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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. IV.

MONTREAL, FRIDAY, SEPTEMBER 4, 1868.

No. 36.

ANGUS, LOGAN & CO.,
PAPER MANUFACTURERS AND
WHOLESALE STATIONERS, 37d St. Paul st.
1-ly

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

HAPMAN, FRASER & TYLSE,
Successors to Mailland, Tylce & Co.,
WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
10 Hospital st.
2-ly

GEORGE CHILDS & CO.,
(IMPORTERS.)
WHOLESALE GROCERS,
Nos. 29 & 22 St. Francois Xavier st.,
MONTREAL.
16-ly

ROBERTSON & BEATTIE,
IMPORTERS, WHOLESALE GRO-
CERIES, and General Commission Merchants, corner
McGill and Colliere streets. Montreal. 8-ly

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

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

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

S. H. MAY & CO.,
IMPORTERS OF STAR & DIAMOND
STAR WINDOW-GLASS, Paints, Oil, Varnish,
Turpentine, Benzole, Gold Leaf, &c.,
274 St. Paul st., Montreal. 2-ly

S. H. & J. MOSS,
WHOLESALE CLOTHIERS,
IMPORTERS OF WOOLENS, TAILORS'
FITTINGS, &c., 5 and 7 Recollet Street, and
Central Block, 423 Notre Dame Street, MONTREAL.
Our stock of Fall and Winter Clothing is now
complete, and is well worth the attention of buyers
at and West. To meet the requirements of the
Provinces, especially of New Brunswick and
Nova Scotia. Clothing is now manufactured on the
premises under the supervision of English and Amer-
ican Workmen. 23-ly

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

CRATHORN & CAVERHILL,
IMPORTERS OF HARDWARE,
SHEETS, STEEL, TIN PLATES, &c., WINDOW
GLASS, PAINTS & OILS, Agents, Victoria Rope
& Cable Co., and the Montague Zinc Company, have removed
to the new building, 61 St. Peter Street, Montreal.
1-ly

HUGHES BROTHERS,
DRY GOODS IMPORTERS,
421 ST. PAUL STREET. 23-ly

CAMPBELL BRYSON,
LEATHER COMMISSION MERCHANT,
9 and 11 Lennox Street,
MONTREAL. 18-ly

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.

Consignments of Flour, Grain, Leather, Ashes,
Butter, &c., receive personal attention. 1-ly

CARGO OF SUGAR FOR SALE.

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

Brig "SIX FRERES,"
(Just arrived from Barbadoes)

CONSISTING OF:
Hhds } Choice Bright Barbadoes Sugar.
Bbls }
Puns Molasses.

ALSO IN STOCK
3,000 packages of new fresh Green and Black Teas.
With our usual and general assortment of Groceries.

TIFFIN BROTHERS.
Mont. 4th May, 1868. 1-ly

BUCK, ROBERTSON & CO.,
COMMISSION MERCHANTS,

FOR THE SALE OF
Butter, Cheese, Flour, Grain, Oatmeal, Dried Apples,
Fruits, and all kinds of Country Produce.

CORNER OF M'GILL AND WILLIAM STREETS,
Opposite St. Ann's Market,
MONTREAL. 25-6-m.

JAMES MITCHELL,
HAS JUST RECEIVED

100 hds. Choice Sugar, ex "Empress," from Bar-
badoes.

ALSO IN STOCK AND TO ARRIVE
238 hds. } Choice Barbadoes and Jamaica Sugar.
132 brls }
103 puns do. Clenfuogos and Trinidad Molasses.
23 puns Demerara and Cuba Rum.
9 hds. "United Vineyard" Brandy, 1863.
94 brls pure Cod Oil.
80 bags Fine Jamaica Coffee.

&c., &c., &c.
Montreal 4th June, 1868. 1-ly

A. GIBERTON,
No. 7 Custom House Square,
MONTREAL,

IMPORTER of GILLING, WRAPPING & SHOP
TWINES, Patent Seamless Hemp Rope French
Electro-Plated Ware, Jewellery, Clocks, Fancy
Bronzes, Pipes, &c., &c. 27

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

DAWES BROS. & CO.,
COMMISSION MERCHANTS
MONTREAL.
Consignments of Flour, Grain, Leather, Ashes,
Butter, &c., receive personal attention. 3

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

HALL, KAY & CO.,
METAL MERCHANTS,
MONTREAL.

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

Wm. Allaway & Sons, Tin and Canada Plates, Works
at Lydney, Parkend & L.B.
Morewood & Co., Lyon Galvanizing Works, Bir-
mingham.
A. & J. Stewart, Boiler Tubes, Clyde Tube Works,
Glasgow.
W. N. Baines, Engineers' Brass Work, Lancefield
Brass Foundry, Glasgow.
S. H. Dobble & 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
Tinmiths, Plumbers, and Brass Founders 1-ly

I. L. BANGS & CO.,
MANUFACTURERS OF FELT AND
COMPOSITION ROOFING, ENGLISH FELT
ROOFING &c., Office No. 9 Place d'Armes Hill,
opposite City Bank, Montreal. 25-ly

W. J. STEWART,
MANUFACTURER AND FREIGHT AGENT,
LIVERPOOL AND MONTREAL. 9-ly

MONTREAL TYPE FOUNDRY,
1 St. HELEN STREET, MONTREAL,
33 COLBORNE STREET, TORONTO.
TOUGH METAL SCOTCH-FACE TYPES,
PRINTERS MATERIAL OF ALL KINDS.
Books and Jobs Electrotyped and Stereotyped.
28-6m

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

MONMILLAN & CARSON,
CLOTHING.
WHOLESALE.
143 & 150 MCGILL STREET, Montreal. 5-ly

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

HENRY McKAY & CO.,
COMMISSION MERCHANTS
Shipping and Insurance Agents,
No. 1 Merchants' Exchange, MONTREAL. 47-ly

W. E. HIBBARD & CO.,
Manufacturers of and Wholesale Dealers in
TRUNKS, VALISES, & CARPET BAGS,
24 and 26 Notre Dame Street, Montreal. 26-ly

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

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 1897	15,251
Amount insured in 1897	44,733,323
Receipts for 1897	6,123,447
Surplus Fund (over all liabilities)	1,884,768
Deposited with Canadian Government	100,000
Daily income in 1893, 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, 15th August, 1893. 23-ly

FINDLAY & McWILLIAM,
WHOLESALE CONFECTIONERS,
 No. 516 St. Paul Street, near McMill Street,
 MONTREAL. 33-ly

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

R. C. JAMESON & CO.,
 MANUFACTURERS of VARNISHES, JAPANS,
 and Dealers in Spirits of Turpentine, Benzine,
 Oils, &c., &c., No. 3 Corn Exchange Buildings, St
 JOHN STREET, MONTREAL 50-ly

EVANS & EVANS,
HARDWARE MERCHANTS,
 and Manufacturers Agents, No. 7 Custom House
 Square, Montreal. Sole Agents for the Provincial
 Hardware Manufacturing Company. 36-ly

COAL OIL.

200 Barrels favourite brands, in lots to suit
 purchasers.

Cash Orders from the Country executed at lowest
 wholesale rates.

AKIN & KIRKPATRICK,
 Corner Commissioners and Port Streets.

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

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

JAMES CRAWFORD,
PRODUCE COMMISSION MERCHANT,
 and Agent for the Purchase of TEAS,
 CIGARS, AND GENERAL MERCHANDISE,
 18 ST. JOHN STREET.
 5.

EAGLE FOUNDRY, MONTREAL,
GEORGE BRUSH, Proprietor.
 Builder of Marine and Stationary
 STEAM ENGINES,
 STEAM BOILERS of all descriptions
 MILL and MINING MACHINERY,
 All kinds of CASTINGS in BRASS and IRON,
 LIGHT and HEAVY FORGINGS, &c.
 PATTERNS AND DRAWINGS FURNISHED.
 33-ly

GREENE & SONS
 WHOLESALE
 MANUFACTURERS AND IMPORTERS
 of all descriptions of
FURS, FELT HATS, &c.
 FALL STOCK NOW COMPLETE.
 Our assortment comprises a great variety of styles in
LADIES' AND GENTS' FURS.
 New styles in
FELT HATS FOR FALL TRADE.
 Large assortment of
KID AND BUCKSKIN GLOVES AND MITTS,
CLOTH CAPS, &c., &c.
BUFFALO ROBES.
 617, 619, 621, St. Paul Street,
 1-ly Montreal.

AKIN & KIRKPATRICK,
PRODUCE COMMISSION MERCHANTS,
 MONTREAL.
 Have removed to the commodious and central
 premises corner of
COMMISSIONER AND PORT STREETS.
 Consignments of GRAIN, FLOUR, POKE, BUTTER,
 CHEESE, ASHES, and GENERAL GROCERIES, receive
 careful personal attention. Sales and returns made
 with the utmost promptness. All charges kept at the
 lowest point, and every endeavour made to avoid
 incidental expenses. Correspondents kept regularly
 advised by letter, circular and telegraph on all matters
 pertaining to the trade.

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

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

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

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

M. H. SEYMOUR,
LEATHER COMMISSION MERCHANT,
 231 St. Paul street, Montreal.
 References:
 Wm. Workman, Esq., Montreal, President City Bank.
 Henry Starnes, Esq., Montreal, Manager Ontario Bank.
 Hon. L. H. Holton, Montreal.
 Messrs. Thomas, Thibaudau & Co., Montreal.
 " James, Oliver & Co., Montreal.
 " Thibaudau, Thomas & Co., Quebec.
 Hon. Wm. McMaster, Toronto, C. Y.
 Messrs. Denny, Rice & Co., Boston, Mass.
 Austin Suggner, Esq., Boston, Mass.
 Henry Young, Esq., 23 John street, New York.
 Samuel McLean, Esq., Park place, do. 37

SPRING IMPORTATIONS 1898,
LEWIS, KAY & CO.,
 Have now received their entire
SPRING IMPORTATIONS,
 and would particularly call the attention of buyers
 to the large assortment of FANCY GOODS, 6

J. G. MACKENZIE & CO.,
 Importers of
BRITISH AND FOREIGN DRY GOODS,
 881 & 883 St. Paul Street,
 MONTREAL. 8-ly

FOULDS & YUBBIN,
IMPORTERS AND WHOLESALE CLOTHIERS
 370 St. Paul Street, Corner St. Salpice Street,
 Montreal. 35-ly

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

JAMES P. CLARK & CO.,
DRY GOODS IMPORTERS, 162
 McGill Street, MONTREAL. 8-ly

W. & R. MUIR
DRY GOODS IMPORTERS,
 166 McGill Street, Montreal.
 Our Stock of Fall and Winter Goods is now
 very complete, to which we invite the attention of
 Western Merchants 8-ly

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

JOSEPH HAY,
 IMPORTER OF
FRENCH DRY GOODS,
 480 ST. PAUL STREET,
 MONTREAL. 5-ly

McLACHLAN BROS. & CO.,
IMPORTERS OF BRITISH AND
FOREIGN FANCY & STAPLE DRY GOODS,
 and Small Wares, No. 463 St. Paul St., Montreal. 35-ly

WM. J. McMASTER & CO.,
IMPORTERS OF STAPLE & FANCY
DRY GOODS, No. 16 Lombino Street,
 25-ly Montreal.

OTTAWA.

HENRY GRIST,
 OTTAWA, Canada,
PATENT SOLICITOR AND DRAUGHTSMAN.
 Drawings, Specifications, and other documents
 necessary to secure PATENTS of INVENTIONS, prepared
 on receipt of the model of invention. Copyrights and
 the Registration of Trade Marks and Designs pro-
 cured. Established 1859. 43-2a

OSHAWA.

BLACK WALNUT LUMBER.
 THE Subscriber has a limited quantity of
 Choice BLACK WALNUT LUMBER for sale
 Address, EDWD. HALL, JR.,
 24 Oshawa, C.W.

BOSTON.

W. C. WILLIS,
COMMISSION MERCHANT, SHIP-
PING AGENT, &c., No. 41 City Exchange
 BOSTON. 11

GOVERNMENT HOUSE, OTTAWA,

TUESDAY, 23th day of July, 1868.

PRESENT

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Customs, and in pursuance of the provisions of the 12th Section of the Act 31 Vic., Capl 6, intituled: "An Act respecting the Customs," His Excellency in Council has been pleased to order, and it is hereby ordered, that the following regulations respecting the coasting trade of the Dominion, be and the same are hereby adopted and established.

Certified, WM H LEE, Clerk of the Privy Council.

COASTING REGULATIONS.

1. Vessels and boats employed solely in the transport of goods or passengers from one port or place to another port or place within the limits of the Dominion of Canada, shall be deemed to be engaged in the coasting trade, and shall be subject to the regulations governing the same.

2. None but British registered vessels and boats, wholly owned by British subjects, can lawfully be engaged in the coasting trade of the Dominion of Canada, and the names of such vessels or boats and the names of their ports of registry, shall be distinctly painted on the stern of the said vessels or boats.

3. Such vessels and boats, may, without being subject to entry, or clearance as required by law, for vessels trading between ports in the Dominion of Canada, as well as with foreign ports, carry goods the produce of Canada, or goods duty free, or goods duty paid or passengers from any ports or places in the Provinces of Ontario and Quebec, or any other ports or places in the Province of Nova Scotia, to any other ports or places in the said Province, provided always that the owners or masters of such vessels or boats, shall take out a license for the season for that purpose from a Collector of Customs in Canada, and that the owners or masters in taking out the said license shall enter into Bonds of \$500, conditioned that such vessels or boats shall not be employed in the foreign trade, and provided also that the master of every such vessel or boat shall keep, or cause to be kept, a cargo book in the form prescribed by the Customs Department, to be regulated by the Collector of Customs who granted the license, in which book shall be entered at the port of lading, an account of all goods taken on board of such vessel or boat, stating the description of the packages, the quantities, the descriptions and values of the goods therein, as also of the goods stowed loose, and the names of the respective shippers and consignees, as far as any of such particulars shall be known to him; and at the port of discharge shall be entered in the said cargo book, the respective days upon which any such goods shall be delivered out of such vessel, and also the respective times of departure from the port of lading and of arrival at the port of unloading.

4. The master of any such vessel or boat shall produce his license and cargo book to any Officer of Customs, whenever the same shall be demanded, and answer all questions put to him, and such Officer of Customs shall be at liberty to note any remark on the cargo book which he may deem proper, and if the cargo book shall not be kept in the manner hereby required, and the particulars of all cargo laden and unladen, duly noted therein, the goods and vessel shall be forfeited, and the master shall incur the penalty of \$100.

5. Before any coasting vessel or boat shall depart from any port of lading in any one of the Provinces of the Dominion of Canada for any other port in the said Dominion, not in the said Province of departure, an account or report with a duplicate thereof, in the form or to the effect following, and signed by the master, shall be delivered to the Collector, who shall retain the duplicate and return the original account or report dated and signed by him, and such account or report shall be the clearance of the vessel or boat for the voyage, and the transito and pass for the goods expressed therein, except for goods under bond or goods liable to excise or internal revenue duty, which shall require the entries and warrants for lading to be signed by the proper officers as required by law, and if any such account or report be false, the master who signed it shall forfeit the sum of \$100.

Errors and Transito Coastwise for a registered vessel or boat proceeding from one Province to another in the Dominion of Canada.

Port of Name of Vessel.	Master's Name.	Register Tons.	Whither bound.
Port of Registry.			
Foreign Goods			
Warehoused Goods removed under Bond.			
Goods liable to duty of Excise.			
Do. removed under Bond			
Steady other goods, Produce of Canada, &c.			

(Signed) Master, Cleared this day of 1868. (Signed) Collector of Customs for the Port of

6. Within twenty-four hours after the arrival of any coasting vessel or boat at the port of discharge which requires a transito as above described, and before any goods shall be unladen, the transito with the name of the place or wharf where the lading is to be discharged, noted thereon, shall be delivered to the collector, who shall note thereon the date of the delivery; and if any of the goods on board such coasting vessel or boat shall be subject to any customs duty the same shall not be unladen until the entry has been made at the Custom House, and a warrant granted for the lading thereof; and if any of the goods on board such vessel or boat be subject to any duty of excise or Internal Revenue the same shall not be unladen, without the authority or permission of the proper officer of excise; but no entry shall be required at the Custom House for any goods brought coastwise the produce of Canada or goods on which the duties, whether of Customs or Excise, have already been paid or which are duty free.

7. Vessels and boats employed in the coasting trade and that shall not have taken out a license for carrying goods, and obtained a cargo book as above provided, shall report inwards and outwards at the nearest port to their place of arrival or destination and require clearances whenever they depart from any port or place within the Dominion of Canada, and in default of their so reporting the vessel or cargo, the master shall in such cases be subject to the penalty of \$100 for departing and arriving without due entry inwards or outwards as the case may be. Provided that when a vessel shall sail from any place where there is no Custom House, or officer of Customs, it shall be sufficient for the carrying out of this regulation that the owner or master of such vessel, do, as soon afterwards as possible, forward to the nearest Custom House a similar report in duplicate, or lodge the same at the first port at which he shall touch where there is a Custom House Officer.

8. Goods under a removal bond from one Canadian port to another Canadian port, may be carried in any British registered vessel or boat, trading coastwise with a proper license and cargo book upon such goods being properly entered in the cargo book and in the account or transito, in duplicate, the Collector at the port from which such goods are removed, being required to forward by mail, to the Collector of the port for which the goods are destined, all the particulars and description of the goods so forwarded, and the packages shall be properly marked in red as now provided, but no goods under bond shall be carried in any coasting vessel or boat until the master has delivered an account in duplicate or transito to the Collector of Customs at the port of lading.

9. No coasting vessel or boat to touch at any foreign port unless forced by unavoidable circumstances, and the master of any coasting vessel or boat which has touched at any foreign port, shall declare the same in writing under his own hand, to the Collector or other proper Officer of Customs at the port or place in Canada where his vessel or boat afterwards first arrives, under a penalty of \$100.

10. If any goods are unshipped from any vessel or boat arriving coastwise, or unshipped or water borne to be shipped to be carried coastwise on Sundays or holidays, or unless in the presence, or with the authority of the proper Officer of Customs, or unless at such times and places as shall be appointed and approved by him for that purpose; the same shall be forfeited and the master of the vessel or boat shall forfeit the sum of \$100.

11. Officers of Customs may board any coasting vessel or boat in any port or place, and at any period of the voyage search her, and examine all goods on board, and demand all the documents which ought to be on board; and the Collector may require such documents to be brought to him for inspection.

12. No fishing boat or boat used in ferrying under 15 tons burthen, shall, except by special license or permission, carry any goods from a foreign country, which are liable to duty, under pain of seizure, unless the same (in the case of ferry boats) be for the sole use of some passenger then on board.

13. No goods can be carried in any coasting vessel or boat unless such as are laden to be so carried at some port or place in Canada, and no goods shall be taken into or put out of any coasting vessel or boat while on her voyage by river, lake or sea.

14. The transito coastwise required by these regulations, may in the case of any steam vessel carrying a purser, be signed by such purser with the like effect in all respects, and subject to the like penalty on the purser, and the like forfeiture of the goods, in case of any untrue statement in the transito, as if the transito was signed by the master; and the word master for the purposes of these regulations shall be construed as including the purser of any steam vessel; but nothing herein contained shall preclude the Collector or other officer of Customs from calling upon the master of any steam vessel to answer all such questions concerning the vessel, passengers, cargo, and crew, as might be lawfully demanded of him if the report had been made by him, or to exempt the master from the penalties imposed by these regulations for failure to answer any such question, or for answering untruly, or to prevent the master from making such report, if he shall see fit so to do.

15. The coasting regulations of the late Province of Canada dated the 12th April, 1851, and all regulations heretofore existing in the Province of New Brunswick or Nova Scotia in reference to coasting in any of the said Provinces are hereby repealed.

