 2nds, £4 for 3rds.					

English specifications of deals are 12 and 13 ft. long, one-ninth under 11 in. broad, and eight-ninths 11 in. broad and upwards—half first, and half-seconds are worth £2 to £3 more than the above quotations; and if first quality alone, from £3 to £5. Dry floated are worth more than our quotations.

N. B. Parties in England will bear in mind the timber sold in the raft subjects the purchaser to great expense in dressing, butting, and at times heavy loss for culls—if sold in shipping order, the expense of shipping only to be added.

REMARKS.

Timber continues to arrive slowly, and we never before saw the covers so bare at this season of the year.

White Pine—is held at our quotations, and the market is dull and inactive. A raft of 47 feet was sold at 7½, and two or three have been placed at prices which have not yet transpired. The quantity measured is the same as up to this date last year.

Red Pine—Very little new in market, 9½, was obtained for 40 feet average.

Elm—Same as at our quotations.

Oak—We do not hear of any transactions.

Staves—Not much enquiry, except for Pipe.

Deals—Both Pine and Spruce are in good demand.

Freights—Only one or two vessels offering at 2½ Cd for Liverpool, 2½ 3d for the Clyde, and 80s for London, are the last rates paid.

STATEMENT OF ARRIVALS AND TONNAGE.

Comparative statement of arrivals and tonnage at this port, from sea, in 1868 and 1869, up to 8th July, inclusive—

	Vessels	Tons
1869	427	272,282
1868	439	271,764
More	3	618 less.
Number of ocean steamers which arrived here up to this date, and to the corresponding date last year—		
	Steamers.	Tons.
1868	26	31,433
1869	28	37,248
More	2	6,815 more.

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

	Vessels.	Tons.
1868	53	5,074
1869	20	2,859
Less	33	2,611 less.

J. BELL FORSYTH & CO.

NORTHERN RAILWAY.

Traffic receipts for week ending June 26, 1869.

Passengers.....	\$2,513.72
Freight and live stock.....	14,520.45
Mails and sundries.....	303.44
Total.....	\$17,337.61
Corresponding week, 1868.....	13,771.63
Increase.....	\$3,965.98

GREAT WESTERN RAILWAY.

Traffic for the week ending June 18, 1869.

Passengers.....	\$30,874.61
Freight.....	83,827.77
Mails and sundries.....	2,983.67
Total receipts for week.....	\$117,686.05
Corresponding week, 1868.....	63,633.63
Increase.....	\$54,052.42

PORT OF MONTREAL.

COMPARATIVE STATEMENT of the Quantity and Value of Imports of the principal articles of Manufacture, at this Port, during the month ending 30th June, 1869, compared with the corresponding period of 1868.

Articles.	1869.		1868.	
	Quantity.	Value.	Quantity.	Value.
DUTY-SPECIFIC.				
Animals—Horses, \$15.00 per head.....	No.		3	633
Do. Horned Cattle, \$10 per head.....	No.			
Do. Swine, \$1 per head.....	8	68	70	1391
Do. Sheep, \$1 per head.....	3	15		
Acid—Sulphuric, 1 ct. per lb.....			10421	135
Cordials, \$1.20 per gal.....	674	1413	11	216
Perfumed Spirits, used as perfumery only, \$1.20 per gal.....	693	344	1161	2
Tinctures, 60c per gallon.....				
Brandy, 80c per gal.....	6066	80174	917	404
Gin, 80c per gal.....	12461	6915	10 1/2	42 68
Rum, 80c per gal.....	18397	8042	1741	611
Whiskey, 60c per gal.....	2301	282	10140	6300
Spirits and Strong Waters, including Spirits of Wine and Alcohol, and not being Whiskey, 80c per gal.....	611	730	22	35
Oil—Coal and Kerosene, distilled, purified and refined, 10c per gal.....	60	14	632	2
Benzole, 15c per gal.....				70
Naptha do.....				
Rounded Petroleum, do.....				
Products of Petroleum, &c., 10c per gal.....			460	111
Crude do.....				
Acetic Acid and Vinegar, 6c per gallon.....				
Molasses, for refining purposes, 73c per 100 lbs.....			190379	2375
Coffee, green, 6c per lb.....	26331	3102	18350	16438
Coffee, ground or roasted, 4c per lb.....				
Chicory, raw or green, 3c per lb.....				
Do. roasted or ground, 4c do.....				
Common Soap, 10c per lb.....	554	270	590	233
Starch, 2c per lb.....	12330	432	5162	322
Gleams, value not over \$10 per M, \$3 per M.....	1 1/4	95		
Do. value over \$10 and not over \$20 per M, \$4 per M.....	177	941	252	1519
Do. value over \$20 and not over \$40 per M, \$5 per M.....	27	90	132	1934
Do. value over \$40 per M \$6 per M.....	23 5/8	713	140	334
Butter, 4c per lb.....	5	24	1	7
Cheese, do do.....	4931	673	1893	80
Lard and Tallow, 1c per lb.....			1322	18
Fish, salted or smoked, 1c per lb.....	729	30	949	66
Flour of Wheat or T. or 60c per bbl.....				
Wheat.....				
Flour and Meal of all kinds, 25c per 100 lbs.....				
Meats, fresh, salted or smoked, 1c per lb.....			8600	933
Indian Corn.....				
Total Specific		173603		94610
SPECIFIC AND AD VALOREM.				
Alc, Beer and Porter, in casks 10 per cent. and 5c per gal.....	708	176	8	
Do. do. in bottles, 10 per cent. and 7c per gal.....	26138	12322	414	181
Tea—Green and Japan, 15 per cent. and 7c per lb.....	5628	1655	3356	107301
Do. Black, 15 per cent. and 3c per lb.....	8212	2376	10100	31976
Tobacco—Manufactured and Snuff, 5 per cent. and 15c per lb.....	2369	6485	1618	256
Wines of all kinds, 20 per cent. and 1c per gal.....	1 1/2	90678	7518	3172
Sugar, equal to and above No. 2 Dutch Standard, 25 per cent. and 1c per lb.....	41670	177230	30941	11300
Do. do. below No. 2 Dutch Standard, 25 per cent. and 1c per lb.....	18314	82361	18694	8174
Cane Juice, Molase, &c., 25 per cent. and 1c per lb.....	38858	10225	245128	63023
Sugar Candy and Confectionery, 25 per cent. and 1c per lb.....	1547	3254	7488	780
Total specific and ad val.		411401		443235
25 per cent. ad val.				
Mace and Nutmegs.....	3618	1103		
Spices, including Cassia, Cinnamon, Ginger, Pimento & Pepper, ground.....				
Patent Medicines and Medicinal Preparations.....				
Playing Cards.....				
Perfumery, not elsewhere specified.....				
Perfumed and Fancy Soaps.....				
Molasses, other than for refining purposes.....	326643	754	60828	1431
Total, 25 per cent.		1414		2173
15 per cent. ad val.				
Blacking.....				
Manufactures of Leather—Boots and Shoes.....		1220		1670
Harness & Saddlery.....		112		
Wearing Apparel, made by hand or sewing machine.....		673		666
Dried Fruits and Nuts of all kinds.....	63020	2571	74736	18612
Manufactures of Woollens				
Cottons.....		7616		73971
Silks and Velvets.....		14060		78337
Furs.....		1639		24359
Gold, Silver and Plated Ware.....		639		8334
Brass or Copper.....		5204		2880
Hardware.....		708		1539
Leather or imitation thereof.....		8027		653 2
Glassware.....		314		8143
Fancy Goods.....		1785		8717
Books, Map and News-printing Paper.....		21646		15918
Jewellery and Watches		1506		15386
Other Articles		37554		309704
Total, 15 per cent.		7434		63333
15 per cent. ad val.				
Sole and Upper Leather.....		747		6300
Printed Books, Periodicals, and Pamphlets.....		962		1662
Iron.....		104069		12428
Type.....		257		128
Total 5 per cent.		114032		140963
Amount of Dutiable Goods		1453726		1345201
Tobacco, unmanufactured.....			317608	22291
Coin & Bullion, except American Silver.....		20 1/2		24010
Free Goods.....		533291		406654
Grand Total		2022027		1771156
Copyright Works		43		153



GOVERNMENT HOUSE, OTTAWA.

Wednesday, 30th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL
IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under and in virtue of the 8th section of the Act 31 Vic., Cap. 6, intituled: "An Act respecting the Customs."