(Signed) S. L. TILLEY, Minister of Customs.

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MR. A. H. ST. GERMAIN, Proprietor of the CANADIAN ADVERTISER, AGENT, Toronto, Ont., is our SOLE Agent for procuring American Advertisements, and is authorized also to receive Canadian Advertisements for this paper.

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

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

FOULDS & HODGSON, IMPORTERS OF Grey Cottons, White Shirtings, Rogattas, Prints, Bed Ticks, Denims, Silesias, Cobourgs, Orleans, X of Laines, White Muslins, Jeans, Moleskins, Flannels, Blankets, Cloths, Tweeds, Vestings, Hosiery, Gloves, Braces, Bibbons, Laces, Blondes, Handkerchiefs, Fancy Dresses, Umbrellas, Parasols, Shawls, Hoop Skirts, Table Oil Cloths, Yarns, Battings, Silks, Velvets, Linon Threads, Playing Cards, Jewellery, Tea Trays, Snuff Boxes, Pipes, Toys, Bag Purses, Pencils, Spools, Pins, Needles, Tapes, Buttons, Combs, Brushes, Hair Oils, Colognes, Soaps, Stationery, Brooches, Spectacles, Dolls, Mirrors, Razors, Pocket Knives, Table Knives, Choplets, Marbles, Sates. And a large variety of other Fancy and Staple goods. WHOLESALE. Perhaps the largest assortment of Goods suitable for a General Country Store of any house in the Province. 364, 366, 368 & 370 St. Paul Street, Montreal. 16-ly

THIBAudeau, THOMAS & CO., Wholesale Importers of BRITISH AND FOREIGN DRY GOODS. Corner St. Peter and Sons to Fort Streets, Quebec. A large stock of Teas kept constantly on hand. 41-ly

WHOLESALE GROCERS. LANE, GIBB & CO., WHOLESALE GROCERS AND COMMISSION MERCHANTS. Importers of East and West India Produce, General Groceries, Wines, Brandies, &c., &c. ST. ANTOINE STREET, between GIBB & HUNT'S Oct. 23. Wharf, QUEBEC. 41-ly

COMMISSION MERCHANTS. GETHINGS, LEMOINE & SEWELL, COMMISSION MERCHANTS, QUEBEC. Branch House—LEMOINE & Co., Montreal. 21-ly

G. F. GIBSON & CO., GENERAL AUCTIONEERS, QUEBEC. Trade Sales of Dry Goods, Fancy Wares, Hats, Furs, &c., &c., &c. Advances made on consignments. 13-5m

J. & W. BEID, GENERAL MERCHANTS, 40 St. Paul Street, Quebec, Dealers in Domestic and Foreign Paper and Stationery, Roofing Felt, Paper and Oakum Stock, Pig and Scrap Metals, Oakum, Pitch, Tar, Rosin, Ship Varnishes, &c. 41-ly

J. BROWN & CO., MANUFACTURERS OF CORDAGE, 18 St. Peter Street, Quebec. Steam Power Works at La Canardiere. 41-ly

WADDELL & PEARCE,
GENERAL HARDWARE AGENTS,
 AND IMPORTERS OF
 IRON, STEEL, METALS, AND RAILWAY SUPPLIES,
 27 St. John Street, Montreal.

SOLE AGENTS IN CANADA FOR:
 Charles Cammell & Co., (limited), "Cyclops," Steel and Iron Works, Sheffield; the Bowling Iron Company (near Bradford, Yorkshire; The Yorkshire Engine Company, (limited), Sheffield; Frost & Co., (late of Derby) Wadley Bridge Iron and Steel Works, near Sheffield; The Patent Shaft and Axletree Company (limited), Wednesbury; Lloyd & Lloyd, Albion Tube Works, Birmingham; Walker & Hall Electro-Plate Works, Sheffield; Green's Patent "Solid Drawn" Brass and Copper Tube Company (limited), Birmingham; The Hockley Bolt, Nut, and Rivet Company, Birmingham; Thos. Dunn, Engineer, Windsor, Bridge Iron Works, Manchester; Sim & Coventry, "Pontpool" Tin, and "Pontypool" Canada Plates, Liverpool; John Trippett & Brother, Shipping Agents, Liverpool and New York; The Chelsea Rubber Company, Chelsea, P.Q.; The Hart Manufacturing Company (late Bilven, Mead & Co.), New York.

N.B.—A stock of Charles Cammell & Co.'s War-anted Cast Steel for Tools, Railway Spring Steel, and "Cyclops" Files always on hand. 83-ly

THE ST. LAWRENCE GLASS COMPANY
 MANUFACTURE

COAL OIL LAMPS, various styles and sizes.
 LAMP CHIMNEYS of extra quality.
 LAMP SHADES, plain, ground and cut glass.
 GAS SHADES, do do do
 Sets of TABLE GLASSWARE, consisting of
 GOBLETs
 TUMBLERS,
 SUGAR-BOWLS,
 CREAM JUGS,
 SPOON-HOLDERS,
 SALT-CELLARS,
 CASTOR-BOTTLES,
 PRESERVE DISHES
 NAPPIES
 WATER PITCHERS,
 &c., &c.

Hyacinth Glasses, Steam Gauge Tubes, Glass Rods, Reflectors, or any other article, made to order in white or colored glass.
 Kerosene Burners, Collars and Sockets will be kept on hand.

FACTORY—ALBERT STREET. Orders received at the Office, 283 St. Paul street.
 41-ly A. McK. COCHRANE, Secretary.

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 will continue Business under the Insurance Act lately passed by the Dominion Parliament.

W. M. RAMSAY,
 Manager.

RICHARD BULL,
 Inspector of Agencies.

EVERY information on the subject of Life Assurance will be given at the Company's Office, No. 47 Great St. James Street, Montreal, or at any of the Agencies throughout Canada. 12 ly

PHOENIX

MUTUAL LIFE INSURANCE COMPANY,
 HARTFORD, CONN.

ACCUMULATED FUND - - - - - OVER \$2,000,000.
 ANNUAL INCOME - - - - - \$1,200,000.

ISSUES ORDINARY LIFE,
 TEN YEAR NON-FORFEITING LIFE,
 AND,
 ENDOWMENT POLICIES,

At the rates annually charged by responsible Companies, and returns all profits to the insured, who are now receiving a return of 60 per cent., or half their premium.

Parties at a distance can insure from blanks, which will be furnished on application.

Usual restrictions as to residence and occupation abolished.

ANGUS R. BETHUNE,
 General Agent
 104 St. François Xavier Street.

Active and Influential Agents and Canvasers wanted throughout the Dominion. 40

F. SHAW & BROS.
TANNERS AND DEALERS IN
 HIDES AND LEATHER,

Importers of
ENGLISH OAK SOLE LEATHER and STRAP

BUTTS for Belling.

Agents in Canada for sale of

MILLER'S PATENT EXTRACT OF HEMLOCK BARK.
 No. 14 LEMOINE STREET. 4-ly

CONVERSE, COLSON & LAMB,
PRODUCE AND GENERAL COMMISSION
MERCHANTS,
 Tea Dealers and Importers of Groceries,
LIQUORS, CIGARS, &c.
 Corner Hospital and St. Bennett's Wharf,
 John Streets, | Halifax,
 Montreal, Canada. | Nova Scotia. 15-ly

ROYAL
INSURANCE COMPANY
FIRE AND LIFE.

CAPITAL - - TWO MILLIONS STERLING

FIRE DEPARTMENT.

Nearly the Largest Insurance Company in the World.

ANNUAL INCOME - - - - - £500,000

ADVANTAGES TO FIRE INSURERS

- 1st. Security unquestionable.
- 2nd. Revenue of a most unexampled magnitude.
- 3rd. Every description of property insured at moderate rates.
- 4th. Prompt and liberal settlement of Losses.
- 5th. Loss and damage by explosion of Gas made good.
- 6th. Moderate Premiums.

LIFE DEPARTMENT.

Large participation in profits—equal to 20 per cent. per annum on sum assured—being the Largest Bonus ever continuously declared by any office.

BOONS TO LIFE ASSURERS.

The Directors invite attention to a few of the advantages the ROYAL offers to its Life Assurers:

- 1st. Exemption of assured from Liability of Partnership.
- 2nd. Moderate Premiums.
- 3rd. All fees paid by the Company.
- 4th. Thirty days' grace allowed.
- 5th. Profits divided every five years.

All new Life Insurances, with participation, effected after this date, will become entitled to an INCREASED SHARE OF THE PROFITS, in accordance with the Resolution passed at the last Annual Meeting of Shareholders.

H. L. ROUTH,
Agent.

W. E. SCOTT, Medical Examiner.
 ALFRED PERRY, Inspector. 20.

THOS. D. HOOD,
FIRST PRIZE
PIANOFORTE MANUFACTURER,
 MONTREAL.
 Show Room:—79 Great St. James Street.
 Factory:—82 Champ-de-Mars Street.
 Constantly on hand, a superior assortment of Pianos, Squares and Cottage.
 Second-hand Pianos taken in exchange. Repairing and Tuning promptly attended to. 23

ROBERTSON, STEPHEN & CO.,
 MONTREAL,

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

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

PLIMSOLL, WARNOCK & CO.,
 Importers of
STRAW AND FANCY DRY GOODS,
 Joseph's Block,
 18 St. HELEN STREET,
 MONTREAL. 8-ly

LEWIS, KAY & CO.

- HAVE JUST RECEIVED
- 100 Pieces HOP SACKING.
 - 50 Bales ENGLISH COTTON YARN.
 - 100 " BEST SOUTHERN YARN.
 - 100 " CANADIAN COTTON BAGS.
 - 500 Pieces GREY COTTONS.
 - 500 " DARK Madder PRINTS.
 - 300 " LILAC PRINTS.

Our New Warehouse, corner of RECOLLET and ST. HELEN STREETS, is now nearly complete, and we intend REMOVING there about the first week in August.

WINNING, HILL & WARE,

389, 391, 394, and 396 ST. PAUL STREET,
 (near the Custom House)

MONTREAL,

Importers and Wholesale Dealers in

WINES, LIQUORS, CIGARS, Etc.,
 AND

MANUFACTURERS OF CHOICE FRUIT SYRUPS,
TOD GINS, GINGER WINES, BITTERS,
LIQUEURS, etc., etc.,

For which the PARIS EXPOSITION OF 1875 awarded a PRIZE MEDAL for purity and excellence of quality

SOLE AGENTS IN THE DOMINION OF CANADA
 FOR

Ch DeRancourt - - Bordeaux - France.
 Grstave Gilbert - - Reims - - do.
 Board & Son - - London - - England.
 S. H. Harris - - do. - - do.
 James Konyon & Son Bury - - do

WINNING, HILL & WARE.
 1-ly 229, 231, 234 and 236 St. Paul Street

HENRY CHAPMAN & CO.,
IMPORTERS AND COMMISSION MERCHANTS,
 1 St. John and St. Alexis Streets, MONTREAL.
 AGENTS FOR THE SALE OF
 Pinet, Castillon & Co.'s Cognac Brandy,
 A. Houtman & Co.'s double berried Holland Gin,
 Dunville & Co.'s old Irish Whiskey,
 R. Thorns & Co.'s fine Scotch Whiskey,
 T. G. Sandeman's celebrated Port Wines,
 Mackenzie & Co.'s (Cadiz) Sherry Wines,
 Jules Mumm & Co.'s Champagne Wines,
 P. A. Mumm's Sparkling Hook and Moselle Wines,
 Guinness' Dublin Stout, bottled by Maschen & Co.,
 McEwan's Sparkling Edinburgh Ales, &c. 1-ly

LIFE ASSURANCE—FIDELITY GUARANTEE
THE EUROPEAN ASSURANCE SOCIETY,
 Empowered by British and Canadian Parliaments.
 CAPITAL.....£1,000,000 Sterling.
 ANNUAL INCOME, over £300,000 Sterling.
HEAD OFFICE IN CANADA—MONTREAL.
 9-ly **EDWARD RAWLINGS, Manager.**

JAMES BAYLIS,
IMPORTER OF CARPETS AND
OIL CLOTHS, MONTREAL,
 No. 74 Great St. James Street,
 No. 31 King Street East, Toronto. 9-ly

1868. **AUTUMN CIRCULAR.** 1868.
T. JAMES CLAXTON & CO.,
 CAVERHILL'S BUILDINGS,
 ST. PETER STREET,
 MONTREAL.

DRY GOODS
 Our Stock will be complete and open for inspection
 by
TUESDAY, the 25th AUGUST,
 Every department fully represented.
 We request careful inspection and comparison.
 1-ly **T. JAMES CLAXTON & CO.**

2,000 cases **FINEST FRUIT SYRUP.**
 1,000 " **GINGER WINE—"McKay's"**
 Also, in Kegs, Qr-Casks and Hhds,
AT LOWEST MARKET PRICES.
WEST BROTHERS,
 14-ly 144 McGill Street, MONTREAL.

JEFFERY BROTHERS & CO.,
GENERAL MERCHANTS,
 44 ST. SACRAMENT STREET,
MONTREAL. 1-ly

JAMES BAILLIE & CO.,
WHOLESALE DRY GOODS,
 180 ST. PAUL STREET,
MONTREAL. 5-ly

WM. McLAREN & CO.,
 Manufacturers and Wholesale Dealers in
BOOTS and SHOES
 STORE:
 18 ST. MAURICE STREET,
 (In the rear of Joseph Mackay & Bro.)
 MONTREAL. 83-ly

BLACK & LOCKE,
GENERAL COMMISSION
MERCHANTS,
 MONTREAL. 36-ly

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

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, SEPTEMBER 4, 1863.

The Business Office of the "Trade Review" is
 removed from No. 4 Merchants' Exchange to
 No. 58 St. Francois Xavier Street, Room No.
 5, Up Stairs.

ATLANTIC CABLE DESPATCHES.
WE find in the editorial columns of many of our
 contemporaries East and West, savage com-
 plaints concerning the trash which, at great cost, is
 telegraphed over or under the Atlantic, but most of
 those not causeless grumblers attribute this state of
 affairs to the Atlantic Telegraph Company or its offi-
 cials. Now the news furnished to Canadian news-
 papers is that prepared for the association of news-
 papers in the United States known as the "Associated
 Press," and is prepared, we suppose, to meet the tastes
 of the readers of those journals which make use of it.
 The English agent of the Associated Press has un-
 doubtedly received his instructions as to what style of
 communications he is to send, and although we may
 regret the bad taste of his employers, or their patrons,
 —the people of the United States,—we have no right
 to find fault. We need not take the despatches unless
 we choose, but if we grumble about them afterwards,
 we must be careful to blame not the Company, which
 merely sends the despatch for a money consideration,
 but the Associated Press. One Canadian journal, in
 writing on this subject, hoped for better things on the
 laying next year of the new Franco-American tele-
 graph from Brest to New York, but what benefit will
 that be to newspaper readers, unless despatches are
 manufactured under quite different auspices? The
 whole cause of the trouble may be stated in very few
 words. The cost of making use for newspaper des-
 patches of the Atlantic Cable is so great that Cana-
 dian journals alone could not, or think they could not,
 afford to have special despatches, but prefer to make
 use at a lower cost of those furnished to the Associated
 Press. The laying of another and independent wire
 may by competition cause a reduction of charges, and
 in that way enable the Canadian Press to associate and
 obtain for themselves European intelligence such as
 they require, at reasonable expense; till then we are
 afraid we must be content to take what we get, the
 few grains of wheat with the abundance of chaff, un-
 less, indeed, the leading associated newspapers could
 be prevailed upon to demand that only the news of
 real importance should be sent from England, omit-
 ting wordy accounts of yacht races and prize fights.

MONTREAL SAW WORKS.
MORLAND, WATSON & CO.,
 Manufacture all descriptions of
CIRCULAR, MILL, CROSS-OUT,
BILLET WEBS,
 &c., &c.
 Reduced Price List just issued.
 Special discount to the Trade.
 Montreal, June 25, 1863 1-ly

THE COMMERCIAL UNION ASSURANCE CO'Y
 19 & 20 CORNHILL, LONDON, ENGLAND.
 CAPITAL £2,500,000 Stg.—INVESTED over \$2,000,000
FIRE DEPARTMENT.—Insurance granted on all
 descriptions of property at reasonable rates.
LIFE DEPARTMENT.—The success of this branch
 has been unprecedented—90 PER CENT. of pre-
 miums now in hand. First year's premiums were
 over \$100,000. Economy of management guaranteed.
 Perfect security. Moderate rates.
 Office 385 & 387 St. Paul Street, Montreal
MORLAND, WATSON & CO.
 General Agents for Canada.
FRED. COLE, Secretary.
 Inspector of Agencies—T. C. LIVINGSTON, P.L.S.
 9-ly

THE RAILROAD WAR IN ONTARIO.
THE contest between the promoters of the Welling-
 ton, Grey and Bruce Railway, and the gentlemen
 who are so energetically pushing the scheme of the
 narrow gauge road seems to be narrowing down to a
 battle between the cities of Hamilton and Toronto for
 the trade of the fertile counties of Grey and Bruce. At
 a recent meeting of the City Council of Toronto, the
 following resolution was passed unanimously:—
 "Resolved,—That this Corporation hereby formally
 record an expression of their opinion that the To-
 ronto Grey and Bruce Railway is second in import-
 ance to no railway enterprise hitherto projected,
 that its able and energetic promoters have their
 entire confidence, and that they conceive it to be
 their duty in the interests of the city of Toronto to
 submit a by-law to the rate payers for granting
 such aid thereto as may conduce to its accomplish-
 ment."
 Speeches were made in favour of this resolution, by
 a number of the aldermen, all of whom pointed out
 the great importance to Toronto of its being the ter-
 minus of the Railway, and spoke of the great fertility
 of the counties of Grey and Bruce, and the value of
 the trade which would be opened up.
 The people of Hamilton are equally alive to the im-
 portance of securing railroad connection with the
 North-West counties. The City Council prepared
 a by-law to be submitted to the rate-payers,
 authorizing the corporation to take stock in the Wel-
 lington Grey and Bruce Railway to the amount of
 \$35,540, payable in the Great Western stock now held
 by the city. At a largely attended meeting of rate-
 payers last week, a resolution was passed in favour of
 the by-law, and it has since been approved of by the
 rate-payers.
 We, for our part, have no particular interest in the
 rivalry between the two cities. We should be glad to
 see both roads built. They may not prove profitable
 to the proprietors directly, but they must become a great
 gain to the farmers whose lands they will adjoin.
 Should the building of only one line be found practi-
 cable, what we desire to see is the construction of that
 road which will best tend to develop the country it is
 intended to serve, and which by economy of construc-
 tion and equipment can afford to carry freight at the
 lowest possible rates. We have more than once ex-
 pressed a decided opinion that the proposed narrow
 gauge railway would best accomplish these results,
 and while we are otherwise indifferent as to precise
 route selected, we under the circumstances do hope
 that the energy of Mr. Laidlaw and his co-workers
 will be rewarded by the success it merits.

PROGRESS OF A GREAT WORK.