His Excellency has been pleased to order, and it is hereby ordered, that the following Ports in the Province of New Brunswick, shall be and the same are hereby declared to be Out Ports of Entry, under the Survey of the respective Ports hereinafter mentioned, that is to say:—

The Port of Campbelltown, in the County of Ristigouche, to be an Out Port, under the Survey of the Port of Dalhousie.

The Port of New Bandon, in the County of Gloucester, to be an Out Port, under the Survey of the Port of Bathurst.

The Port of Rockland, in the County of Westmoreland, to be an Out Port, under the Survey of the Port of Dorchester.

The Port of North Joggins, in the County of Westmoreland, to be an Out Port, under the Survey of the Port of Sackville.

The Port of Buctouche, in the County of Kent, to be an Out Port, under the Survey of the Port of Richibucto.

The Port of Harvey, in the County of Albert, to be an Out Port, under the Survey of the Port of Hillsborough.

The Ports of Grand Falls and Tobique, in the County of Victoria, to be Out Ports, under the Survey of the Port of Woodstock, in the County of Carleton.

WM. H. LEE,

Clerk Privy Council.

3-28



GOVERNMENT HOUSE, OTTAWA.

Friday, 25th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL
IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs and the Report of the Honorable the Board of Treasury, His Excellency has been pleased to make the following Regulation under the provisions of the 8th and 54th Sections of the Act 31 Vic. Cap. 6, intituled: "An Act respecting the Customs:—"

On, from and after the First day July next, the Port of Three Rivers, in the Province of Quebec, now an Out Port under the Survey of the Port of Quebec, shall be and the same is hereby constituted and declared to be a Port of Entry and a Warehousing Port for all the purposes of the Act above referred to.

WM. H. LEE,

Clerk Privy Council.

3-27



GOVERNMENT HOUSE, OTTAWA.

Thursday, 24th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL
IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs and under and in virtue of the authority given in the 58th section of the Act 31 Vic. Cap. 12, intituled: "An Act respecting the Public Works of Canada." His Excellency has been pleased to Order, and it is hereby Ordered, that *Crude Brimstone*, heretofore chargeable, as an unenumerated article in the existing Tariff of Canal Tolls, with the rates fixed for the sixth class, shall be and the same is hereby placed in the fifth class thereof, and made chargeable with the Tolls of that class.

WM. H. LEE,

Clerk Privy Council,

3-27

DOMINION OF CANADA.



JOHN YOUNG.

[L. 8]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN Defender of the Faith, &c., &c., &c.

To all to whom these presents may or whom the same may, in any wise concern—GREETING:

JOHN A. MACDONALD, WHEREAS, in and Minister of Justice,

by an Act of the Parliament of Canada, passed in the Session thereof, holden in the Thirty-second year of Our Reign, and intituled: "An Act to provide means for improving the Harbors and Channels at certain Ports in the Provinces of the Dominion," it is amongst other things, in effect, enacted that the Governor in Council, being satisfied that it is expedient to raise funds for improving the Harbor and Channels, and rendering the Navigation more easy and safe at several Ports, in the several Provinces of the said Dominion (and amongst others those of Bathurst and Richiboucto, in the Province of New Brunswick,) may from time to time, by Proclamation, issued under an Order in Council, and inserted in the *Canada Gazette*, impose on each vessel entering any such Port named for the purpose in such Proclamation, such tonnage duty not exceeding ten cents per ton of the registered measurement of such vessel, as he may deem expedient, and may, from time to time, in like manner, increase or decrease, repeal, or re-impose such duty within the limits aforesaid, with respect to any such Port or Ports: And that any copy of the *Canada Gazette*, purporting to be printed by the Queen's Printer, shall be *prima facie* evidence of such Proclamation, and of its being duly issued, and published under an Order in Council made in pursuance of the said Act: and further that any duty, so imposed as aforesaid, shall be collected by the Collector of Customs at the Port, at which it is payable, at the time of the entry of the vessel, which shall contain at the face of it, the register tonnage thereof; and that no vessel shall be entered, or if entered, shall be allowed to clear or to leave such Port, without payment of such duty, and may be detained by the Collector until it is paid; but that such duty shall only be payable once in each fiscal year (commencing on the First day of July in each calendar year) on any vessel not exceeding one hundred tons, registered and not more than twice in each fiscal year, or any vessel exceeding one hundred ton registered measurement; that is to say on any vessel, not exceeding one hundred tons register, the duty shall be payable on her first entry at such Port in any fiscal year, but not on any subsequent entry during the same; and, on, any vessel exceeding one hundred tons register the duty shall be payable on her first, and on her second entry in any fiscal year, but not on any subsequent entry during the same; AND WHEREAS Our Governor of Canada, in Council, being satisfied that it is expedient to raise funds for the purposes above mentioned so far as regards the said Ports of Bathurst and Richiboucto, respectively, hath, in pursuance of the authority contained in the above, in part, recited Act made, and issued, an Order in Council authorizing the insertion in the *Canada Gazette* of the necessary Proclamation authorizing and requiring the imposition of the rate of tonnage duties hereinafter mentioned on all vessels entering the said Ports of Bathurst and Richiboucto, respectively, for the purposes aforesaid: that is to say, ten cents for every ton of the registered measurement of each and every such vessel.