FRANCE has for many years been prosecuting a great work, which will have, when completed, an immense influence upon the commerce of the world. We refer to the Suez Canal which is intended to connect the waters of the Mediterranean with the Red Sea, and thus open up a short route between Western Europe and the East. The originator of this canal is a French gentleman named Lesseps, who maintained its feasibility after Stephenson and other eminent engineers had pronounced against it. After overcoming a large amount of opposition and difficulty, the contract was let several years ago, M Lesseps being at the head of the Company which had the enterprise to commence the undertaking. Recent reports of a thoroughly reliable character go to show that a large portion of the canal has already been made, and the contractors fully expect to complete it by the close of next year. The depth is to be 26 feet which will float the heaviest vessels in the world. The whole work is expected to be of the largest and most substantial character. This is absolutely necessary, for there can be no doubt that, if once completed according to the plans, it will completely revolutionize the course of the Eastern trade. The Cape of Good Hope will seldom see an East Indianman then, and it remains to be tested whether the canal will not put an extinguisher upon the much vaunted route from China, Japan and Australia, across this Continent. Not the least effect likely to follow the completion of the Suez Canal will be the re-juvenation (if we may use the word in such a connection) of the venerable cities of the Mediterranean. What a resurrection it would be to witness these old decayed seats of commerce, arising again to something of their former importance and grandeur! The turning of the tide of Eastern commerce in that direction must at least give these places a prosperity to which they have not long been a stranger, and once more render the Mediterranean the busy highway of commerce instead of the sluggish and poorly patronized route of travel it is at present is. This great undertaking is quite a feather in the caps of the French nation. Great Britain, Austria and other powers, which had the matter under consideration over twenty years ago, have stood aloof. They have given the project no assistance, but, acting upon the opinion of Stephenson and other authorities, have regarded it as impracticable, and occasionally bestowed no little ridicule on its promoters. Judging from present reports—which have been formally given to the public—there is every likelihood that the canal will be a reality before 1870 expires. M Lesseps says it will be finished by October, 1869, but if they get through within twelve months afterwards, they will do very well. If either of these expectations are realized, the French nation will have reason to feel proud of the part they have played in projecting and completing this great work, for it is one which must be of immense advantage to the commerce of the whole world.

RUMORS OF WAR IN EUROPE

CABLE despatches bring us the information that the English journals are very generally discussing the probabilities of a war between Prussia and France, as principals, and involving other countries as allies of the one or the other. There are no real grounds of quarrel given by the writers on the subject, but it is taken for granted that France is bitterly jealous of the military position Prussia won in the war with Austria, and having ever since that time been industriously preparing for war, or at least putting itself in a position to be prepared for war, it is now assumed that Napoleon will, notwithstanding all his pacific speeches and assurances of his desire for peace, take the first opportunity for a rupture with his formidable rival. It is also stated that the French people are in a very dissatisfied and dangerous state, and that to maintain himself on the throne, the Emperor will almost be compelled to open an escape valve for the popular feelings in the shape of a foreign war, which would be extremely pleasing to all classes.

Without placing much weight on any individual opinion as to the probabilities of another European contest, let us see how we in Canada would be affected thereby, should it actually break out. The old proverb that "it is an ill wind that blows nobody good," would hold true under these circumstances, as far as our interests are concerned. We should have much to gain, and but little to lose by long continued strife in Europe. Our great rivals in agricul-

ture, Russia and Prussia, would probably both have their hands full, and would be likely not merely to have no surplus wheat to export, but would rather have a deficiency to supply. France would be in a similar position, and England would have to look to America for her supplies. This would, of course raise the price of all cereals here, and our exports would be large and reduce the debt we owe in England. On the other hand, the demand for manufactured goods would be greatly diminished, all classes of textile fabrics would fall in price, and while we on the one side obtained increased prices for our exports, on the other side, we would be able to obtain our usual supply of imports at a decreased cost. We do not pray for a European war, but we cannot be blind to the manner in which it would affect this country.

RECIPROCITY.

It is reported from Washington that negotiations for a new Reciprocity Treaty, on the basis of that lately abrogated, have been entered into between Secretary Seward and Mr. Thornton, British Minister at Washington, and that Hon. John Rose is to go thither with the object of agreeing on some measure to be submitted to Congress at its next session in December.

We cannot foresee in what temper Congress will meet, as far as regards this subject, but we hope that our Government, while throwing no obstacles in the way of a renewal of commercial intercourse, will not agree to any Treaty which will not secure to Canada a full and fair return for all privileges conceded to the United States, and we also hope that the representatives of both countries will see it to be to their mutual advantage to admit not merely the raw productions, but also the manufactures of each country free of duty into the other. Canadians may perhaps imagine that they would lose by such an arrangement, not being so far advanced in manufactures as our neighbours, but we believe we have other advantages which will at least compensate us for this deficiency: and nothing is really more stimulating to manufacturers than a keen healthy competition on fair terms with those of a neighbouring nation.

THE CROPS.

WE copy from the Toronto Daily Telegraph (now published as a morning as well as evening paper) reports of the condition of the crops throughout the Province. The Telegraph referring thereto gives the following abstract of the information obtained:—

"The return embraces the results of the personal examination and experience of nearly a thousand correspondents in all parts of the Province. Thoroughly condensed as the return is, it will be found to make the following satisfactory exhibit: Fall Wheat more than an average crop. Spring Wheat a little under, what was sown early was somewhat affected by midge and the late by drought. Barley, about an average crop—what it lacks in quantity and weight will be made up in quality. Peas will be a very small crop not averaging more than one-half. Oats may be said to be an average crop. Rye is not much sown, but is good. Hay is an abundant crop in all parts of the country, not being injured so much by the drought as the grain and root crops. The root crops of all kinds are a partial failure, having been put in the ground in a very dry season, and no rain to promote their growth. The late rains have somewhat revived Turnips and other roots (especially those planted late) and we may yet have a better yield than is generally expected, providing the frost does not set in early. The bright prospect in the spring for all kinds of crops, led the farmers to indulge the hope that this year's product would almost equal a double crop. There is therefore comparative disappointment in many quarters. We have no doubt that the harvest (excepting the root crop) will give an average yield beyond that of last year."

OUR COLONIES

THE annual publication by the Government, of all the obtainable statistical information relating to all British colonies has just been issued. From this we quote the area and population of the leading colonies, with the smaller ones under one head as "other possessions."

	Area in miles.	Pop. 1867.
British India.....	888,621	150,767,851
Australia.....	1,682,879	1,623,863
Dominion of Canada	632,880	4,007,818
West India Islands.....	12,683	1,690,030
Cape of Good Hope.....	276,816	568,168
Ceylon.....	24,700	2,088,627
Other possessions.....	121,692	1,454,853
Total.....	4,564,822	161,633,831

It is thus shown that Australia is not only most favoured as regards climate, but that it is four times

the size of Canada and nearly three times that of the Indian Empire. But Canada stands next to India in population, and Australia is shown to be really in its infancy. There are nearly two square miles of land to every inhabitant in the last mentioned. The colonies of the United Kingdom have a square mileage of 4,564,822, and a population of 161,633,831. The figures, which represent the commercial importance of our colonies to our trade, are as follows:—

	Total Import and Export Trade, 1866.	Total Trade with U.K. 1866.
British India.....	£123,813,004	£68,310,257
Australia.....	67,104,616	30,513,037
Dominion of Canada	84,970,606	12,894,711
West India Islands.....	9,148,822	6,871,966
Cape of Good Hope.....	4,641,450	3,308,192
Ceylon.....	8,647,515	8,776,813
Other possessions.....	86,171,820	11,297,832
Total.....	£284,368,533	£135,833,375

The trade of the colonies reached in 1866 the astonishing total of £284,368,533, of which £135,833,375 was with the United Kingdom. Of the Indian trade we have more than half, of the Australian nearly half, and of the Canadian not much more than a third. The United States naturally have large business relations with the North American colonies, and to some extent are our rivals upon similar grounds. The following table shows the revenue, expenditure, and public debt of the colonies:—

	Revenue, 1865.	Expenditure, 1865.	Public Debt.
British India.....	33,955,220	47,332,106	89,833,651
Australia.....	10,194,036	11,041,295	24,177,744
Dom. of Canada.....	3,639,553	3,670,462	16,070,438
W. I. Islands.....	928,290	976,175	1,027,024
C. of Good Hope.....	732,293	691,783	851,600
Ceylon.....	962,874	917,070	450,000
Other possessions.....	2,058,076	2,601,202	2,043,829
Total.....	£65,451,006	£64,733,644	£144,049,966

The aggregates are all very important. The revenue in 1866 exceeded the expenditure by about three-quarters of a million sterling, and the national debt of the whole is equal to upwards of two years gross income. Canada has been most adept at imitating the example of older countries. In the desire to develop the commerce of the country she has already got a debt equal to four years revenue, whereas India, with its multitude of untaxable natives, its gigantic public works, and its expensive government, political and military, has only accumulated a debt of two years' income. But Canada has the reputation of having the best roads and other means of communication of any country in the world. But perhaps when India is as well provided with irrigation works and railroads, her debt also will have proportionately increased. At present bearing in mind the extent of the population, and the trade of India, it has the lightest debt in the world.—*European Times.*

THE CATTLE PLAGUE.

THE New York Times states that the Sanitary Committee of the Board of Health has been engaged very actively for several days inspecting the various cattle yards of the city where stock from the West is received. Some diseased cattle have been found, but not in sufficient numbers to cause alarm. Those affected have been properly cared for and measures have been taken to prevent diseased meat reaching our markets. The committee has drawn up a report detailing the proceedings adopted by the State authorities and medical boards with a view to prevent the spread of the plague and extinguish it throughout the country. The following are extracts from the report.

The investigations made by scientific and experienced officers of this board have fully confirmed the opinion that the flesh of these diseased animals cannot be safely used for food. The information now before us clearly shows, that until some proof of the contrary is shown, the malignant disease which has been brought eastward from Illinois and Indiana should be regarded and treated as an infectious fever or plague. The transportation of any sick or infected cattle from the sickly district to other States should be prohibited. The offering of any such diseased animals, or any portion of their flesh, for sale for food within the Metropolitan District of New York, will be regarded as a culpable offence.

The report recommends the strictest sanitary measures to protect the people against the diseased beef and healthy animals from the infection.

Plainly enough it is a pestilence that may seriously affect the public health if it is not "stamped out," at least, kept well isolated.

It is respectfully recommended that whatever other regulations may be adopted there should be very rigorous quarantine or isolation of all infected or sick cattle, and that such cattle shall in no case be more except as hereinafter recommended; also that whenever the disease appears on transport trains of boats, or in the herd yards, thorough disinfection shall be adopted, and the sick animals be either immediately slaughtered or be kept isolated under sanitary care.

Disinfection of Cattle Yards and Live Transport Cars.—The Metropolitan Board of Health earnestly recommends that upon every line of railway cars which cattle are being or have recently been transported from Illinois, eastward, there shall be a suitable application of disinfectants.

What Disinfectants to use and how they may be applied.—Carbolic acid is the only one to rely upon. Use the crude and cheap fluids known as heavy oil of coal-tar, or the coal-tar itself, upon yards, paths and all the droppings and manure.

Of the five car loads of Indiana cattle that arrived on Tuesday, three steers were found sick and slaughtered. One of them was dissected when the

liver was found to be more than twice the ordinary size and weight, very soft, and the vessels yellow; the kidneys were congested, and all the other organs were diseased and in an unnatural state, except the heart, some of the blood and gaul was preserved for microscopic inspection, and Mr Kobler, the artist, took sketches of the various organs for future use.

The cattle plague in Illinois is mostly confined to the country between Tolono and Gilman, on the branch of the Illinois Central Railroad. There it rages like an epidemic, although from obtainable figures the loss seems not as great as generally supposed. In four towns 1,500 head of cattle have died of the disease, and the entire loss throughout the State, it is estimated, cannot exceed 3,000. As the average value is \$40 to \$45 a head, the loss in money is as yet less than \$140,000. This loss is more heavily felt, because it falls upon a comparatively small community. The disease is limited by the exclusion of Texas cattle from the State, the native cattle not imparting the contagion.

It is probable that by means of the strict sanitary measures adopted by the American authorities, the plague will be "stamped out" at no distant day. The precautionary action of the Canadian Government will doubtless prove effectual in protecting this country from the ravages of the plague, which, it would appear, has not yet got a foothold or made any considerable progress among our stock.

THE HARVEST.

THE CROPS OF CANADA.

The result of the Crops—The Average yield per Acre—An Average Crop—What our Correspondents say.

(Special Cor. Toronto Daily Telegraph.)

WE give this morning what has been anxiously looked for during the past two months by business men and the public generally—the result of the harvest of 1868 throughout Canada. The expressions of gratification elicited from all sources by our last statement of the prospects of the harvest, show that in being the first paper in Canada that ever attempted to collect such a mass of information in so short a time we have won the highest encomiums from the country at large. We have as will be seen below, given the actual results of the harvest, and our information comes from men whose thorough knowledge of the country, places their opinions far ahead of mere railway returns, or any such information that must necessarily be limited and imperfect. Our correspondents are stationed in every town, village, and hamlet in the Dominion, and have taken special pains to furnish us with the very best information that was accessible. Owing to the great number of our dispatches we have been compelled to condense in many instances, and embody a number of our reports from the same locality in the report. Our readers will find the reports from the different counties classified under one heading, the figures in each report denoting the quantity of grain, hay, and roots to the acre.

HURON.

HELPART—Wheat—Spring, 20 bus per acre, fall, 30 bus. Barley 30 bus. Peas, 25 bus. Oats 35 bus. Hay, 14 tons per acre.

DUGANNON—Wheat—Spring, 15 bushels per acre, midge eaten, fall 22 bus. Barley, very little sown. Peas poor crop. Rye, none. Hay, 2 tons, good. Roots very inferior. Flax, none.

ARVERN—Wheat—Spring, 6 bus, poor crop, caused by midge and drought, fall, 25 bus. Barley, 30 bus. Peas 18 bus, crop shortened by the hot and dry weather. Oats, 20 bus, light crop. Hay, 14 tons, good crop. Potatoes will be a poor crop.

BRANK—Wheat—Spring, 15 bus, fall, 22 bus. Barley 30 bus, small grain but fine color; peas, 12 bus, small and shrunken. Oats, 30, good sample; rye, none. Hay 1 to 2 tons, potatoes, 33 bus, or about one-third crop, small, turnips, a failure.

DISALE—Wheat—Spring, 15 to 20, early spring very much damaged by midge, fall, 20 to 30, late injured by midge. Barley, not much sown. Peas, 10 to 30 light crop on account of drought, oats, 25 to 30 bus, average crop. Rye none sown, hay, 2 tons, potatoes and turnips, not a good crop, severe drought, below an average.

EXTER—Wheat—Spring, 10 bushels per acre, the crop was looking well till the dry weather and midge came fall, 25 bushels. Barley, 30 bushels, no great quantity grown. Peas, 20 bushels. Oats, 40 bushels. Rye, none grown. Hay, 2 tons. Roots—Looking well since the rain.

BLOBAVE—Wheat—Spring, 20 bus, earlier kinds injured by midge; fall, 25 bus, the latter portions damaged by same cause. Barley, 27 bus, a sort through effects of drought. Peas, 20 bus. Oats, 28 bus, short, but well headed. Rye, none sown. Hay, 2 tons, very good.

AMBLEY—Wheat—Spring, 15 to 20 bus per acre, crop light on account of no rain in the month of June, fall, 30 bus per acre, no complaints of damage by insects or rust. Barley, light, but not much raised about here. Peas 15 bus. Oats, 25 bus. Hay, not an extra crop. Roots—All root crops are below the average, but may still improve.

BANDON—Wheat—Spring, 15 to 20 bus per acre, early sown much damaged by midge, fall, 30 to 40 bus, new fallows entirely the best. Barley, very little sown. Peas, a very good crop. Oats, 30 to 40 bus, hurt by the drought. Hay, 1 1/2 to 2 tons, a very good crop. Roots all much damaged by the drought, but are now recovering wonderfully.

EXMORVILLE—Wheat—Spring, 10 bus, early sown wheat very bad the late a fair average crop; fall, 30 bus, and early sown fall wheat very heavy. Barley, 20 to 30 bus, damaged by midge and drought. Peas, 12 to 18 bus, injured by drought. Oats, 30 bus per

acre. Rye, none. Hay, 1 1/2 tons per acre. Roots, very poor. Flax, very little sown.

BATFIELD—Wheat—Spring, 10 to 12 bus per acre though some fields will yield 20 and others 6, from weevil and dry weather; fall, 25 bus for midge proof & for the other, average 20 bus per acre weevil and drought. Barley 30 bus, middling crop, injured by the long-dry weather. Peas, 8 to 12 bush, though some fields will yield 20. Oats, 30 bus, injured by the drought. Rye none sown. Hay, 1 to 1 1/2 tons per acre. Potatoes, half or third crop.

WENTWORTH.

MILLONOV—Wheat—Spring, 15 bus, midge eaten, fall, 25 bush. Barley, 25 bush. Peas, none thrashed, badly hurt with the drought. Oats 25 bus, hurt with the drought. Rye 15 bus. Hay, 2 tons.

JENSEVILLE—Wheat—Spring, 12 bush, drought and hot weather; fall, 20 bush, a little small in berry. Barley, 21 bush, light berry. Peas, 15 bush. Oats, 30 bus. Rye, very little sown. Hay, 2 tons, good crop. Potatoes, not over half crop.

LYNDEN—Wheat—Spring 15 bus, light crop on account of drought, fall, 25 bus fine samples. Barley, 15 bush, very light owing to drought. Peas, 15 bush, light on account of drought. Oats 30 bus, a fair average crop. Rye, 20 bus, light owing to drought. Hay, 1 to 2 tons. Potatoes, 75 bush, light on account of drought.

HAMILTON—Wheat—Spring, 20 bush, injured by midge; fall, 30 bus. Barley, 23 bus, injured by drought. Peas, 20 bush. Oats, 40 bush, light crop. Hay, 1 to 2 tons, short crop. Flax, none sown.

BARTONVILLE—Wheat—Spring, about 20 bus; fall, about 35 bus. Barley, about 30 bush. Peas, about 40 bush. Oats, 60 bush. Rye, none raised. Hay, 1 to 2 tons. Potatoes, about 60 bus, poor. Turnips, looking well. Flax, none raised in this part.

HASTINGS.

HUNGERFORD BOGANT—Wheat—Spring, 15 to 24 bus, fall, 20 to 25 bus. Barley, 18 to 25 bus, superior, damaged by drought. Peas, 11 to 20 bus, damaged by drought. Oats, 25 to 30 bus. Rye, 15 to 25 bus. Hay, 1 to 1 1/2 tons. Potatoes promising well.

BLEASINGTON—Wheat—12 to 15 bus, fall, 20 to 25 bush. Barley, 20 to 30 bush, it will not stand weight. Peas about one-half or one-third of a crop. Oats, 30 to 34 bus, fine crop. Rye, 15 to 18 bus. Hay, 1 to 2 tons. Potatoes look well at present, poor before the rain. Turnips look good. Flax, none in this locality.

ELGIN.

IONA—Wheat—Spring, 10 to 15 bush, damaged by midge, fall, average 22 bush. Barley, 25 to 30 bush, slightly shriveled. Peas, 10 to 15, sample fine. Oats, 35 to 45 bus, rather short and light. Rye, none. Hay, 1 1/2 to 2 tons. Roots, prospects poor.

WELLINGTON.

CLIFFORD—Wheat—Spring, average crop. Fall, 35 bus to the acre. Barley, average crop. Peas, not good. Oats, very poor. Rye, average crop. Hay first rate. Potatoes, middling crop. Flax, average crop.

BARNETT—Wheat—Spring, 15 bus per acre, very good in general, fall, 30 bus. Barley, middling. Peas, small in sample, fair quality. Oats, 30 bus, good in general, perhaps sown light. Rye, none. Hay, some over three tons per acre. Potatoes, a complete failure.

ORANGEVILLE—Wheat—Spring, 15 bus per acre. Fall 25 bus. Barley, 30 bus. Peas, 15 bus. Oats, from 30 to 40 bus. Rye, none. Hay, 1 to 2 tons per acre. Potatoes, about 100 bus per acre. Turnips, good. Beets, middling good. Carrots, very good. Flax, none.