These are therefore to require Our Collector of Customs, at the said Ports of Bathurst and Richiboucto, respectively, as well as all others, Our loving subjects, to take due notice of this Our Royal Proclamation and to govern themselves, in the premises accordingly.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed: WITNESS, Our Trusty and Well-Beloved The Right Honorable SIR JOHN YOUNG, Baronet, one of Our Most Honorable Privy Council, Knight Grand Cross of Our Most Honorable Order of the Bath, Knight Grand Cross of Our Most Distinguished Order of St. Michael and Saint George, Governor General of Canada. At Our Government House, in our CITY OF OTTAWA, in Our Dominion, the NINTH day of JULY, in the year of Our Lord, one thousand eight hundred and sixty-nine, and in the Thirty-second year of Our Reign.

By Command,

HECTOR L. LANGEVIN,

Secretary of State,
Canada.

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GOVERNMENT HOUSE, OTTAWA.

Wednesday, 30th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL
IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under and in virtue of the 8th section of the Act 31 Vic., Cap. 6, intituled: "An Act respecting the Customs"

His Excellency has been pleased to order, and it is hereby ordered, that the following Ports in the Province of Nova Scotia, shall and the same are hereby declared to be Out Ports of Entry, under the Survey of the respective Ports hereinafter mentioned, that is to say:—

The Ports of Pugwash, Wallace and Joggins to be Out Ports, under the Survey of the Port of Amherst. The Ports of Advocate Harbour and Ratchford's River to be Out Ports, under the Survey of the Port of Parrsboro.

The Port of Little Bras d'Or, to be an Out Port, under the Survey of the Port of North Sydney.

The Ports of Tatamagouche and Merrignonish, to be Out Ports, under the Survey of the Port of Pictou.

The Ports of Beaver River, Pubrico, and Tusket, to be Out Ports, under the Survey of the Port of Yarmouth.

The Ports of Clementsport and Thorne's Cove, to be Out Ports, under the Survey of the Port of Annapolis.

The Ports of Harbour Au Bouche and Little River, to be Out Ports, under the Survey of the Port of Antigonish.

The Port of Saint Peters and the Port of Richmond, to be Out Ports, under the Survey of the Port of Arichat.

The Ports of Great Bras d'Or and St. Anns, to be Out Ports under the Survey of the Port of Baddeck.

Port William, to be an Out Port, under the Survey of the Port of Bridgetown.

The Ports of Canada Creek, French Cross, Harborville, and Horton to be Out Ports, under the Survey of the Port of Cornwallis.

The Port of Tangier, to be an Out Port, under the Survey of the Port of Halifax.

The Ports of Bear River, Sandy Cove, Westport, and Freeport, to be Out Ports, under the Survey of the Port of Digby.

The Port of Margaree, to be an Out Port, under the Survey of Port Hood.

The Ports of Five Islands and Truro, to be Out Ports, under the Survey of the Port of Londonderry.

The Ports of La Have, Mahone Bay, and Chester to be Out Ports, under the Survey of the Port of Lunenburg.

The Port of Wilmot, to be an Out Port, under the Survey of the Port of Margaretsville.