CREEK BARR—Wheat—Spring, 15 bus. Fall, 35 bus. Barley, 25 bus. Peas, 15 bus. Oats, 30 bus. Rye, not grown. Hay, two tons. Roots—Potatoes, almost a failure through drought. Turnips, scarcely an average, crop will be small through drought. Carrots, average crop. Flax, 7 bus.

BALLINAPAD—Wheat—Spring, 10 bus. Fall, 20 bus. Barley, none about this section; very thin what we have seen. Peas, 10 bus, very light crop, badly filled. Oats, 20 bus, rather light in this section. Rye, none. Hay 2 tons, as near as we can judge. Roots—none, on account of dry weather the root crops are a failure.

EDEN MILLS—Wheat—The drought and insect has injured it considerably 25 to 30 bus per acre, a very good quality. Barley rather slim appearance, the drought has caused a failure. Peas, 12 bus per acre, some have good crops, and others have a total failure. Oats, fair crop, the grasshoppers have taken some crops entirely, others are very good. Rye, none. Hay, 2 tons per acre, the crop is most excellent.

BOSWORTH—Wheat—Spring, 10 bus, early sown almost destroyed by midge, later sown average crop. Fall, about 20 bus, slightly hurt by midge, not much sown. Barley, quite below average, ripened too fast, drought. Peas, likewise ripened too fast, on account of drought. Oats, not half a crop, on account of drought. Rye none sown. Hay, 2 tons, good average crop. Roots every appearance of failure, drought. Flax, hardly half a crop, drought.

HARRISTON—Wheat—Spring, a light crop generally, and early sown considerably damaged by the midge; fall, a good crop, but not much sown in the townships. Barley, a fair average crop, but not a great deal sown. Peas, not nearly an average crop, small, and worm eaten. Oats, very light. Rye, not sown. Hay, a good crop, from 1 to 2 tons. Potatoes, very far behind, but the rain which has fallen the last day or two may yet benefit them.

MOVET FOREST—Wheat—Spring, average 15 to 16 bus per acre, early spring slightly damaged by midge and late by drought. Fall, very good, not much grown. Barley, light crop. Peas, average crop, some instances a complete failure, on the whole average. Oats, average crop, not as heavy as last year. Rye, none grown here. Hay, very heavy, and

splendid crop. Potatoes, a failure unless late rains help.

PUSLICH—Wheat—Spring 10 to 20 bus, light crop in general very much afflicted by the long-continued dry and intense hot weather; fall, 15 to 30 bus, good crop, and more than average yield. I heard of a man that sowed 8 bus sown wheat, and threshed 55 bus. Barley, not much threshed yet, considered to be a light crop, ripened too fast. Peas, very light crop, some farmers will not get their seed back again, cause, hot, dry weather. Oats, less than average crop, destroyed by grasshoppers, those sowed early are good. Rye, none sown. Hay, extra heavy crop.

GLENALLAN—Wheat—Spring, 12 bus, some fields very good, others not worth harvesting, not much so bad. Fall, 30 bus, quality good, plenty of straw. Barley, 15 bus, miserable in quality. Peas, 10 bus, very small in general, some good samples, but only exceptional cases. Oats, 10 to 12 bus, very inferior in quality, and straw generally short. Rye none raised in this section. Hay, 1 to 2 tons at lowest, a very heavy crop, and got into the barns in good condition.

BRISBANE—Wheat—Spring, 10 bus. Fall, 30 bus. Barley, 10 bus, late sown almost a total failure. Peas, 8 bus. Oats, 10 bus, latest sown the best; chief cause of failure, drought. Rye, none. Soules wheat has suffered much from midge; the farming of this neighborhood is good. Hay, one and a half tons, good. Roots—Potatoes early a failure, late unknown. Turnips, with few exceptions a failure. Beets, grown only in gardens. Carrots, 500 bus. Flax, none.

ABERFOYLE—Wheat—Spring 6 bus, drought and midge cause. Fall, 20 bus, better than we have had for some years. Barley, early sown about 25 bus per acre, late very deficient. Peas, far below an average, early sown rather better than the late. Oats, very early sown about an average, late not worth cutting; drought and grasshoppers very bad. Rye, not sown to any extent. Hay 2 tons. Roots—Potatoes, failure so far. Turnips failure so far. Beets, not cultivated. Carrots, not cultivated. Flax, not cultivated.

ENAROSA—Wheat—Spring, 15 bus, midge in many places; fall, 25 bus, straw strong, and on estimate the best that has been grown for some years in this section. Barley 25 bus, inferior owing to drought. Peas, 10 bus, very small, owing to drought, but good sample. Oats, 20 bus, very short crop, drought. Rye, nil, not grown. Hay, 3 tons; extra good, and housed well. Roots—Poor prospect, owing to the dry weather many farms no sign of potatoes at all—second growth on many farms. Turnips, middling crop owing to drought, rains lately have helped them.

PONSOPRY—Wheat—Spring, 20 bus, got in splendid order, slightly injured by the midge, fall, none raised in this locality. Barley, a fair crop. Peas, generally small, were scorched by the excessive heat of July. Oats, 30 to 50 bus, in high places the crop is very short, in low ground good. Rye, none. Hay, 1 1/2 to 2 tons, not so heavy as was expected. Roots—Potatoes a bad look out, seem to be a general failure; turnips, I think there may be half a crop, beets, small. Flax, an average crop.

WELLINGTON—Wheat—Spring, 20 bus, a very good sample, but rather short in the straw; fall, very good, never better in this locality. Barley, 33 bus, very short, owing to the dry weather. Peas, 20 bus, not well filled, owing to the dry weather, ripened too fast. Oats, early sown very good, late rather light and short. Rye, none sown in this locality. Hay, 1 1/2 tons, extra heavy never saw it so good since this county was settled. Roots—Potatoes, very poor, doing better since the recent rains, may be middling. Turnips, cannot say much about them, almost a failure. Beets, reasonable crop. Carrots, only middling. Flax, 10 bus, rather light and short.

HOLLEN—Wheat—Spring, 12 bus, late sown on land well worked turns out double this average—early sown suffered from midge and drought, fall, 25 bus, turned out well, only a tenth of spring wheat sown last year, about one-third of wheat sown will be fall in 1869. Barley 20 bus, injured by drought and putting on poor land, farmers here sow barley on land fit for nothing else. Peas, 15 bus, ripened too fast from drought, and sample very small, saved in good order. Oats 35 to 45 bus, fair average crop, some farmers have as much as 60 bus on the acre. Rye none. Hay, 2 1/2 tons, very heavy crop, the early spring rains placed this crop beyond injury from the drought. Roots—Potatoes 60 bus, light crop, not one-third of a crop, and very late. Turnips, total failure. Beets, none. Carrots, 150 bus, light crop, drought the cause. Flax, 7 bus, seed light, straw very heavy.

BRUSSELL.

CLARENCE—Wheat—Spring and fall above average; barley very little sown, peas not over a third of a crop, rye rather below average, hay below average; potatoes not over a third of a crop, turnips very poor.

BEAUBROOK—Wheat—Spring 14 bus better crop than has been known in this section for many years; fall 20 bus, the same to be said of fall wheat as of spring; no fly in wheat, rye 15 bus middling crop; peas 10 bus, poor crop in consequence of the long continued drought, oats are entirely a failure, cause the drought, rye 15 bus, good crop. Hay 1 ton, nearly an average, potatoes half a crop it frost keeps off, turnips none, a failure, beets and carrots not sown in quantities, flax none raised.

BRANT.

BURTON—Wheat—Spring, 15 bus, damaged by drought and midge, fall, 25 bus, good sample. Barley, 25 bus, grain light on account of drought. Peas, 5 bus, drought. Oats, 30 bus. Rye, 25 bus. Hay, 2 tons.

CAIKS MILLS—Wheat—Spring, 15 bus; too damaged by drought. Fall, 20 bus; good yield and satisfactory. Barley, 10 bus; poor crop, injured by

drought. Peas, 10 bus. Oats, 20 bus. Rye, 15 bus. Hay, 1 to 2 tons; splendid crop.

OAKLAND.—Wheat—Spring, 12 to 15 bus, very light, injured by midge; fall, 15 to 18 bus, good quality. Barley, light crop, injured by the drought. Peas, very poor crop, many fields not worth cutting. Oats, 10 to 15 bus. Hay, 1 to 2 tons, pretty good. Roots very poor.

PARIS.—Wheat—Spring, very little sown. Very light crop; fall, 25 bus, good quality. Barley, 20 bus, not very plump but bright. Peas and oats, not half a crop, none thrashed. Rye, none grown in this neighbourhood. Hay, one and a half, all got in in good order. Potatoes, very bad prospect for want of rain.

BURFORD.—Wheat—Spring, 10 bus per acre; fall, 20 bus per acre. Barley, 18 bus per acre. Pease, 8 bus per acre. Oats, 15 bus per acre. Rye, 16 bus per acre. Hay, 1 to 2 tons per acre. Roots, a failure in consequence of drought. Spring crops in general are a failure in consequence of the great drought.

BRANTFORD.—Wheat—Spring, 10 bus, sample equal to last year; fall, 25 bus, large breadth sown, sample not equal to last year. Barley, 15 bus; bright sample, but light berry. Peas, not more than half a crop. Oats, equal to last year. Rye, large breadth sown, average yield. Hay, good crop. Roots a failure.

MORAWK.—Wheat—Spring, injured by drought and insects, average 12 bus; fall, full average, from 20 to 30 bus. Barley, short crop, say half, on account of dry weather. Peas, in some fields a total failure, and in others half a crop. Oats, very short in the straw, and about three quarters of a crop. Rye, full average crop. Hay, abundance, more than common in this vicinity. Roots, prospects slim as yet; potatoes taking record growth; turnips, can't say yet. Flax, none in this locality.

DURIAM.

NEWCASTLE.—Wheat—Spring, 50 bus, quality middling; fall, 20 bus, good, not much sown. Barley, 20 bus, an average crop. Peas, 20 bus, not equal to former years. Oats, 30 bus, light crop. Rye, 25 bus, fair average crop. Hay, two tons, good crop.

BETHANY.—Wheat—Spring, average 20 to 25 bush, straw short, grain small but bright; fall 25 to 30, straw enough to give 40 bus. Barley, 25 to 30, small but bright. Oats, not much in this locality. Hay, under usual quantity. Roots will not be an average.

BRUNSWICK.—Wheat—Spring, from 10 to 12 bus; fall, about 20 bus, in general not well filled on account of dry weather. Barley, none grown in this part. Peas, none. Oats, from 10 to 12 bus. Rye, about 12 bus. Hay, from 1 to 2 tons. Potatoes, very few, could hardly give an estimate.

AVAN.—Wheat—Spring, 12 bus, has not filled, injured by drought; fall, 14 bus, weather too hot for wheat to fill, low land rusted. Barley, 28 bus, not so much sown as last year. Peas, prospect bad, almost a failure, caused by dry weather. Oats will be a little below the average, but better than last year. Rye, 20 bus, not much sown. Hay, 1 ton, above the average. Roots, a failure.

BOWMANVILLE.—Wheat—Spring, 20 bus, on the whole an average crop; fall, 25 bus, but little sown in this neighbourhood. Barley, 35 bus, light crop, warm weather causing it to ripen too soon, good bright sample. Peas, 15 bus, poor crop. Oats, 20 bus, not near an average crop. Rye, not much grown. Hay, 3 tons, heavy yield. Roots, a failure.

MILLBROOK.—Wheat—Spring, 15 bus, very good quality; fall, 20 bus, sample not so good as last year, but twice the quantity. Barley, 20 bus, grain bright and good colour, but very light and small. Peas, 5 to 10 bus, not much more than the seed will be taken off, and poor quality. Oats, 15 to 20, very light and poor. Rye, none raised. Hay, very large crop, and well saved. Potatoes and turnips, almost a total failure.

BURTON.—Wheat—Spring, 20 bus, injured some what by drought; fall, 25 bus, grown rather much to straw. Barley, 30 bus. Peas, 18 bus, hurt by drought. Oats, 25 bus, injured considerably for want of rain. Rye, 10 bus. Hay, 2 to 3 tons, an excellent crop, there is a great deal of it grown this year. Potatoes 100 bus, very poor, resulting from drought. Turnips, a middling good crop. Beets, none raised here. Carrots, a fair crop, very few cultivated. Flax, scarcely any grown in this district.

HAYDON.—Wheat—Spring, 15 bus, plenty of straw but failure in the kernel; fall, 18 bushels, plenty of straw, second sample of grain. Barley, 25 to 30 bus, grain small and blighted. Peas, 18 bushels, pods short, peas small. Oats, 85 to 40 bus: average sample. Rye, 20 bus, plenty of straw, average sample. Hay, 1 to 2 tons, good quality and well saved. Potatoes, below an average. Turnips, almost a failure. Beets, average crop. Carrots, 200 bush. Flax not much sown. The drought had a bad effect on the root crop.

AMPFON.—Wheat—Spring, 20 bus, will be fully an average crop; fall, not much sown, but the yield will be good. Barley will turn out pretty well, the grain will not be large, but will be bright. Peas will be very light generally in light soil, but those sown early on good soil will yield well. Oats, early sown will be a great yield, from 60 to 80 bushels per acre, late sown will not be worth much. Rye, very little sown. The crop of hay has not been so heavy for many years. I consider that the crops of cereals will be a very good average. Flax, very little attention paid to flax.

BALLYDUFF.—Wheat—Spring may average 20 bus to the acre on heavy land, on light land not more than 10; fall, on good heavy land it will give from 20 to 30 bus. Barley is a very poor crop in general in consequence of the dry season, it will not be more than 15 bus at the best. Peas will turn out the same as barley. No oats to mention and what is, will not average 15 bus. Rye, fall rye done pretty well, but spring rye will not average 10 bus to the acre about here. Hay, not much grown here, but was pretty good. Potatoes are poor from appearances now, they will not average 50 bushels. Turnips seem to be good, they will run the same as last year. Beets and Carrots, none to mention. Flax, none sown here.

LINCOLN.

BEAMSVILLE.—Wheat—Spring, 15 bus, much hurt by the midge; fall, 25 bus, a very satisfactory crop. Barley, 25 bushels, suffered from the drought. Peas, 5 to 10 bus, no crop, drought. Oats, 20 bushels, on clay lands quite a failure, caused by drought. Rye, none. Hay, 1 to 2 tons, a very good crop.

CAISTORVILLE.—Wheat—Spring, 20 to 25 bushels, slightly injured by drought, early sown a little affected from midge; fall, 25 bus, considered a good crop. Barley, 15 to 20 bus, light crop, injured by drought. Peas, a failure round here. Oats, 15 to 20 bushels, generally light from want of rain. Rye, not raised here. Hay, 1 to 2 tons, a good crop, well saved. Potatoes, a failure in this vicinity. Turnips, not raised to any extent.

ATHELCLIFFE.—Wheat—Spring, might average 10 bushels, destroyed by drought and insects; fall, average 15 bus, generally good. Barley, 15 bus, peas, hardly 10 bus. Oats, may be 12 bus, but very light in consequence of the continued dry weather. Rye, very little grown. Hay, about 1 ton; the damp, low lands might average a ton and a half. Potatoes, almost a failure. Turnips, none grown. Flax, none grown.

PORT DALHOUSIE.—Wheat—Spring, 15 bushels, damaged by drought and insects, grain light; fall, 20 bus, fair, double the quantity of last year, grain good and but little damaged. Barley, 20 bus, fair crop and grain good. Peas, 15 bus, light crop from drought. Oats, 35 bus, generally good. Rye, 30 bus, not much raised. Hay, 3 tons, never better. Roots—Potatoes, 30 bus, drought has hurt them much. Turnips, 20 bus, almost a failure. Beets, 20 bus, almost a failure. Carrots, 20 bus, almost a failure. Flax, none grown. No corn, cutting up the stalks for fodder.

PATENTS OF INVENTION. DEPARTMENT OF AGRICULTURE. PATENT BRANCH.

OTTAWA, 10th August, 1868.

His Excellency the Governor-General has been pleased to grant Letters Patent of Inventions to be in force in the Provinces of Ontario and Quebec, for a period of fourteen years from the dates thereof, to the persons whose names are included in the following list.

Published by command, A. J. CAMBIE, Acting Deputy of the Minister of Agriculture.

- No. 2386. John Carnie, of the township of South Mauricie, in the county of Brant, stone mason, a new and useful hot air furnace.—Dated Ottawa, 19th June, 1867.
No. 2387. George W. McGill, of the village of Port Erie, in the county of Welland, gentleman, a new and useful fastener for paper, parchment, cloth, leather, or other material or fabrics, called McGill's metallic fastener.—Dated Ottawa, 19th June, 1867.
No. 2388. William Comstock Dobbin, of the village of Bridgeport, in the county of Waterloo, certain new and useful improvements in the machine called and known as Dobbin's one-horse cultivator for turnips, corn, potatoes, and all crops required to be cultivated in drills or rows.—Dated Ottawa, 19th June, 1867.
No. 2389. William C. Evans, of the city of Kingston, in the county of Frontenac, a new and useful mineral cement.—Dated Ottawa, 19th June, 1867.
No. 2390. John B. Thomas, of the township of Earnestown, in the county of Lennox and Addington, yeoman, a new and useful invention called the metallic hane fastening.—Dated Ottawa, 19th June, 1867.
No. 2391. Grimmon Austin, of the town of Perth, in the county of Lanark, gentleman, a new and useful improvement in cheese vats.—Dated Ottawa, 24th June, 1867.
No. 2392. William Parson, jr., of the city of Toronto, in the county of York, petroleum oil refiner, new and useful improvements in manufacturing gas from spirits of petroleum.—Dated Ottawa, 24th June, 1867.
No. 2393. Donald Bethune, of the town of Port Hope, in the county of Durham, Esq., Bethune's railway train stopper.—Dated Ottawa, 24th June, 1867.
No. 2394. R. Notton, of the city of Kingston, in the county of Frontenac, doctor of medicine, new and useful deodorizers called the safe deodorizers.—Dated Ottawa, 24th June, 1867.
No. 2395. Francis Stevens Huntley, of the city of Toronto, in the county of York, gentleman, a new and useful portable lamp shade holder.—Dated Ottawa, 24th June, 1867.
No. 2396. Solomon White, of the town of Windsor, in the county of Essex, Esq., assignee of Samuel H. Cain, of the same place, machinist, a new and improved motion for vertical saw or method of giving an upright saw (single or gang), the oscillating, reciprocating or whip saw or rocking motion.—Dated Ottawa, 28th June, 1867.
No. 2397. James Davenport Whelpley and Jacob Jones Storer, by special act, 29 and 30 Vic. Cap. 163, a new and useful crusher and pulveriser for reducing to powder by novel and improved method, metallic and mineral substances including fuel.—Dated Ottawa, 28th June, 1867.
No. 2398. James Davenport Whelpley, and Jacob Jones Storer, by special act, 29 and 30 Vic. Cap. 163, new and useful improvements in the application of pulverised fuel as a combustible for the generation of heat and light.—Dated Ottawa, 28th June, 1867.
No. 2399. James Davenport Whelpley and Jacob Jones Storer, by special act, 29 and 30 Vic. Cap. 163, a spray wheel for melting down and precipitating dust and noxious gas from furnaces.—Dated Ottawa, 28th June, 1867.
No. 2401. William Owen, of the city of Toronto, in the county of York, gentleman, a new and useful reversible rotary steam engine.—Dated Ottawa, 3rd January, 1868.
No. 2402. Neil Currie, of the city of Toronto, boiler maker, James Currie, of the city of Toronto, boiler maker, and William Owen, of the same city of Toronto, gentleman, a new and useful steam injector for injecting water into steam boilers or tanks, without the aid of pumps for lifting water, and for other purposes; for driving water wheels, and for supplying reservoirs with water.—Dated Ottawa, 3rd January, 1868.
No. 2403. Alfred Wilson, of the village of Belle Ewart, in the county of Simcoe, gentleman, a new and useful self-acting car coupler.—Dated Ottawa, 7th January, 1868.
No. 2404. Henry Bennett Wales, of St. Andrews, in the county of Argenteuil, farmer, a new and useful drilling, planting, cultivating and potato digging machine combined, called Wales' combined drilling, planting, cultivating and potato digging machines.—Dated Ottawa, 7th January, 1868.
No. 2405. Lorette D. M. Lacombe, of the township of Townshead, in the county of Norfolk, physician, a new and useful apparatus for the carbureting and regulating the flow of gas.—Dated Ottawa, 7th January, 1868.
No. 2406. William Augustus Gerolamy, of the village of Tara, in the township of Arran, in the county of Bruce, farming mill maker, an improved fanning mill.—Dated Ottawa, 7th January, 1868.

- No. 2407. John Thompson, of the town of Woodstock, in the county of Oxford, carpenter, certain new and useful improvements in a gang plough.—Dated Ottawa, 8th January, 1868.
No. 2408. William W. Maron, of the town of Lindsay, in the county of Victoria, machinist, a new and useful improvement in hammers.—Dated Ottawa, 9th January, 1868.
No. 2409. John Adam, of the town of Chatham, in the county of Kent, fanning-mill maker, a new and useful improvement in the mechanism of fanning-mills, such improvement consisting in the peculiar arrangements of the shafts and pinions therein,—whereby the speed of the vibration of the shoe, screws and riddles is increased,—Dated Ottawa, 9th January, 1868.
No. 2410. William Geiss, of the town of Paris, in the county of Brant, machinist, a new and useful lever for sewing machines (for taking up the slack thread therein) called the positive take up lever.—Dated Ottawa, 9th January, 1868.
No. 2411. Henry Jackson, of the town of Chatham, in the county of Kent, grocer, a new and useful double coupling stove.—Dated Ottawa, 9th January, 1868.
No. 2412. David Harris, of the town of Ingersoll, in the county of Oxford, carpenter and joiner, a cord-dryer.—Dated Ottawa, 10th January, 1868.
No. 2413. Frank Evans, of the village of Orillia, in the county of Simcoe, barrister-at-law, a new and useful trifoliate hinge, opening both inwards and outwards.—Dated Ottawa, 10th January, 1868.
No. 2414. Patrick Reynolds, of the township of Sarnia, in the county of Lambton, cordwainer, a new and useful improved horse rake.—Dated Ottawa, 10th January, 1868.
No. 2415. Jacob Smith Johnson, of the town of Picton, in the county of Prince Edward, yeoman, a new and useful hay and manure fork called the Dominion fork.—Dated Ottawa, 11th of January, 1868.
No. 2416. William Clements, of the village of Newbury, in the county of Middlesex, veneer manufacturer, a new and useful veneer knife.—Dated Ottawa, 11th January, 1868.
No. 2417. George Lenhard, of the city of Toronto, in the county of York, machinist, a new and useful method of arranging springs for beds, mattresses, seats of sofas, chairs and ottomans.—Dated Ottawa, 13th January, 1868.
No. 2418. Wesley Smith, of the town of Brantford, in the county of Brant, yeoman, a new and useful composition for the tanning of hides and skins.—Dated Ottawa, 13th January, 1868.
No. 2419. Sanford Moor Eastman, of the town of St. Mary's, in the county of Perth, cabinet maker, a new and useful combined foot stove and lantern, called Eastman's combined foot stove and lantern.—Dated Ottawa, 13th January, 1868.
No. 2420. John E. Assignee of Thomas Oresen Spencer, of the city of Ottawa, in the county of Carleton, gentleman, a new and useful washing machine.—Dated Ottawa, 14th January, 1868.
No. 2421. Cyrus Dean, of the village of Port Robinson, in the county of Welland, engineer, a new and useful force and lift pump combined, to be called and known as Dean's force and lift pump.—Dated Ottawa, 14th January, 1868.
No. 2422. George Ash, of the township of Brantford, in the county of Brant, blacksmith, Ash's Canadian horse grappling fork.—Dated Ottawa, 14th January, 1868.
No. 2423. Barnabas Clark, of the town of St. Catherine's, in the county of Ontario, carpenter, a new and useful improved corn planter.—Dated Ottawa, 14th January, 1868.
No. 2424. John Watson Hughes, of the village of Schomberg, in the township of King, in the county of York, merchant, certain new and useful improvements in foot warmers.—Dated Ottawa, 14th January, 1868.
No. 2425. Joseph John Vaughan, of the city of Ottawa, in the county of Carleton, architect, a new and useful railroad car coupling.—Dated Ottawa, 14th January, 1868.
No. 2426. Uriah Wesley Minor, of the village of Port Colborne, in the county of Elliot, watchmaker, a new and useful removable folding clothes drier.—Dated Ottawa, 14th January, 1868.
No. 2427. Michael Mater, of the village of Chippawa, in the county of Welland, gun-smith, a new and useful breech-loading rifle and gun.—Dated Ottawa, 15th January, 1868.
No. 2428. Andrew Gordon Land, of the town of Brantford, in the county of Brant, gentleman, a new and useful hydraulic elevator, to be known as A. G. Land's hydraulic elevator.—Dated Ottawa, 15th January, 1868.
No. 2429. William Aspley Robinson, of the city of Hamilton, in the county of Wentworth, mechanical engineer, a new and useful gas engine.—Dated Ottawa, 15th January, 1868.
No. 2430. Francis Ellorshausen, of the city of Montreal, metallurgist, certain new and useful improvements in the manufacture of cast malleable iron.—Dated Ottawa, 16th January, 1868.
No. 2431. Thomas Abel, of the city of Montreal, machinist, a new and useful fly-wheel copying press.—Dated Ottawa, 20th January, 1868.
No. 2432. Donald Bethune, of the town of Port Hope, in the county of Durham, Esq., a new and useful discovery called Bethune's new and improved mode of working railway brakes.—Dated Ottawa, 20th January, 1868.
No. 2433. Damas Lamoureux, of the city of Montreal, gentleman, a certain new and useful improvement in the manufacture of substances made from a mixture of tar or asphalt and broken stones and analogous substances, to be called the concrete tar composition.—Dated Ottawa, 22nd January, 1868.
No. 2434. James Howard, of the city of Hamilton, in the county of Wentworth, gentleman, a new and useful apparatus for applying petroleum or other oils as fuel, which he calls the hydro-petroleum.—Dated Ottawa, 22nd January, 1868.
No. 2435. Mathew Lyman Roberts, of the village of Smithville, in the county of Lincoln, potash manufacturer, a new and useful hydraulic elevator.—Dated Ottawa, 17th January, 1868.
No. 2436. James Eves, of the city of Toronto, in the county of York, soda water manufacturer, a new and useful nectar cream mineral water.—Dated Ottawa, 17th January, 1868.
No. 2437. Thomas Murtagh, of the village of Smithville, in the county of Lincoln, coach builder, a new and useful carriage wheel.—Dated Ottawa, 17th January, 1868.
No. 2438. Henry Pierce, of the village of Chippawa, in the county of Welland, tinmith, a new and useful steamer and plate-warmer.—Dated Ottawa, 17th January, 1868.
No. 2439. John G. Blackup, of the city of Montreal, in the district of Montreal, mechanical engineer, a certain new and useful railway spike and nail.—Dated Ottawa, 17th January, 1868.
No. 2440. Neil Cook, of the town of Prescott, in the county of Grenville, dyer, a new and useful door and gate spring.—Dated Ottawa, 17th January, 1868.
No. 2441. George W. Eadie, of the city of Montreal, merchant, a certain new and useful improvement in spades.—Dated Ottawa, 17th January, 1868.
No. 2442. Solon Martin Cook, of the town of Brantford, in the county of Brant, blacksmith, a new and useful machine for sharpening bones.—Dated Ottawa, 15th January, 1868.
No. 2443. Gny Carleton Pease, of the city of Ottawa, in the county of Carleton, blacksmith, a new and useful gate.—Dated Ottawa, 14th January, 1868.
No. 2444. Thomas Alexander, of the village of Glen Williams, in the county of York, blacksmith, a new and useful improvement in barrows.—Dated Ottawa, 15th January, 1868.
No. 2445. Alfred James Lemon, of the township of Beverley, in the county of Wentworth, yeoman, a new and useful improved potato-digger and turnip-puller.—Dated Ottawa, 16th Jan., 1868.
No. 2446. Sarah Coates Leeming, of the city of Montreal, in the district of Montreal, the wife of John Leeming, of the same city of Montreal, auctioneer, for the introduction of certain improvements in brick-making machines.—Dated Ottawa, 16th January, 1868.
No. 2447. Jacob Dumede, of Fonthill, in the county of Welland, yeoman, a new and useful improved gate to be called the new dominion gate.—Dated Ottawa, 17th January, 1868.
No. 2448. Thomas Henry Ince, of the city of Toronto, in the county of York, gentleman, for the introduction of a new and useful apparatus for extinguishing fires called the extinguisher or portable fire engine.—Dated Ottawa, 18th January, 1868.
No. 2449. François Alexandre Hubert LaRue, of the city of Quebec, Doctor of Medicine, and Cyrille Duquet, of the same city of Quebec, watchmaker, a new and useful purifier of magnetic sand, Purificateur du Sable Magnétique.—Dated Ottawa, 30th January, 1868.

No. 2450. James Garrett, of the township of Malahide, in the county of Elgin, yeoman a new and useful manure and hay elevating horse fork.—Dated Ottawa, 20th January, 1868.

No. 2451. James Saurin McMurray, of the city of Toronto, in the county of York, a certain new and useful method of coupling railway cars, carriages and waggon by means of a self-acting coupler, and of uncoupling without the necessity of going in between the same, and to be called McMurray's improved car-coupler.—Dated Ottawa, 20th January, 1868.

No. 2452. Nathan Forth, of Coaticook, in the township of Barnston, in the county of Stanstead, loom-maker, certain new and useful improvements in the hand loom.—Dated Ottawa, 20th January, 1868.

No. 2453. John Murphy, of the township of Hinchinbrooke, in the county of Huntingdon, Hinchin, a new and useful machine named the Light Lighting stove polish.—Dated Ottawa, 20th January, 1868.

No. 2454. Henry Augustus White, of the city of Hamilton, in the county of Wentworth, tinsmith, a new and useful article called White's magic clothes sprinkler.—Dated Ottawa, 22nd of January, 1868.

No. 2455. Aimé Nicolas Napoléon Aubin, of the city of Montreal, in the district of Montreal, engineer, a new and useful portable mill, for the cutting, grinding and moulding of peas.—Dated Ottawa, 22nd January, 1868.

No. 2456. William Turner, of the town of Port Dover, in the county of Norfolk, merchant, a new and useful hay lifter.—Dated Ottawa, 22nd January, 1868.

No. 2457. William Mason, of the town of Windsor, in the county of Lambton, a certain new and useful erasive liquid soap.—Dated Ottawa, 22nd January, 1868.

No. 2458. William B. Choate, of the town of Galt, in the county of Waterloo, photographer, a new and useful heat radiator.—Dated Ottawa, 23rd January, 1868.

No. 2459. Nathan Campbell, of the village of Brooklin, in the county of Ontario, gentleman, a new and useful clothes dryer.—Dated Ottawa, 23rd January, 1868.

No. 2460. James Roxburgh, of the township of Downie, in the county of Perth, yeoman, a new and useful combined hay rake and elevator.—Dated Ottawa, 23rd January, 1868.

No. 2461. Nathan Campbell, of Whitby, in the county of Ontario, gentleman, assignee of James Chase, of the village of Brooklin, in the said county of Ontario, machinist, a new and useful window curt. in roller fixture.—Dated Ottawa, 23rd January, 1868.

No. 2462. Henry Billings Pasfield, of the city of Toronto, in the county of York, gentleman, a new and useful improvement in churn dashers.—Dated Ottawa, 25th January, 1868.

No. 2463. Ferdinand Gross, of the city of Montreal, in the district of Montreal, truss maker, certain useful improvements in artificial legs.—Dated Ottawa, 25th January, 1868.

No. 2464. Patrick Macquarrie, of the city of Montreal, in the district of Montreal, city surveyor, a new and useful composition for footpaths, roadways and cellar floors, called the Montreal composition.—Dated Ottawa, 25th January, 1868.

No. 2465. Frederick Cook, of the town of Sarnia, in the county of Lambton, mechanical engineer, certain new and useful improvements in the art of vaporizing and burning hydrocarbon fluids as fuel.—Dated Ottawa, 25th January, 1868.

No. 2466. Albert R. Fennacy, of the town of Windsor, in the county of Essex, gentleman, a new and useful steam cooking apparatus.—Dated Ottawa, 27th January, 1868.

No. 2467. Ambrose F. Pattison, of the township of Pelham, in the county of Welland, yeoman, a new, useful and improved horse rake.—Dated Ottawa, 27th January, 1868.

No. 2468. Henry Lampman, of the township of East Oxford, in the county of Oxford, leather dresser, a new and useful leather dressing machine.—Dated Ottawa, 27th January, 1868.

No. 2469. William Hearle, of the village of Beamsville, in the township of Clinton, in the county of Lincoln, tinsmith, a new and useful heading apparatus or drum stove.—Dated Ottawa, 28th January, 1868.

No. 2470. John Girly Mungler, of the township of Colchester, in the county of Essex, blacksmith, a new and useful improvement on a water lifter, called Mungler's improved water lifter.—Dated Ottawa, 28th January, 1868.

No. 2471. Joseph James Inglis, of the town of Brantford, in the county of Brant, gentleman, a new and useful churn, called the Highland Mary churn.—Dated Ottawa, 28th January, 1868.

No. 2472. Francis Daniel Taylor, of the city of Montreal, in the district of Montreal, mining engineer, a new and useful process for amalgamating and separating the same, and also an apparatus or machinery for carrying out said process.—Dated 29th January, 1868.

No. 2473. Israel Kinney, of the town of Woodstock, in the county of Oxford, wagon maker, a new and useful harrow to be known as the Ontario harrow.—Dated Ottawa, 30th January, 1868.

No. 2474. George King Robinson, of the village of Ringville, in the county of Essex, yeoman, a certain improvement in the stove known as the petroleum gas stove.—Dated Ottawa, 31st January, 1868.

No. 2475. Henry Carter, of the township of Malahide, in the county of Elgin, bla. kamith, a new and useful hay lifter.—Dated Ottawa, 3rd February, 1868.

No. 2476. William Cornwall, of the village of Rockport, in the county of Leeds, physician and surgeon, a new and useful combined wand and picker.—Dated Ottawa, 3rd February, 1868.

No. 2477. Frederick Cook, of the town of Sarnia, in the county of Lambton, mechanical engineer, a new and useful art of vaporizing and burning hydro carbon fluids as fuel.—Dated Ottawa, 3rd February, 1868.

No. 2478. John Henry Boughner, of the village of Beamsville, in the township of Clinton, in the county of Lincoln, yeoman, a new and useful stove drum heater.—Dated Ottawa, 3rd February, 1868.

No. 2479. Frederick Cook, of the town of Sarnia, in the county of Lambton, mechanical engineer, an improved art of vaporizing and burning hydrocarbon fluids as fuel.—Dated Ottawa, 3rd February, 1868.

No. 2480. William Leighton, of the town of Windsor, in the county of Essex, blacksmith, a new and improved method of manufacturing steel headed rails, the improved rail being called Leighton's steel headed rail.—Dated Ottawa, 4th February, 1868.

No. 2481. Henry Weger, of the town of Berlin, in the county of Waterloo, mechanical engineer, an improved combination wheel which he calls the empire water wheel.—Dated Ottawa, 4th February, 1868.

No. 2482. Andrew McSherry, of the village of Erin, in the county of Wellington, blacksmith, certain new and useful improvements in plungers.—Dated Ottawa, 4th February, 1868.

No. 2483. Samuel Henry Mitchell, of the town of St. Mary's, in the county of Perth, apiarist, a new and useful combined hive and bee house.—Dated Ottawa, 5th February, 1868.

No. 2484. Jean Baptiste Leduc, of the parish of Ste. Cécile, in the county of Beaufort, trader, a combined mop, self-eriger and scrubbing machine.—Dated Ottawa, 5th February, 1868.

No. 2485. William Murray Jamieson, of the city of Toronto, in the county of York, gentleman, a new and useful brick machine called the Douglas improved Canada brick machine.—Dated Ottawa, 7th February, 1868.

No. 2486. Robert Drummond of the village of Meaford, in the township of St. Vincent, in the county of Grey, and Alexander Ralph Stevens, of the village of Meaford, cabinet maker, a new and useful spring bed bottom.—Dated Ottawa, 7th February, 1868.

No. 2487. David Hughes Weir, of the township of West Nisour, in the county of Middlesex, physician and surgeon, a new and useful description of lamp-burner, called the Dominion illuminator and gas condensing oil burner.—Dated Ottawa, 10th of February, 1868.

No. 2488. James McAlpine Cameron, of the township of Derby, in the county of Grey, engineer, a certain new and useful machine, named Cameron's new motion fair puller.—Dated Ottawa, 11th February, 1868.

No. 2489. Thomas Munro Hammond, of the city of Montreal, gentleman, a new and useful carbon or charcoal pipe.—Dated Ottawa, 13th February, 1868.

No. 2490. Ottawa, in the township of Sherbrooke, in the county of Compton, hoop-skiit maker, certain improvements in the manufacture of hoop-skiits, the skiit with the improvements in question to be called the collapsing north star skiit.—Dated Ottawa, 13th February, 1868.

No. 2491. William F. Kelley, of the village of Thameston, in the county of Oxford, carpenter, a certain new and useful composition for black-board.—Dated Ottawa, 13th February, 1868.

No. 2492. Eben Landon Cowling, of the city of Montreal, in the

district of Montreal, gentleman, certain new and useful improvements in the art of treating wood for its preservation by superheated steam in combination with various chemicals.—Dated Ottawa, 14th February, 1868.

No. 2493. Richard Hawkey, of the village of Park Hill, in the township of West Williams, in the county of Middlesex, cabinet-maker, a new and useful carriage spring, to be called Hawkey's excelsior buck board spring.—Dated Ottawa, 13th February, 1868.

No. 2494. Samuel Matheson, of the township of East Zorra, in the county of Oxford, blacksmith, an improved method of the same place, yeoman, certain new and useful improvements in the plans of constructing harrows; the harrow, as improved, to be called the excelsior seed grain harrow.—Dated Ottawa, 13th February, 1868.

No. 2495. Oscar George Robinson, of the town of Bothwell, in the county of York, trader, a new and useful medicinal compound for the cure of ringbone spavin.—Dated Ottawa, 13th February, 1868.

No. 2496. John Holliday, of the city of Quebec, in the district of Quebec, fish dealer, a new and useful glacierium.—Dated Ottawa, 14th February, 1868.

No. 2497. Louis Henry Gustavus Ehrhardt of the city of Montreal, in the district of Montreal, professor of chemistry, a new and useful explosive compound for blasting and for other analogous objects.—Dated Ottawa, 17th February, 1868.

No. 2498. George Lenhardt, of the city of Toronto, in the county of York, machinist, a new and useful method of fastening or securing springs, in mattresses, beds, sofas, chairs and ottoman bottoms, and other articles to which such springs may be applied.—Dated Ottawa, 18th February, 1868.

No. 2499. William Turner, of the town of Port Dover, in the county of Norfolk, machinist, a new and useful double-leverage hay lifter for forked.—Dated Ottawa, 19th February, 1868.

No. 2500. Joseph Marengo, of the parish of St. Athanasie, in the county of Ibterville, decorative painter, a new and useful mode of decorative painting which he calls calcomanie.—Dated Ottawa, 20th February, 1868.