The Ports of Cape Canso, Guysborough, Isaac's Harbour, and St. Mary's River, to be Out Ports, under the Survey of Port Mulgrave.

The Port of La Tour, to be an Out Port under the Survey of the Port of Barrington.

The Ports of Lingan, Louisburg, Main A Dieu Glace Bay, Cow Bay and Caledonia, to be Out Ports, under the Survey of the Port of Sydney.

The Ports of Acadia, Bellevue Cove and Gilbert's Cove, to be Out Ports, under the Survey of the Port of Weymouth.

The Ports of Cheverie, Hantsport, Walton and Maitland, to be Out Ports, under the Survey of the Port of Windsor.

WM. H. LEE,

Clerk Privy Council.

3-28



GOVERNMENT HOUSE, OTTAWA.

Friday, 25th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL
IN COUNCIL.

WHEREAS by Section 55, Cap. 6, 31st Victoria, the Governor in Council is authorized to make regulations respecting Warehousing Ports and Bonding Warehouses,—

His Excellency in Council on the recommendation of the Honorable the Minister of Customs, and under the authority aforesaid, has been pleased to Order, and it is hereby Ordered that in each of the Ports of Hamilton, London, Toronto and Kingston, in the Province of Ontario, in Montreal and Quebec, in the Province of Quebec, in St. John, in the Province of New Brunswick, and in Halifax, in the Province of Nova Scotia, each person obtaining or having the right and privilege of using any store or building, or part of such store or building, as a Bonding Warehouse shall, for such privilege, pay to the Collector of Customs, on the first day of September in each year, the sum of forty dollars, and if the same shall remain unpaid for the term of one month thereafter, then the privilege of using such store or building as a Bonding Warehouse shall be cancelled.

WM. H. LEE,

Clerk Privy Council.

3-27

IRELAND'S LINE FOR THE SEASON OF 1869.

The Line for LAKES ERIE and HURON, is composed of Propellers

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

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

MONTREAL, TORONTO, HAMILTON and ST. CATHERINES
H. W. IRELAND, & Co.,
Agents.

MULHOLLAND & BAKER,

Importers of

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

419 & 421 St. Paul Street.

1st Entrance—St. Francois Xavier Street.

MONTYEE, DENOON & FRENCH,

IMPORTERS OF STAPLE AND FANCY DRY GOODS,

Are in constant receipt of

SEASONABLE GOODS.

477 ST. PAUL STREET,

Montreal.

1-1y

DAVID TORRANCE & CO.

EAST AND WEST INDIA MERCHANTS,

Exchange Court,

1-1y MONTREAL.

THOMPSON, MURRAY & CO.

GENERAL

COMMISSION MERCHANTS AND IMPORTERS

42 St. Sacramento Street,

MONTREAL

Sole Agents in Canada for

J. Denis, Henry Mounie & Co., Branches.

F. Moreau & Co. 1-1y

DOMINION METAL WORKS,

(ESTABLISHED 1854)

CHARLES GARTH & CO.,

Manufacturers and Importers of

PLUMBERS, ENGINEERS & STEAMFITTERS,

BR COPPER & IRON WORK,

FITTINGS, &c., &c.

EVERY DESCRIPTION OF WORK FOR

SUGAR REFINERIES, DISTILLERIES,

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

Warming of Public and Private Buildings,

CONSERVATORIES, VINERYS, &c., &c.

By Hot Water, Steam, or Warm Air.

Office and Manufactory: Nos. 569 to 542 Craig Street,

MONTREAL.

1y-17

COAL OIL

200 Barrels (superior Brands), in lots to suit purchasers.

Cash Orders from the Country executed at lowest wholesale rates

AKIN & KIRKPATRICK,

47 Corner Commissioners and Port Streets.

N. S. WHITNEY,

IMPORTER of Foreign Leather, Elastic
Webbs, Prunellas, Linings, &c.,

14 St. Helen Street,

MONTREAL.

1-1y

P. D. BROWNE,

BANKER & EXCHANGE BROKER
and Dealer in U. S. Securities

No. 18 St. James Street,

MONTREAL.

Cash advanced on all kinds of negotiable securities
Silver, Greenbacks, and all kinds of Uncurrent
Money, bought and sold at most liberal prices
Collections made on all parts of the Dominion.
1-6m

AKIN & KIRKPATRICK,

GENERAL COMMISSION MERCHANTS

COR. COMMISSIONER & PORT STREETS,

MONTREAL.

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

AKIN & KIRKPATRICK,

GENERAL COMMISSION MERCHANTS

No. 2 Ontario Chambers,

CORNER CHURCH and FRONT STREETS,

TORONTO.

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

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GENERAL COMMISSION MERCHANTS

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

THE ETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.

RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1820.—Commenced business in Montreal
in 1850.

Accumulated Funds, over.....	\$10,000,000
Policies issued in 1867	16,231
Amount insured in 1867	44,783,322
Receipts for 1867	5,129,447
Surplus Fund (over all liabilities)	1,884,763
Deposited with Canadian Government	100,000
Daily income in 1868, nearly	20,000

The best facilities for the Insurance of Healthy Lives.

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

S. PEDLAR & CO., Managers.

Montreal, 10th August, 1868.

2-1y

FERRIER & CO.,

IRON & HARDWARE MERCHANTS,

St. Francois Xavier Street,

MONTREAL.

Agents for:

Windsor Powder Mills.

La Tortu Rope-Walk.

Burrill's Axo Factory.

Sherbrooke Safety Fuse.

1-1y

A. RAMSAY & SON,

IMPORTERS of WINDOW GLASS,

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

37, 39 & 41 Recollet street. MONTREAL.

And Agents for

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

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

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

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

EAGLE FOUNDRY, MONTREAL,

GEORGE BRUSH, Proprietor

Builder of Marine and Stationary

STEAM ENGINES,

STEAM BOILERS of all descriptions

MILL and MINING MACHINERY,

All kinds of CASTINGS in BRASS and IRON

LIGHT and HEAVY FORGINGS, &c.

PATTERNS AND DRAWINGS FURNISHED.

3-1y

LABIVIERE & CIE.,

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

(SIGN OF THE SUN.)

233 AND 235, St. Paul Street,

12 & 14 St. Amable Street.

MONTREAL.

WHOLESALE FUR MERCHANTS

JAMES CORISTINE & CO.

Successors to

G. LOMER & CO.

471, 473, 475, 477, St. Paul Street.

Specialties of our own Manufacture:

Ladies' and Gentlemen's Furs, Sleigh Robes, Lined
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Cloth Caps, etc.

Dealers in Buffalo Robes,

Importers of European Furs

Exporters of American Peltries

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

M. H. SEYMOUR,

LEATHER COMMISSION MERCHANT

177 St. Paul street, Montreal.

References

Wm. Workman, Esq., Montreal, President City Bank
Henry Starnes, Esq., Montreal, Manager Ontario Bank
Hon. L. H. Holton, Montreal.

Mostly Thomas, Thibaudan & Co., Montreal.
" James, Ollivier & Co., Montreal.

" Thibaudan, Thomas & Co., Quebec.
Hon. Wm. McMillister, Toronto, C. W.
Moira Denny, Esq., Boston, Mass.
Austin Sumner, Esq., Boston, Mass.
Henry Young, Esq., 22 John street, New York
Samuel McLean, Esq., Park place. do. 2-

WEEKLY PRICES CURRENT.—MONTREAL, JULY 15, 1869.

MARKET PRICES OF QUOTED PRODUCE.

Main table of weekly prices current for Montreal, July 15, 1869. Columns include Name of Article, Current Rates, and various commodity categories like Groceries, Tobacco, Hardware, Soap and Candles, Boots and Shoes, and Oils, Paints, &c.

Table of Market Prices of Quoted Produce for Montreal, July 15. Includes categories like Flour, Grain, Fowls and Game, Meats, Dairy Produce, and Vegetables.

HAVANA PRICES CURRENT.

The following is the latest (Lawton Brothers), Havana Prices Current of Imports, dated June 18, 1869:

Table of Havana Prices Current of Imports, dated June 18, 1869. Lists various goods and their prices, including different types of sugar, coffee, and other commodities.

NOTE.—An additional duty of 5 per cent. on each of the above amounts of duty is charged since 1st March.

Table of Exchange rates for London, Paris, and New York, including current rates and percentages.

PURCHASING DEPARTMENT

OF THE

TRADE REVIEW.