No. 2501. The printer Retallick James, of the city of Toronto, in the county of York, machinist, a new and useful improvement in the means of working stamps and hammers.—Dated Ottawa, 20th February, 1868.

No. 2502. John McKay, of the town of Woodstock, in the county of Oxford, trader, a new and useful trace-buckle, to be called the improved trace-buckle.—Dated Ottawa, 22nd Feb., 1868.

No. 2503. George Beatty, of the village of Beamsville, in the county of Lincoln, boot and shoe-maker, a new and useful cast metallic boot and shoe heel.—Dated Ottawa, 23th February, 1868.

No. 2504. Joseph Best, of the town of Brockville, in the county of Leeds, labourer, a new and useful damper, which he calls Best's patent damper.—Dated Ottawa, 23th February, 1868.

No. 2505. Henry Culp Cope, of the township of Brantford, in the county of Brant, yeoman, a new and useful churn dasher, which he calls the atmospheric churn dasher.—Dated Ottawa, 23th February, 1868.

No. 2506. Thomas Irwin, of the town of Brockville, in the county of Leeds, machinist, a new useful apparatus or machine for radiating hot air and economizing fuel to be used in connection with an ordinary stove, the said apparatus to be known as the Dominion hot air and radiating fuel economizer.—Dated Ottawa, 23th February, 1868.

No. 2507. Eliza Ellsworth, widow of the village of Ashburnham, in the county of Peterborough, now of Oren Hamilton Ellsworth, late of the village of Kincardine, in the county of Bruce, Wesleyan minister, a certain new and useful machine known as Ellsworth's patent lever power or endless inclined plane.—Dated Ottawa, 23th February, 1868.

No. 2508. John Leeming, of the city of Montreal, auctioneer, for the introduction of a new and useful annular oven known as Hoffmann's Licht's annular oven, for the continuous burning of minerals, lime, bricks, tiles, salt for the continuous ware, pottery and other things.—Dated Ottawa, 23th February, 1868.

No. 2509. Richard Easton, of the city of Montreal, mechanical engineer, certain new and useful improvements in stoves and furnaces.—Dated Ottawa, 2nd March, 1868.

No. 2510. John Ruestel, of the village of Kincardine, in the county of Bruce, tailor, a new and useful hay puller.—Dated Ottawa, 4th March, 1868.

No. 2511. George Paton Hamlin, of the town of Dunnville, in the county of Haldimand, boatman, a certain new and useful improvement in fences, the improved fence to be called Hamlin's moveable braced fence.—Dated Ottawa, 3rd March, 1868.

No. 2512. Alexander Marengo, of the parish of St. Athanasie, in the county of Ibterville, painter, a new and useful machine for cigars and cigarette making, called the cigarette maker.—Dated Ottawa, 3rd March, 1868.

No. 2513. John Faint, of the village of Brooklin, in the county of Oxford, painter, a new and useful method of making and fastening stove-pipes.—Dated Ottawa, 4th March, 1868.

No. 2514. William Scott, of the town of Windsor, in the county of Essex, civil engineer, a new and useful seat spring, called William Scott's improved seat spring.—Dated Ottawa 5th March, 1868.

No. 2515. William Robertson, of the city of Montreal, pattern maker, a new and useful combined ladder and table.—Dated Ottawa, 5th March, 1868.

No. 2516. The Rev. Jean Baptiste Ponce of Marieville, in the county of Rivest, in the district of St. Hyacinthe, Romme Catholic priest, an improved ferry boat (bateau traversier).—Dated Ottawa, 6 h March, 1868.

No. 2517. Thomas West Sparrow, of the town of Galt, in the county of Waterloo, physician, a new and useful self-adjusting rain-water conductor.—Dated Ottawa, 6th March, 1868.

No. 2518. Joseph M. of the city of Montreal, in the district of Montreal, mechanical engineer, a new and useful grate-bar for steam boiler and other furnaces.—Dated Ottawa, 17th March, 1868.

No. 2519. Joseph Williams, of the township of Blenheim, in the county of Oxford, builder, a new and useful economizing heater for wood coal, or other fuel (called Williams' economizing heater).—Dated Ottawa, 10th March, 1868.

No. 2520. Levi Schofield, of the township of Wolfe Island, in the county of Frontenac, machinist, certain new and useful improvements in looms.—Dated Ottawa, 10th March, 1868.

No. 2521. John Mackenzie, of the town of Dundas, in the county of Wentworth, machinist, a machine for the manufacture of ribbon pegs.—Dated Ottawa, 11th March, 1868.

No. 2522. Lewis Wesley Fick, of the township of Houghton, in the county of Norfolk, gentleman, a new and useful heat radiator.—Dated Ottawa, 11th March, 1868.

No. 2523. Zeachous Burnham Choate, in the township of Blandford, in the county of Wentworth, yeoman, a new and useful bedstead for invalids.—Dated Ottawa, 11th March, 1868.

No. 2524. William Metcalf, of the township of Augusta in the county of Kentville, carpenter, a new and useful window stop fastener which he calls Metcalf's patent sash stopper and fastener.—Dated Ottawa, 13th March, 1868.

No. 2525. Joseph Palmer, of the city of Ottawa, in the county of Carleton, spring maker a new and useful method of manufacturing heads for elliptic springs, to be known as Palmer's new and improved method of manufacturing heads for elliptic springs.—Dated Ottawa, 13th March, 1868.

(To be Continued.)

TAXATION OF MINES A SOURCE OF RUIN RATHER THAN REVENUE.

THE Canadian Government, so our exchanges inform us, has come out with an authoritative statement to the effect that no royalty will be claimed upon silver mined on lands lying along the north shore of Lake Superior. For which patents have been issued without any special reservation of such tax. These lands, it appears, were taken up during the year ending July, 1867. Royalty reservation was made in all patents issued previous to, and since that year. In accordance with the Mining Law of 1868, upon all mines where the right of royalty was reserved in the patent, there is a tax, varying from two to ten per cent upon the gross product of the same. Nothing is said by the Commissioner of the Crown Lands as to whether gold is to be, alike with silver, exempt from taxation whenever produced on the lands covered by the non-reservation patents. Just enough seems to have been said to raise a doubt as regards what will be the course of procedure in cases lying outside of these patents. Is the royalty to be enforced upon the metalliferous product of all mines not coming within the narrow scope of the above mentioned statement, or is the whole scheme of government taxation of mines to be gradually abandoned, as not at all subservient to its best interests? We are, of course, not directly influenced by Canadian legislation upon their mining properties; we are, however, affected indirectly, in so far as it sets us examples to be either followed or avoided. However rich the Canadian Lake Superior regions may be in mineral deposits, it seems plain to us that no company will attempt to develop them with a royalty tax of from two to ten per cent on the gross product hanging over their heads. It should be the part of every government to foster mining enterprises in their infancy, rather than be constantly hedging up the way to success. It is plain to be seen that, in this country, gold and silver mining cannot bear taxation in any form, and prove in any degree successful. During the first flush of excitement as regards our immense silver deposits in Nevada, and the surrounding territories, before hardly anything was known in reference to what would be the real cost of production, our government, innocently enough, perhaps, levied a tax on bullion. Later developments demonstrated the fact, and that, too much to our regret, that nearly all the silver mines of that region could be worked, even when relieved of all taxation, only at a great sacrifice of treasure. Our government has very wisely repealed the Bullion Tax Law, and, indeed, in addition thereto, it would do a good deed were it to abolish the insignificant miners' tax, which hardly pays the cost of collection.

Any one who will take an accurate survey of the whole ground, not allowing himself to be misled by a mistaken, short-sighted, and, may be, selfish policy, will see at a glance that, in a new country, where the cost of labour and material is high, where the expenses of every day life always run at very high figures, mines, unless they are fabulously rich, can never pay the expense of working. Taxation under such circumstances is the height of folly. It prevents development, the inauguration of what would prove in the end a permanent and profitable industry. When under the above conditions it is sprung upon mines partially opened up, ten thousand to one it totally ruins them. It brings about, so to speak, an abnormal state of affairs. In this view governments should be content with the indirect benefits that are sure to result from the developments of mining and metallurgical industries within the domain. So great, indeed, are these benefits in the end, that, in many instances, governments advance their own interests by fostering, rather than by taxing them. In regard to these matters it is our hope that the United States Government will avoid the short-sighted policy that seems for the most part to control the counsels of our northern neighbour. Let it bear well in mind that, in the new mining localities, taxation of bullion, if a source of revenue to-day, is a source of ruin to-morrow. Rather let a liberal, far-sighted policy be the one, in accordance with which mining enterprises, good in themselves, but struggling for life amid the many natural obstructions that, for the time, stand in their way, may be encouraged, fostered, carried past the dead point, and placed upon a footing that will eventually make them a source of pride, and, if not directly, yet indirectly, the means of a large income to the government that aided them in their hour of need.—*American Journal of Mining.*

ENGLISH VIEWS OF THE FUTURE OF COTTON.

AT a recent meeting of the English Cotton Supply Association, held at Manchester, some very important facts were elicited respecting the supply and consumption of cotton in England. The report states that the association had proceeded upon the assumption that the United States would not be able to produce as much cotton as before the war, and it had, therefore, been unremitting in its efforts to promote the cultivation in other countries. The exertions of the association had been extended to all countries capable of producing cotton, and no slight portion of success had crowned their efforts. In some places, as in Turkey and Egypt, the supply had fallen through temporary causes, and in India production had been partially arrested by the fear of a falling off in the demand. An important feature of the report is the recommendation that English capital should be employed in the production as well as in the consumption of cotton. Great stress was laid by the meeting on the importance of a sufficient supply of cotton. For want of this the manufacturers had suffered immense loss. The spinning trade to be profitable required six days full work, and this had not been known in England since 1860. During the current year the average was estimated at 5½ days. The consequence of this reduction

SILK CULTURE IN CALIFORNIA.—The breeding of silk worms and the manufacture of silk promises to become a vast source of profit to California. The mulberry tree, on which the worms feed, is a perennial that needs to be planted but once in half a century. The silk worm disease, according to the French *Revue Universelle de Sericulture*, has reduced the annual production of cocoons in France from fifty-five million pounds a few years ago, to nine millions at present. It remarks that California eggs have fully succeeded in France, and have produced cocoons of the finest quality. They are considered the very best now obtainable.

of production entailed losses upon the manufacturers amounting to hundreds of millions of dollars, besides causing great distress to the operatives.

With respect to the supply and consumption some important statistics were presented. During the last ten years the consumption of cotton had increased 30 per cent in England, while the increase of consumption upon the continent was upon a much larger ratio. Ten years ago the continent only took 250,000 bales a year from England. In 1867 it took 1,000,000 bales, besides importing 500,000 bales direct. In 1860 the United States produced 4,500,000 bales, while the average production during the last three years was only 2,000,000 bales. During the cotton year ending on the 1st of September, 1868, a supply of 2,250,000 bales could be probably calculated upon from the United States. There was a falling off of nearly 2,500,000 bales in production. The deficiency could only be supplied from India, and upon this subject the statistics were encouraging, although not altogether free from anxiety.

The cotton statistics of India are of great importance. Before 1861 India only sent 478,000 bales a year to England. In the next three years, under the stimulus of high prices by our civil war, she sent 1,000,000 bales. During the next three years she sent 1,500,000 bales a year. Previous to 1860 the consumption of American cotton in England was 80 per cent of the whole, and last year the consumption of American cotton was reduced to 46 per cent. The growth of Indian cotton had been stimulated by paying to that country during the last five years a total of \$625,000,000 for the staple. Previously India had not received over \$3,000,000, or \$5,500,000 for cotton. It was held that not more than 2,200,000 bales could be expected from the United States next year, with an annual increase of 10 per cent. This amount was below the wants of the manufacturers, and the great question remained as to the sources whence the deficiency in the American supply could be obtained.

The general opinion was expressed that the increased supply of cotton could only be obtained from India, and that private capital and government influence should co-operate to stimulate production. Increased railroad facilities and irrigation were relied upon as means to this end. Although much had been accomplished in this direction, yet the work was only in its first stages of development. America and India must remain the great sources of cotton supply, and it was to the especial interest of England to stimulate the production in India. The views entertained at this meeting are of great importance, and all the more so in view of the likelihood of their being followed up by prompt action on the part of English capitalists and the English Government.—*N. Y. Bulletin.*

THE BRITISH AMERICAN ROUTE TO THE PACIFIC.

THE New York *Daily Bulletin* one of the first financial and commercial authorities in the United States, says:—

The progress of the Suez Canal and the Pacific Railroad and their approaching completion have given a new impulse to the British Canadian project for a northwest passage through British America, as a means of competing for the trade of the East. It seems to be taken for granted by the English that some new effort must be made to attract a portion of the Eastern trade that promises soon to be diverted into new routes, and the north-west passage through British America offers attractions that are at least worthy of consideration. The route from Great Britain to the East must be shortened if England would retain the commerce of that section, and, as the proposed plan offers a possibility of accomplishing that end, it is invested with no slight degree of importance, to the mercantile world. The line, as drawn from the English Channel through the Gulf of St. Lawrence to the head of Lake Superior, and thence to the Pacific coast and Canton, has the advantage in point of distance, and therefore of economy being not less than 5,000 miles shorter from point to point than any other route. Further, it is said in favour of this mode of communication, that by means of improvements in the St. Lawrence and a ship canal between Lakes Ontario and Huron, the great advantage of continuous navigation for sea-going vessels to a point on Thunder Bay, at the head of Lake Superior, is secured. As this position is half way across the continent, the benefits to be derived are apparent enough. So far, the route presents no serious obstacles in point of expense and engineering difficulties; but as it will be closed to navigation by ice three-fourths of the year, the undertaking would not appear to offer any extraordinary temptations to capital.

From Thunder Bay to Fort Garry, on the Red River through a country that constitutes the sources of the St. Lawrence and the Mississippi, the route would be by railroad for a distance of 430 miles. The country, which is of great fertility, is claimed to present no great engineering obstacles, and the climate is temperate. From Fort Garry to the Rocky Mountains, a distance of nine hundred miles, continuous navigation may be obtained by means of improvements in Lake Winnipeg and the Saskatchewan River. From the Rocky Mountains to the head of the Fraser River, which flows into the Pacific, is a distance of about 400 miles, which has to be traversed by railroad.

Under ordinary circumstances the proposed route would enter into serious competition with the American Pacific Railroad, and even with a Panama route. The British line could probably afford to carry passengers and merchandise more economically than its rivals. Out of 2,000 miles between Quebec and the Pacific there would be only 850 miles, or one fourth of railroad transportation, leaving the remaining three-fourths for water communications. This alone would be an immense acquisition to commerce. But its prospective benefits are neutralised by the consideration of the climatic difficulties that seal up at

least the eastern portion of the route during the principal part of the year. In other respects it is probably feasible, although it is likely that a long time must elapse before the requisite capital for its construction will be forthcoming. It opens a splendid vista of prosperity to the New Dominion which it is hoped it may have sufficient enterprise to realize at no very distant period.

NEW GOLD DISCOVERIES IN CARIBOO.

DISCOVERY OF AN EXTENSIVE LODE.

(From the *Cariboo Sentinel*.)

A NEW quartz lode of a most promising character was discovered eight or ten days ago in the neighbourhood of William Creek, by Mons. B. Deffis and two other parties. The thing was kept secret for several days, the discoverers having made to the Gold Commissioners an application which was granted yesterday. It is three or four feet from the surface running in a south-east and north-west direction; it is from two and a half to three feet in width. Very rich prospects are obtained from the casing which is formed out of a kind of decomposed granitoid, mixed with a great quantity of sulphurets. The gold is of a very bright hue and of a flourey character entirely different from that found in Cariboo on this day.

Accounts from all parts of the gold diggings are of the most favourable character. For the past week we have not heard of a single shaft botomed with disappointment, or a single claim abandoned, but on the contrary, although we do not hear of many strikes, every report that comes in conveys something hopeful and cheering. Shafts are going down steadily and surely through slum and mud to the spot which previous prospecting has indicated where lies the hidden ore. The tunnels are fast approaching the back channels where the "lost leads" are playing hide and seek. The bed-rock drain has had its trial and may now be considered safe for the season. The hydraulic pipes are again pouring their torrents upon the hill-sides, which are gradually uncovering their deep hidden stony base, and if we do not prove a false prophet, in one short month we will be able to record the largest yield of gold that has ever been reported from Cariboo.

From the *Yale Examiner* we learn:—

During the week 95,000 lbs. of freight passed over the road. The road tolls collected at Yale from the 1st January to the 1st of June amount to \$11,600. During the corresponding period of last year they amounted to \$9,200.48; but during the same period in 1866 they amounted to \$15,235.52. It is estimated that the immigration to Cariboo this season, including that from Blackfoot country, has been greater than last season. Those coming from Black Mines give a very gloomy account of them. The miners on Tranquillity river are making from \$5 to \$12 a day to the hand. A bed rock flume is in contemplation, Macintosh & Fortunes saw mill and grist mill plants had arrived in good order, and the saw mill had been set up and was in successful operation. A Confederation League had been organized at Yale. The following is the provisional committee:—Dr. Brouse, A. Barlow, H. W. Gladwin, A. Rose, A. McLardy, and C. Evans.

FRASER RIVER.—Unusual activity prevails all along the Fraser this year amongst the miners, and reports speak favourably so far of the season's result. One of the most ridiculous ideas that could prevail is that of the Fraser and its immediate banks, bars, and benches being worked out.—*Colonist.*

TREASURE SHIPMENTS.

Amount of treasure shipped through Wells, Fargo & Co's Express during the month of May, 1868, to San Francisco:—Bank of British Columbia, \$116,365.86; Bank of British North America, \$53,813.46; Wells, Fargo & Co, \$43,593.59. Total, \$213,772.91. Amount per yesterday's shipment by the steamer California:—Bank of British Columbia, \$71,743.30; Bank of B. N. America, \$25,921.70; Wells, Fargo & Co., \$7,269.04. Total, \$104,934.04.

THE BARLEY SEASON.—New barley is already beginning to be brought into the market. The receipts to-day were estimated at 1,500 bush—a larger quantity than has ever before been known to be offered in one day at this season of the year. It is generally the beginning of Sept. before farmers bring in the crop in any quantity. The season this year has therefore commenced nearly three weeks earlier than usual. In Chicago and the West farmers have also begun to bring in the crop in considerable quantities. The receipts in Chicago to-day amounted to nearly 7,000 bush. Prices here—contrary to expectation—have been ruling high. It was thought that, with a fair crop both here and in the United States, the season would open with moderate prices. The contrary, however, has been the case. The first few loads brought into market brought only 80c; but that price was not long paid. Dealers quickly advanced their views as competition increased, until to-day \$1.12 was the ruling price on the street market. It is doubtful if that high price can be maintained for any length of time. Judging from what is taking place in Eastern markets, and taking into consideration the fair crop just harvested, we are inclined to think that the price for barley now current is too high, and we anticipate that before long dealers will be forced to reduce their bids. As long as competition is as keen as at present, it is probable present rates will be maintained, however that may not last long. We advise farmers to take advantage of the present, and to bring in all the grain they possibly can while present prices last.—*Toronto Globe.*

PROGRESS OF TORONTO.

(From the *Leader*.)

THE progress which this city has been making for the past two years, and is now making, is exhibited by the number of buildings which are being erected in all quarters of the town. Public institutions, warehouses and private dwellings, are going up in every direction, and not for years has there been so much activity as now in the different trades connected with building. The immediate consequence is that wages are high and labor in constant demand, while the permanent effect will be to add largely to the wealth of the community. West of Yonge Street alone there are not less than one hundred private dwellings in course of construction, while many others have been completed since the spring; and east of Yonge Street the number of new houses must be nearly as large. Of course, there has been a considerable addition to the population of the city within the past year to warrant the increase of accommodation, and it is estimated that several thousand persons have been attracted here by the recent return to former prosperity. The fact that vacant houses are rare and rents high shows that the accommodation of the city is tested to its utmost limit, and we do not doubt that the owners of the new buildings will receive a handsome profit from their investment. Altogether Toronto presents an appearance of progress and solid prosperity, which is very gratifying after the dullness and prostration of late years.

ST. JOHN, N. B.—SHIPPING INTELLIGENCE.

(From *Cudlip & Snider's Circular*.)

St. John, N.B., August 25, 1868.

FREIGHTS.—Our last, 11th instant, advised 77s. 6d. as the closing rate for Liverpool. The engagements since made have been at the same figure, and the market appears firm, but no disposition on the part of shippers to advance on 77s. 6d. Vessels of small and moderate sized tonnage are wanted for the North Shore ports, and they have increased their offers materially, and a corresponding advance has been paid here on that class of vessels for Ireland and outputs.

We quote Liverpool, 77s. 6d.; London, 82s. 6d. to 86s.; Clyde, 72s. 6d.; Bristol Channel, 72s. 6d. to 75s.; Ireland, East Coast, 77s. 6d. to 85s., according to port and size of vessel.

The engagements have been—

Ship, 1100 tons, birch and pine timber, 26s., deals, 77s. 6d.; ship, 400 tons, hardwood deals, 79s.; ship, 1250 tons, 77s. 6d.—all for Liverpool. Ships, 1263, 1200, 1250, 1562, 917, 1534 tons—all for Liverpool, at 77s. 6d. Ship, 193 tons, 86s. for London. Ship, 975 tons, to arrive for London, at rates not transpired. Ship, 556 tons, 73s., for Bristol Channel. Ship, 965 tons, Newport, Cardiff or Sharpness, orders on signing bills lading, 72s. 6d. Ship, 700 tons, ship, 610 tons, both at 80s. for Dublin. Ship, 684 tons, 78s. 9d., for Dublin. Ship, 203 tons, 77s. 6d., ship, 560 tons, 78s.—both for Cork Quay. Ship, 289 tons, Queenstown, orders, 80s. Ship, 196 tons, 82s. 6d., for Dundalk.

MONEY MARKET.

MONEY is still very abundant, with no active demand.

Sterling Exchange is a little firmer than last week, and may be quoted here 109 for 60-day Bank Drafts on London, and in New York 109½. Sight gold drafts on New York have had little demand, business done having been at par to 1-16 per cent. discount.

GOLD in New York has been steady during the week, the tendency being slightly upward, and closing at 145.

GREENBACKS are selling at 30½ to 31 per cent. discount.

SILVER is less abundant, and with a more active local demand, has advanced ½ per cent. There are now buyers at 4½ and sellers at 4 per cent. discount.

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

Bank on London, 60 days sight.....	109
Private, " " 60 days sight.....	110
Bank in New York, 60 days sight.....	108½ to 108½
Gold Drafts on New York.....	109½
Gold in New York.....	145
Silver, large.....	4½ to 4 dis.

THE DRY GOODS TRADE.

Baillie, James, & Co.	MacKenzie, J. G. & Co.
Clark, Jas. P. & Co.	May, Joseph.
Claxton, T. James, & Co.	McLachlin Bros. & Co.
Donnelly, James.	McMaster & Co., Wm. J.
Foulds & Hodgson.	Moss, S. H., & J.
Foulds & McCubbin.	Muir, W., & R.
Greenhields, S., Son & Co.	Plimsoll, Warnock & Co.
Hughes Brothers.	Roy, Jas., & Co.
Lewis, Kay & Co.	Robtson, Stephen, & Co.
	Stirling, McCall & Co.

THE past week has brought down quite a number of out-of-town buyers, but hardly as many as were expected. Many will probably wait for the coming Exhibition, with the reduced railway and steamboat fares, and we may then look to see a very large number of western merchants in our city.

So far the business done has been lively in all goods except woollens. Of those, heavy stocks are

still held throughout the country, and merchants prefer to get rid of old stocks before purchasing heavily. Cottons, however, are moving freely at good prices, an advance of at least 2c. on all classes over spring prices being readily obtained. Dark Prints, which were scarce during the summer, are especially wanted, and as the assortment is now unusually good buyers are taking heavy parcels. Fancy goods are also meeting with favour, and of these the assortment is likewise excellent both as to variety and quality.

We are glad to notice a generally hopeful feeling as to trade, and the expectation of a good business is expressed by most of those with whom we have conversed. Crops are yielding better than anticipated after so much drought, and it is now believed the country will absorb a large amount of all seasonable goods except heavy woollens, blankets, &c.

THE GROCERY TRADE.

Baldwin, G. H., & Co.
Cayman, Fraser & Tyles.
Chapman H., & Co.
Child, George, & Co.
Leavere, C. & Lamb.
Frank, J. C., & Co.
Gillispie, Moffat & Co.
J. Ferry, Brokers & Co.
Kilgus & Kilgus.

Mathewson, J. A.
Nitchell, James.
Robertson & Beattie.
Robertson, David.
Tiffin, J. W.
Thompson, Murray & Co.
Torrance, David, & Co.
West, Bros.
Winning, Hill & Ware.

Our market during the past week has shown more activity. Still we require the fall trade sales to open up business. In the meantime all the staple articles fully maintain prices, and transactions are of a more healthy and vigorous nature.

Teas—Have had good attention, more especially for medium and low grade Young Hysons, of which about 400 half-chests have been placed at full rates. Twankays are also much enquired for, but low grade samples are very scarce and hardly obtainable. Japsns of all grades have good attention. Really fine samples scarce and enquired for. Oolongs and Blacks generally in fair demand.

Coffees—Nothing to report, prices continue as last quoted.

Stearns—Has been only sparingly asked for, still the prices can scarcely be altered, as holders do not evince any desire to force their goods. At same time the decline of 1c per lb. on Whites at the refineries met in some way affect Raws. Stock about an average.

Molasses—Has not received so good attention as last week, still the demand for local supplies continues. Prices remain unchanged, although Syrups at the Refineries have declined 2c per gallon.

Ferri—Is in good demand, Layers and Valentias being scarce and much asked for. Bunch Mustards, M R's and Seedless, are also enquired for as substitutes but little enquiry for Figs or Nuts.

Spices—Very little doing. Nutmegs somewhat enquired for in consequence of a slight advance in the English market, but only small sales are affected. Prices are firm, but no change to note.

Dares.—The Opium crop is almost a failure, and prices have advanced considerably. Sales have been made in London at 22s. and 27s. is now asked.

Salt—Shows a feeling somewhat in favor of buyers, still at the present season we cannot judge as to quantity on the way. prices so far unchanged.

Pork—Has been in fair demand. The present stock is about an average, and mostly composed of good samples Arracan, Macoon, and Fatins. Transactions have been mostly confined to small lots. No change in prices.

THE HARDWARE TRADE.

Chadler & Carter.
Ems & Francis.
Fraser, John Henry.
Hall, Kay & Co.
Lind, W. H.

Wentland, Watson & Co.
Hulbald, & Baker.
Robertson, Jas.
Rennie, John & Sons.
Waddell & Pearson.

Business for the last ten days has been more than usually dull, orders coming in very slowly for general goods, and buyers not yet making their appearance in person.

Iron.—Transactions have been very light for some time. Considerable orders from the West have been received, but cannot be filled at the prices named. Holders are firm, but buyers will not accede to their terms, and, in the absence of any large transactions, we make no change in our quotations.

Bar Iron.—There have been a few sales at prices a little under our quotations, and some lots can still be bought at same figures.

Hot and Cold Iron.—Are in ample supply with a comparatively light demand, and sales of only retail quantities.

Tin Plates.—Are without change, and little doing. Canada Plates.—The market is abundantly supplied, and no transactions reported.

Cut Nails.—Are firm at quotations for best makes inferior can be bought at 1/2 price.

THE LEATHER TRADE.

Black & Locke.
Uryson, Campbell.

Seymour, M. H.
Shaw, F. & Sons.

HERE has been the past week a slightly increased demand for some kinds of stock, principally of the leather grain, but not sufficient to indicate any activity for the present.

Prices continue without material change, although with the exception of Sole the tendency is downward.

The stock in market is not excessive, and any revival of trade would have the effect of imparting more firmness.

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick.
Black & Locke.
Buck, Robertson & Co.
Gouverneur, Colson & Lacombe.
Crawford, James.

Dawes Brothers & Co.
Hannan, M., & Co.
Holmes, Thomas, & Co.
Mitchell, B. S.
Raphael, Thomas W.

Flour.—The market through the week has been exceedingly dull, and all transactions, with two or three exceptions, have been of the merest retail character, buyers purchasing for immediate wants. No 1 Superfine has suffered a decline of 40 to 50 cents since our last, at the close a rather better feeling was manifested, and sales were made in quantity at quotations. Welland Canal flour at \$6.15, favourite brands of strong bakers' flour are held at \$7; good ordinary strong sold at \$8.50 to \$9.50; No. 2 lower grades dull; sales through the week of No. 2 at \$3.55, \$3.67, \$3.90; extras have sold in a retail way within range of quotations.

Oatmeal—Scarce, transactions exclusively retail at quotations.

Cornmeal—Quiet, 100 bbls. of a superior article, kiln dried, sold at \$4.10.

Grain—Wheat—U. C. Spring has through the week been sold at \$1.50 for a few car loads, closing nominal at \$1.45; \$1.25 offered to arrive; U C Red Winter has sold for \$1.55, which rate is offered to-day but refused, sellers holding at \$1.37; No. 2 Chicago Spring nominal at \$1.35 to \$1.37. Peas have been sold through the week at \$1.07 to \$1.19 per 60 lbs., equal to 97c and \$1.00 per 60 lbs.; at close \$1.12 would be paid for a choice sample. Oats have been sold in small quantities within range of quotations. Barley—As yet there is but little doing; sales have been made at \$1, prices tending downwards.

Provisions—Pork—We have no change to report; any business done has been of a retail character at outside rates. Butter closes firm at quotations.

Cheese—Considerable sales have been made for shipment at 10 1/2 to 11 cents, 1 1/2 having been paid for a choice article.

Apples—Pots opened firm with good demand at \$5 1/2 to \$5.57, at the close there is a easier feeling, and prices have declined in consequence of unfavourable British advices. Peas through the week sold at \$5.59 to \$5.52, market closing dull at 10c decline.

ASSIGNEES APPOINTED.

NAME OF ISSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Abern, George	Montreal	T. S. Brown
Brown, John	Ingram	James M. Whittier
Bradley, James	Steeles	E. Newlon
Cromack, James	Montreal	T. S. Brown
Dickson, John	Mariboro	Thos. Clancher.
Fair, Andrew	Do	Do
Forbes, Thomas	Steeles	Thos. Clancher.
Leclaire, Cyrille	Brother	Richard Knoch.
McCallum, Thomas	Chatham	Do
McKinnell, H. T.	Do	Do
Peckover, L. J.	Quebec	Wm. Walker
Prouty, Mrs	Steeles	Thos. Clancher.
Roy, John, Esq	Kingston	E. M. Ross
Robinson, John S	London	Thos. Clancher.
Reeves, John J.	Montreal	T. S. Brown
Talbot, Edward A	London	Thos. Clancher.

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Ernst, John	Perthburg	Nov. 2
Fair, John & And. Bell	Goderich	Nov. 2
Grand, James	Toronto	Oct. 21
Hackin, Samuel	London	Nov. 2
Hockin, William	London	Nov. 2
Meredith, James Shaw	Dundas	Oct. 2

WRIT OF ATTACHMENT ISSUED.

DEFENDANT'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
Coutlay, D. R., Peterboro	Thos. Loomis	Aug. 25
Peletier, L. J., Quebec	McCull, Shays & Co.	Nov. 20

STOCK MARKET.

	Closing prices.	Last Week's Prices.
BANKS.		
Bank of Montreal	134 1/2	133 1/2
Bank of N. A.	102	103
City Bank	101 1/2	102 1/2
Bank of People	101 1/2	102 1/2
Merchants Bank	98 1/2	99 1/2
Ontario Bank	94	95 1/2
Bank of Toronto	115	115 1/2
Quebec Bank	94	94 1/2
Bank Nationale	100 1/2	100 1/2
Gore Bank	100 1/2	100 1/2
Barque Jacques Cartier	100 1/2	100 1/2
Eastern Townships Bank	95	95
Merchants Bank	100 1/2	100 1/2
Union Bank	101	101 1/2
Mechanics Bank	97 1/2	97 1/2
Royal Canadian Bank	95 1/2	95 1/2
Bank of Commerce	101 1/2	101 1/2
RAILWAYS.		
G. T. R. of Canada	15	15
A. & N. Lawrence	16	16
G. W. of Canada	15	15
C. & St. Lawrence	9	9
Do. preferential	62 1/2	59
MINES, &c.		
Montreal Consols	\$3.50	\$3.50
Canada Mining Company	25	25
Huron Co. per Hay	25	25
Lake Huron	25	25
Quebec & L. S.	133	133
Montreal Telegraph Co.	134	134
Montreal City Gas Company	134 1/2	134 1/2
City Passenger R. R. Co.	108	107 1/2
Rich. Hen. Navigation Co.	110	110
Canadian Island Steam N. Co.	107 1/2	107 1/2
Montreal Elevating Company	100	100
British Colonial Steamship Co.	50	50
Canada Glass Company	50	50
BONDS.		
Government Debenture, 5 p.c. 1878	90	90
Do " " 6 p.c. 1878	90	90
Do " " 7 p.c. 1878	100 1/2	100 1/2
Do " " 8 p.c. 1878	101	101
Montreal Water Works 6 per cent.	92	92 1/2
Montreal City Bonds, 6 per cent.	102	102 1/2
Montreal Harbour Bonds, 7 p.c.	100	100 1/2
Quebec City 6 per cent.	80	80
Toronto City Bonds, 6 per cent. 1872	92 1/2	92 1/2
Kingston City Bonds, 6 per cent. 1872	93	93
Ottawa City Bonds, 6 per cent. 1860	93	93
Champlain R. R., 6 per cent.	50	50
County Debenture	50	50
EXCHANGE.		
Bank on London, 60 days	108 1/2	107 1/2
Private do	108	107 1/2
Private, with documents	108 1/2	107 1/2
Bank on New York	50 1/2	50 1/2
Private do	50	50 1/2
Gold Drafts do	115 1/2	115 1/2
Silver do	115 1/2	115 1/2
Gold in New York	115 1/2	115 1/2

CANADIAN SECURITIES IN ENGLAND.

LONDON, Aug. 19th, 1863.

Consols for money, 94; for account, 94; Exchequer Bills, 15 to 20 pm.

GOVERNMENT SECURITIES.

British Columbia 6 p. c., 31st Dec., 1872	—	—
Canada 6 per cent. Jan. and July, 1871	100	100
Do 6 per cent. Feb. and Aug. 1871	102	103
Do 6 per cent. March and Sept. 1871	104	105
Do 5 per cent. Jan. and July 1871	91	93
Do 5 per cent. inscribed stock	93	95
New Brunswick 6 per cent. Jan. and July 1871	102	104
Nova Scotia 6 per cent., 1875	101	103
Do 6 per cent., 1880	101	103

RAILWAYS.

Atlantic and St. Lawrence	57	60
Buffalo and Lake Huron	3	3 1/2
Do preference	5 1/2	6 1/2
Buffalo, Brant, and Goderich, 6 p. c.	—	—
Grand Trunk of Canada	15 1/2	16 1/2
Do equal t. mort. bds., charge 6 p. c.	75	82
Do 1st preference bonds	45	43
Do 2nd preference bonds	35	33
Do 3rd preference stock	25	27
Do 4th preference stock	15 1/2	16 1/2
Great Western of Canada	12 1/2	13 1/2
Do 6 without option, 1873	100	102
Do 5 1/2 do 1877-78	92	94
North. R.R. of Canada 6 p. c. 1st prf. bds.	77	82

BANKS.

British North America	49	51
-----------------------	----	----

MISCELLANEOUS.

Atlantic Telegraph	54	53
Do do 8 per cent.	79	83
British American Land	15	16
Canada Company	67	72
Colonial Securities Company	—	—
Canadian Loan and Investment	2 1/2	1 1/2 dis
Hudson's Bay	17 1/2	16 1/2
Trust and Loan Company, U. C.	—	—
Telegraph Constn & Maintenance (Lim)	—	—
Do do	—	—
Vancouver Coal Company	—	—

WEEKLY PRICES CURRENT.—MONTREAL, SEPTEMBER 3, 1868.

Table with columns: NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES. Includes sections for Groceries, Fish, Fruit, Spices, Teas, Drugs, Oils, Paints, and Spirits.

MARKET PRICES OF COUNTRY PRODUCE.

Table with columns: Montreal, September 3, and various commodity prices. Includes sections for Flour, Grain, Fowls and Game, Meats, Dairy Produce, Vegetables, Sugar and Honey, Havana Prices Current, and Exchange rates.

JOHN HENRY EVANS,
Importer of
IRON & GENERAL HARDWARE,
SADDLERY AND CARRIAGE HARDWARE,
No. 463 and 465 St. Paul Street,
and 13, 14, 19, 20, 23, and 28 St. Nicholas Street,
MONTREAL.

JOHN HENRY EVANS,
Sole Agent for Canada
For the **TROY BELL FOUNDRY,** 14-1y

MULHOLLAND & BAKER,
IRON, STEEL AND GENERAL HARDWARE
MERCHANTS,

419 AND 421 ST. PAUL STREET,
MONTREAL.

YARD ENTRANCE, St. Frs. Xavier st. 1-1y

CANADIAN NAVIGATION CO'Y

Royal Mail Through Line for Beauharnois, Cornwall, Prescott, Brockville, Gananoque, Kingston, Cobourg, Port Hope, Darlington, Toronto, & 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 Lachine on the arrival of the train leaving Bonaventure Station at NOON, for the above Ports, as under, viz.:

SPARTAN	Capt. FAIRGRIEVE	on Mondays.
PASSPORT	" SINCLAIR	" Tuesdays.
KINGSTON	" FARRELL	" Wednesdays.
GRECIAN	" KELLY	" Thursdays.
MAGNET	" SIMPSON	" Fridays.
CORINTHIAN	" DUNLOP	" Saturdays.

Connecting at PRESCOTT and BROCKVILLE with the Railways for Ottawa City, Kempsville, 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, Cincinnati, &c.

The steamers of this line are UNEQUALLED, and from the completeness of their present arrangements, present advantages to travellers which none others can afford. 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 obtained from D. McLean, at the Hotels; Robert McEwan at the Freight Office, Canal Basin, and at the Office, 73 Great St. James Street.

ALEX. MILLOY,
Agent

Royal Mail Through Line Office }
73 Great St. James Street } 19
Montreal, 25th April, 1893 }

PICTOU, N. S.

JOSEPH F. ELLIS,

GENERAL COMMISSION MERCHANT,
AND
Agent Royal Insurance Company,
PICTOU, N.S.

Having a capacious warehouse for the storage of Produce and Merchandise respectfully solicits consignments. Best prices realized and cash advances made when necessary.

Good references given if required. 22-1y

THE MERCHANTS' PROTECTIVE UNION
MERCANTILE REFERENCE REGISTER.