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

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

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

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

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

Satisfactory references given on application.


All communications should be addressed


THE TRADE REVIEW,

PURCHASING DEPARTMENT,

58 St. Francois Xavier Street,

MONTREAL.

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

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

TORONTO.

THE LEADER.

THE DAILY LEADER is published every Morning at \$6 00 a year in advance.

The **WEEKLY LEADER** is published every Friday at \$2.00 a year in advance. Contains carefully selected news from the Daily Edition, with Agriculture Matter and Market Reports.

THE PATRIOT,

Published every Wednesday, at \$1.00 a year in advance.

JOB PRINTING executed in all its branches.

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Proprietor,

63 King Street East,
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42-ly

THE MERCANTILE AGENCY,

Established 1841.

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PROMOTION AND PROTECTION OF

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Toronto Office, 4, 5 & 6 Merchants' Exchange
14

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IMPORTERS AND DECORATORS OF
FRENCH CHINA.

Hotels supplied.

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Established 1834.

WAKEFIELD, COATE & CO., Manufacturers' Agents, Auctioneers and Commission Merchants, King Street, Toronto.

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(Successor to the late Ewen MacEwen, Esq.,)

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OIL WAREHOUSEMEN and Agents for the sale of Oil. Office:—Richmond Street, opposite City Hall London, Ontario.

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PING AGENT,** &c., No. 41 City Exchange,

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Wholesale and Retail

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PROVISION MERCHANTS,

And Manufacturers of

BISCUITS, CONFECTIONERY, &c., &c.

Corner Yonge and Temperance Streets.

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78 FRONT STREET.

TORONTO.

42

TORONTO.

RIDOUT, AIKENHEAD & GROMBIE,

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Corner of King and Yonge Streets, Toronto,
Importers of and Dealers in

**IRON, STEEL, NAILS, COPPER, LEAD, TIN,
CUTLERY, PAINTS, CORDAGE,**

Fishing and Shooting Tackle,

And every description of

British, American, and Domestic Hardware
42-3m

ROCK OIL.

PARSON BROTHERS,
PETROLEUM REFINERS
and Wholesale Dealers in
LAMPS, &c.,

37-ly

Toronto, C.W.

JOHN FISKEN & CO.,

ROCK OIL

AND

GENERAL COMMISSION MERCHANTS

13 Corn Exchange,

MONTREAL,

AND

58 Yonge Street,

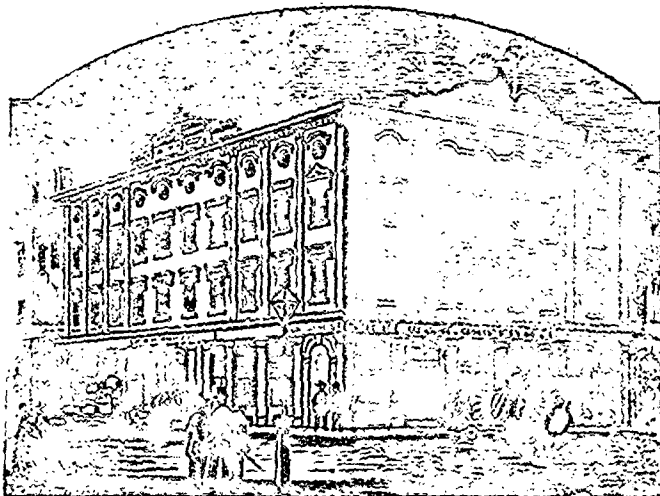
39-3m

TORONTO.

STATIONERY, ACCOUNT BOOKS, &c.

BROWN BROTHERS,

**WHOLESALE & MANUFACTUR-
ING STATIONERS,** Dealers in **BOOKBIND-
ER'S MATERIALS,** &c., King Street, Toronto, have now received a large and complete assortment of General and Fancy Stationery, selected personally from the producers, which they can confidently recommend, both as regards quality and price. They continue to manufacture and keep on hand a full assortment of Account Books, comprising all sizes and styles. Also, Pocket-books, Wallets, Purses, Diaries, &c., &c. On hand a full supply of Blüder's Leathers Cloth, Board, and other materials, at low prices.
42-3m



TEAS! TEAS! TEAS! TEAS!