THE MERCHANTS' PROTECTIVE UNION, organized to promote and protect trade, by enabling its subscribers to attain facility and safety in the granting of credits, and the recovery of claims at all points, have to announce that they will, in September, 1893, publish in one large quarto volume: THE MERCHANTS' PROTECTIVE UNION MERCANTILE REFERENCE REGISTER, containing, among other things, the Names, Nature of Business, Amount of Capital, Financial Standing, and Rating as to Credit, of over 400,000 of the principal merchants, traders, bankers, manufacturers, and public companies, in more than 30,000 of the cities, towns, villages, and settlements throughout the United States, their territories, and the British Provinces of North America; and embracing the most important information attainable and necessary to enable the merchant to ascertain at a glance the Capital, Character, and Degree of Credit of such of his customers as are deemed worthy of any gradation of credit, comprising, also, a Newspaper Directory, containing the title, character, price, and place of publication, with full particulars relative to each journal, being a complete guide to the press of every county in the United States.

The reports and information will be confined to those deemed worthy of some line of credit; and as the same will be based, so far as practicable, upon the written statements of the parties themselves, revised and corrected by well-known and reliable legal correspondents, whose character will prove a guarantee of the correctness of the information furnished by them, it is believed that the reports will prove more truthful and complete, and, therefore, superior to, and of much greater value, than any previously issued.

By the aid of the Mercantile Reference Register, business men will be able to ascertain, at a glance, the capital and gradation of credit, as compared with financial worth, of nearly every merchant, manufacturer, trader, and banker, within the above-named territorial limits.

On or about the first of each month subscribers will also receive the *Monthly Chronicle*, containing among other things, a record of such important changes in the name and condition of firms, throughout the country, as may occur subsequent to the publication of each half-yearly volume of the Mercantile Reference Register.

Price of the Merchants' Union Mercantile Reference Register, fifty dollars (\$50.) for which it will be forwarded to any address in the United States, transportation paid.

Holders of five \$10 shares of the Capital Stock, in addition to participating in the profits, will receive one copy of the Mercantile Reference Register free of charge; holders of ten shares will be entitled to two copies; and no more than ten shares of Capital Stock will be allotted to any one applicant.

All remittances, orders, or communications relative to the book should be addressed to the Merchants' Protective Union, in the American Exchange Bank Building, No. 125 Broadway, (Box 2566) New York. 24

GOVERNMENT HOUSE, OTTAWA.

Thursday, 13th August, 1893.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL
IN COUNCIL.

WHEREAS by an Act passed in the 22th year of Her Majesty's Reign, intituled: "An Act to provide against the introduction and spreading of disorders affecting certain animals," authority is given to the Governor in Council to take such measures as may appear to be necessary, in order to prevent the introduction of contagious or infectious disorders affecting cattle and other animals, and to check such disorders from spreading if introduced.

And whereas a contagious disease or epidemic, affecting Horned Cattle, prevails in many parts of the United States of America, and is increasing and extending its ravages; and whereas it is expedient, in order to prevent the introduction of the same into the Province of Quebec and Ontario, heretofore constituting the Province of Canada, that the importation of Horned Cattle, from the United States of America, should be prohibited.

His Excellency in Council, on the recommendation of the Honorable the Minister of Customs, and under the authority given by the said Act, has been pleased to order, and it is hereby ordered, that from and after the date hereof, and until this order shall have been altered or revoked, the importation from the United States of America, or introduction thereof into the Province of Quebec and Ontario, heretofore constituting the Province of Canada, or into any part thereof, of Horned Cattle, be and the same is hereby prohibited.

WM. H. LEE,
Clerk Privy Council.

34-3

DRY GOODS STORE TO LET.

LEWIS, KAY & CO.

ARE NOW REMOVING to their New Warehouse Corner of *Beccollet* and *St. Helen Streets*, and have their old premises to let from 1st of August, 1893, to 1st of May, 1894.
Montreal, July 23, 1893. 25

DAVID TORRANCE & CO.

EAST AND WEST INDIA MERCHANTS,

Exchange Court,

1-1y MONTREAL.

THOMPSON, MURRAY & CO.

GENERAL

COMMISSION MERCHANTS AND IMPORTERS

42 St. Sacrament Street,

MONTREAL.

Sole Agents in Canada for

J. Denis Henry Mounie & Co., Brandies.

F. Mestran & Co.

Wolfe's Schiedam Schnapps.

1-1y

HALIFAX, N. S.

COMMISSION MERCHANTS.

GEORGE J. PAYNE,
Commercial Wharf, Upper Water Street.

References: Messrs. MACLEAN, CAMPBELL & Co.

ROWLAND & JOHNSON,

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

FREDERICK ROWLAND.

JAMES JOHNSON,
Sunnyside.

FRED. ROWLAND,

GRAIN AND COMMISSION MERCHANT
Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley, Barrel Pork, Sugar-cured Hams, Bacon, Lard, Cheese, Butter. London, Ont. 43 1y

TORONTO.

THE MERCANTILE AGENCY,

Established 1841.

FOR THE

PROMOTION AND PROTECTION OF

TRADE.

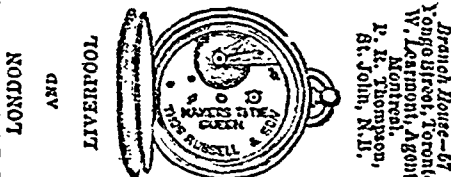
DUN, WIMAN & CO.,

Proprietors.

Toronto Office, 4, 5 & 6 Merchants' Exchange

44

THOS. RUSSELL & SON,



WATCH MANUFACTURERS.

THE CHEAPEST BAGS IN THE DOMINION OF CANADA.

100,000 SEAMLESS LINEN BAGS.
Price reduced to 27 1/2 cents.

These Bags are the product of the Streetsville Linen Mills, and are made from pure Canadian flax. For sale by the principal Wholesale Merchants, and by the subscribers.

GOODERHAM & WORTS,

10 and 11 Exchange Buildings,
Toronto, Ont.

42-1y

TORONTO.

BROWN'S BANK.

(W. R. BROWN. W. C. CHEWETT.)

60 KING STREET EAST, TORONTO.

TRANSACTS a General Banking Business, buys and sells New York and Sterling Exchange, Gold, Silver, U. S. Bonds, and Uncurrent Money. Receives deposits subject to cheque at sight, makes collections, and discounts commercial paper.

Orders by Mail or Telegraph promptly executed at most favourable current quotations.

Address letters, BROWN'S BANK, Toronto.

39-ly

BOOT & SHOE MANUFACTURERS.

SESSIONS, TURNER & CO.,

(Successors to Seaton, Carpenter & Co.)

Manufacturers, Importers, and Wholesale Dealers in

BOOTS, SHOES, LEATHER & FINDINGS,

No. 8 Wellington Street West,

37-ly Toronto, C. W.

ROCK OIL.

PARSON BROTHERS,

PETROLEUM REFINERS

and Wholesale Dealers in

LAMPS, Etc.,

37-ly Toronto, C. W.

JOHN FISKEN & CO.,

ROCK OIL

AND

GENERAL COMMISSION MERCHANTS

13 Corn Exchange,

MONTREAL,

AND

63 Yonge Street,

33-3m TORONTO.

BIDOUT, AIKENHEAD & CROMBIE,

(Late Bidout Brothers & Co.)

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

STATIONERY, ACCOUNT BOOKS, &c.

BROWN BROTHERS,

WHOLESALE & MANUFACTURING STATIONERS. Dealers in BOOKBINDER'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 Binder's Leathers, Cloth, Board, and other materials, at low prices.

42-3m

GROCERS.

TEAS! TEAS! TEAS!

FRESH ARRIVALS NEW CROP TEAS

Ex steamships Nova Scotia, Nestorian & Belgian

SPECIAL INDUCEMENTS GIVEN TO PROMPT PAYING PURCHASERS.

All Goods sold at the very Lowest Montreal Prices

W. & R. GRIFFITH,

Corner of Church and Front Street,

37-ly TORONTO.

GEORGE MICHIE & CO.,

IMPORTERS & WHOLESALE GROCERS

Front and Yonge Streets,

TORONTO.

25-ly

JOHN BOYD & CO.,

WHOLESALE

GROCERS & COMMISSION MERCHANTS

61 and 63 Front Street, Toronto.

JOHN BOYD ALEX M MONRO O W BURNING

37-ly

TORONTO.

DRY GOODS.

A. B. McMASTER & BROTHER,

Importers of

BRITISH & FOREIGN DRY GOODS

And Manufacturers and Dealers in

CANADIAN FABRICS,

32 YONGE STREET, TORONTO, CANADA.

102 Cross Street, Albert Square,

MANCHESTER,

Alexandra Buildg., James Street,

LIVERPOOL,

ENGLAND

37-ly

NEW GOODS

Ex "Peruvian."

1 Case 1/4th and 1/4th CAMBRIC HANDKERCHIEFS.

1 " LINEN SHIRT FRONTS.

1 " PAPER COLLARS, LINEN-FACED.

1 " JET BUTTONS.

1 " SILK HAIR-NETS.

1 " COAT BINDING, No. 63 to 65.

2 " BRACES.

1 " DUCHESS KID GLOVES.

JOHN MACDONALD & CO.,

21 and 23 Wellington Street,

23 and 30 Front Street,

TORONTO.

Toronto, 15th June, 1868.

37-ly

NEW FALL GOODS.

JOHN CHARLESWORTH & CO.,

Wholesale Importers of

BRITISH & FOREIGN DRY GOODS

MILLINERY, &c.,

44 Yonge Street, Toronto.

37-ly

MILLINERY AND STRAW GOODS.

HENDERSON & BOSTWICK,

Importers and Wholesale Dealers in

MILLINERY & STRAW GOODS.

MEN'S FELT HATS,

Manufacturers of Mantles, Hats, Caps, and Straw Goods.

18 and 20 Wellington Street, Toronto.

COX & COMPANY,

Wholesale Importers of

MILLINERY & FANCY DRY GOODS.

and Manufacturers of

Mantles, Millinery, and Straw Goods,

23 Wellington Street East, Toronto.

44-ly

TORONTO AUCTION MART.

Established 1854.

WAKEFIELD, COATE & CO., Manu

facturers' Agents, Auctioneers and Commission Merchants, King Street, Toronto.

WILLIAM WAKEFIELD. FREDERICK W. COATE.

37-ly

TORONTO.

DODGSON, SHIELDS & CO.,

Wholesale and Retail

GROCCERS

AND

PROVISION MERCHANTS,

And Manufacturers of

BISCUITS, COFECTIONERIES, &c., &c.,

Corner Yonge and Temperance Streets,

42-2m

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 Agricultural Matter and Market Reports.

THE PATRIOT,

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

JOB PRINTING executed in all its branches.

JAMES BEATTY,

Proprietor,

63 King Street East,

42-ly

Toronto.

THE

SINGER SEWING MACHINES.

NORRIS BLACK,

No. 18 King Street East, Toronto,

Is General Agent for these justly celebrated Machines. The Manufacturing Company have lately made very valuable improvements in the

No. 2 IMPERIAL MACHINE,

which places it in advance of every other Machine for Fine, as well as General Shoe work. Their

NEW FAMILY MACHINE

is the most desirable Machine now offered to the Public. Their Machines are the best for every purpose for which a Machine can be used.

Norris Black is also Agent for the

NEW ENGLAND WAX THREAD MACHINES.

A supply always on hand.

Address Box 1,101, Toronto.

41-ly

LYMAN & MACNAB,

(Successors to the late JOHN HARRINGTON.)

Wholesale Dealers in all kinds of

SHELF and HEAVY HARDWARE

38 King Street East,

TORONTO.

WILLIAM LYMAN.

JOHN MACNAB.

37-ly

J. GILLESPIE & CO.

HATS, CAPS & STRAW GOODS

WHOLESALE,

64 Yonge Street, Toronto.

43-ly

HURD, LEIGH & CO.,

IMPORTERS AND DECORATORS OF

FRENCH CHINA.

Hotels supplied.

72, Yonge Street, Toronto.

37-ly

TORONTO SKIRT FACTORY.

ROBERT H. GRAY,

Manufacturer of

HOOP SKIRTS AND SKIRT MATERIALS.

No. 43 Yonge Street

Toronto.

37-ly

HAMILTON.

D. McINNES & CO.,

CANADIAN MANUFACTURES

EXCLUSIVELY.

Hamilton, June, 1868.

AUTUMN 1868.

McINNES, CALDER & CO.

HAVE NOW OPEN

FULL AND COMPLETE ASSORTMENTS IN ALL THEIR DEPARTMENTS OF

BRITISH, CONTINENTAL,

AND

AMERICAN GOODS.

Hamilton, September, 1868.

44-ly

SANDFORD, McINNES & CO.,

Manufacturers of and Wholesale Dealers in

CLOTHING,

87 and 89 King Street East,

Hamilton, Ontario.

44-ly

YOUNG, LAW & CO.,

HAMILTON,

Hold and offer at low prices, a well assorted stock of

DRY GOODS,

including

CANADIAN

Tweeds,

Flannels,

Hosiery,

Yarns,

Grey Domestics,

Twilled Sheetings,

Cotton Bags,

Cotton Yarn.

DUNDAS COTTON MILLS AGENCY.

44

SPRING 1868.

WHOLESALE MILLINERY,

STRAW GOODS, MANTLES,

&c., &c., &c.

Our Stock for the Season now on hand.

G. H. FURBER & CO.

Hamilton, March, 1868.

44-ly

MARTIN & FERGUSON

BARRISTERS AND ATTORNEYS

AT LAW, SOLICITORS IN CHANCERY,

CONVEYANCERS, NOTARIES PUBLIC, &c.

Office—Corner of King and James streets,

HAMILTON, C.W.

N.B.—Collections and Insolventcy Matters promptly attended to.

R. MARTIN

J. W. FERGUSON,

82-ly

HAMILTON.

KERR, BROWN & MACKENZIE,

HAMILTON,

BEG leave to inform their customers and the trade generally, that they have THIS DAY commenced opening their

SPRING IMPORTATIONS

and will, by 17th instant, have a large quantity ready for inspection.

Hamilton, 14th March, 1868.

44-ly

JAMES SIMPSON,

WHOLESALE GROCER,

Market Square, Hamilton, Ont.

47-6m

G. J. FORSTER & CO.,

IMPORTERS OF GROCERIES,

Hamilton, Ontario.

44-ly

HARVEY STUART & CO.,

IMPORTERS & WHOLESALE GROCERS,

Hamilton, Ontario.

44-ly

BROWN, GILLESPIE & CO.,

WHOLESALE GROCERS,

AND

GENERAL MERCHANTS,

44-ly

Hamilton, Ontario.

PERKINS & CLARK,

IMPORTERS AND WHOLESALE GROCERS,

Proprietors of the Excelsior Coffee and Spice Mills,

46-ly

Catherine Street, Hamilton, Ont.

SINGERS'

NOISELESS SEWING (New York) MACHINES.

J. & R. HILGOUR, Agents,

No. 17, King Street, Hamilton, Ontario.

Machines repaired on short notice; corresponding parts always on hand.

45-ly

EDWARD MAGILL & CO.,

Importers and Wholesale Dealers in

SHELF AND HEAVY HARDWARE,

South Side King Street, Hamilton, Ont.

35-ly

D. MOORE & CO.,

King Street East, Hamilton, Ontario,

Manufacturers of Stores, Tin and Japanned Ware, Importers and dealers in Tin-Plate, Sheet-Iron, Wire, Copper, and Copper Bottoms, Zinc, Block Tin, Rivets and Kettle Ears, &c., &c. Also, Tinmen's Tools and Machines.

44-ly

W. H. GLASSCO,

Importer and Wholesale Dealer in

HATS, FURS, &c.,

46-ly

King Street, Hamilton, Ont.

WOOL.

MCKENZIE & MACKAY,

9 King Street, Hamilton, Ontario.

WOOL AND FLAX BROKERS.

AGENTS FOR:
The Queen Insurance Company.
" Western Assurance Company of Canada.
" Phenix (Marine) Insurance Co. of Brooklyn.

87-ly

WOOL.

LONG & BISBY,

DEALERS IN FOREIGN & DOMESTIC WOOL

42 James Street, HAMILTON, Ontario.

Consignments solicited, and orders promptly attended to.

35-ly

J. H. DAVIS & CO.,

WOOL DEALERS,

COMMISSION MERCHANTS AND BROKERS.

13 King Street East, Hamilton,

Next Door to the Gore Bank.

J. H. DAVIS.

H. BUREHOLDER.

Cash Advances made on Consignments.

53-ly

HAMILTON.

R. JEWELL DUNSTAN & CO.,

3 Royal Hotel Buildings, Merrick Street,

Hamilton, Ont.,

CANADA AGENTS FOR Messrs. POTTERS & TAYLOR, General Dry Goods, Manchester.

WRIGLEY SON & Co., Paper-makers and Wholesale Stationers, Bury and Manchester.

A. WINTERBORTON, Manufacturer of Bookbinders Cloth, Lancashire.

A full assortment of Samples of each class of goods, from which to take orders, always on hand. New patterns of Dry Goods and Price Lists received weekly.

44-ly

D. GALBRAITH & CO.,

Manufacturers and Importers of

HATS, CAPS, FURS, STRAW GOODS

&c., &c., &c.

Spring Stock is very complete in all departments.

King Street, HAMILTON.

44-ly

KINGSTON.

GROCERS—WHOLESALE.

GEORGE ROBERTSON & CO.,

Importers and Wholesale dealers in

GENERAL GROCERIES.

Special attention of buyers is solicited to our large stock of TEAS.

33-ly

JOSEPH BAWDEN,

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

ATTORNEY-AT-LAW, Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston C.W.

47-ly

LONDON—ONT.

ROWLAND & JOHNSON,

OIL WAREHOUSEMEN and Agents

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

FREDERICK ROWLAND.

JAMES JOHNSON, Sunnyside.

43-ly

FRED. ROWLAND,

GRAIN AND COMMISSION MERCHANT.

Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley, Basted Pork, Sugar-cured Bams, Bacon Lard, Cheese, Butter. London, Ont.

43-ly

BRANTFORD, ONT.

VICTORIA FOUNDRY,

CEDAR STREET, BRANTFORD.

STOVES, PLOUGHS, &c., &c., in great

variety. Prices very low. Send for Illustrated Catalogue and Price List. Address,

WILLIAM BUCH, Victoria Foundry, Brantford.

43-ly

HESPELER.

JACOB HESPELER & SON,

MANUFACTURERS OF TWEEDS,

AND

BANDALL, FARR & CO.,

Manufacturers of

HOSIERY, WOOLEN YARNS, JACKETS,

SHAWLS, SCARFS, &c., &c.,

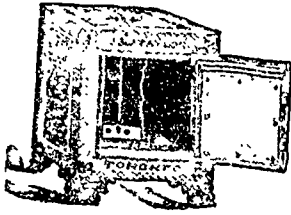
Now and in future will sell to Retail Dealers, direct from their Mills, at Manufacturers' wholesale prices

and terms, thereby saving the trade one profit.

Hesperer, Ontario, April 17, 1868.

19

TORONTO SAFE FACTORY.



**J. & J. TAYLOR'S
PATENT
FIRE & BURGLAR PROOF SAFES**

MANUFACTORY:

No. 198 and 200 Palace Street,
TORONTO.

Price List Free. 5

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TORONTO.

A Popular Paper at Popular Pri
ONLY ONE DOLLAR PER YEAR.

It contains more news and general reading matter
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the price.

THE people who want to read the *cheapest* and *best*
Weekly in the Dominion should enclose One
Dollar for a year's subscription to the Toronto
Weekly Telegraph, —a splendid family Paper. It
contains interesting Miscellany, Reliable Market and
Cattle Reports, copious Telegraphic Reports, attractive
News, Selections, and more useful information
than can be found in any other paper.

AS A POLITICAL PAPER it utters its opinions
fearlessly, avoids vulgar sensations, and becomes at
once a *high-toned* and *popular* paper.

Its EUROPEAN NEWS are carefully selected and
condensed, and its CANADIAN and AMERICAN NEWS are
full and complete from all parts of the continent.

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