FRESH ARRIVALS NEW CROP TEAS

WINES AND GENERAL GROCERIES.

Special Inducements given to Prompt Paying Purchasers.

ALL GOODS SOLD AT VERY LOWEST MONTREAL PRICES

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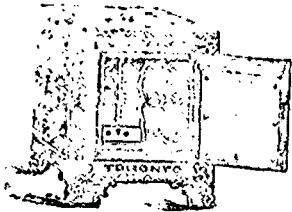
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ONTARIO CHAMBERS,

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11

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J. & J. TAYLOR'S
PATENT

FIRE PROOF SAFES

ALSO

FIRE AND BURGLAR PROOF COMBINED.

Banker's Steel Safes, Vaults, Vault Doors, Locks, &c.

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Send for a Price List

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**CANADIAN NAVIGATION COM-
PANY.**

ROYAL MAIL THROUGH LINE

For Beauharuols, Cornwall, Prescott, Brockville,
Gananoque, Kingston, Cobourg, Port Hope,
Darlington, Toronto and Hamilton,
direct without transhipment.



This magnificent Line composed of the following
FIRST CLASS IRON STEAMERS, leaves the Canal Basin,
Montreal, every morning (Sundays excepted,) at
NINE o'clock, and LaCune on the arrival of the
Train, leaving Bonaventure Station at Noon, for the
above Ports, as under, viz :-

SPARTAN.....	Captain Fairgrieve.
PASSPORT.....	" Sinclair.
KINGSTON.....	" Farrell.
MAGNET.....	" Kelly.
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Making direct connections at Prescott and Brock-
ville with the Railways for Ottawa City, Kemptville,
Perth, Arnprior, &c., at Toronto and Hamilton with
the Railways for Collingwood, Stratford, London,
Chatham, Sarnia, Detroit, Chicago, Milwaukee,
Galena, Green Bay, St. Paul, &c.; and with the
Steamer "City of Toronto" for Niagara, Lewiston,
Niagara Falls, Buffalo, Cleveland, Toledo, Cincin-
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The Steamers of this line are unequalled, and from
the completeness of their present arrangements, present
advantages to travellers which none other can af-
ford. They pass through all the Rapids of the St.
Lawrence, and the beautiful scenery of the Lake of
the Thousand Islands by daylight.

The greatest despatch given to Freight, while the
rates are as low as by the ordinary boats.

Through rates over the Great Western Railway
given.

Through tickets, with any information, may be ob-
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BY ROYAL WARRANT



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STEEL PENS.

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60 and 61 THE ALBANY, LIVERPOOL,
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{ And Canadian Express Company. 4-3m

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MERCHANTS and Manufacturers of
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Summary of all the general News and a faithful
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minion is given *in extenso* under the head of SPECIAL
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DUBLIN,

Of same quality as that supplied to the

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PARIS EXHIBITION 1867,

and now regularly to the HOUSE OF LORDS, the
quality of which is equal to the finest French Brandy
may be had in casks and cases, from the principal
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Quotations on application to

10 Messrs. DUNVILLE & CO., Belfast, Ireland.

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STRAW BOTTLE ENVELOPES



shipped in eight gross canvas
packages at 6s 6d per gross or for-
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tles or Wines and Ales for ship-
ment. They save freight, break-
age &c., and resell on arriving
Established 12 years. Solo man-
ufacturer,

THOS. WHITEHEAD,
37 Eastcheap, London, E. C.

JOHN HEATH'S

CELEBRATED

FIRST-CLASS EXTRA STRONG STEEL PENS

THOMAS LOWE'S

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PREMIER CLASS STEEL PENS.

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School Pens, Lead and Slate Pencils, Pen Holders and
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ing Pens, Parallel Rulers, Scales, &c.

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Drawing Pencils, 1d in 5 degrees, 2d in 7 degrees ;
Coloured Crayons, Chalks, India Ink Colour Boxes,
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Parallel Rulers, Gunter's Scales, Dividers, Drawing
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Solicitors', Bankers', and Merchants' Pens, Pen-
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Ink Pens, Quill Pen Nibs, celebrated, Is Union Gold
Pen, Quill Pen Cutters, Glass, Walnut, and Powder
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May be had of all Stationers.

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AND

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