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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. IV.

MONTREAL, FRIDAY, FEBRUARY 14, 1868.

No. 7.

ANGUS, LOGAN & CO.,
PAPER MANUFACTURERS AND
WHOLESALE STATIONERS, 878 St. Paul st.
1-17

H. W. IRELAND,
409 St. Paul Street.
GENERAL METAL BROKER.
1-17 Agent for Iron and Nail Manufacturers

MUNDERLOH & STEENKEN,
IMPORTERS OF STAPLE AND
FANCY DRY GOODS, 414 St. Paul st., corner
of Custom House square, Montreal. 1-17

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

WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
8-17 10 Hospital st.

GEORGE CHILDS & CO.,
(IMPORTERS)
WHOLESALE GROCERS,
Nos. 20 & 22 St. Francois Xavier st.,
46 17 MONTREAL.

ROBERTSON & BEATTIE,
IMPORTERS, WHOLESALE GRO-
CERS, and General Commission Merchants, corner
McGill and College streets, Montreal. 8-17

DAVIE, CLARKE & CLAYTON,
WINE, SPIRIT & COMMISSION MERCHANTS,
46 St. PETER STREET,
opposite St. Sacrament Street,
6-17 MONTREAL.

DAVID ROBERTSON,
IMPORTER of TEAS, 36 St. Peter
Street, Montreal. 1-17

FURS AND HATS.
GREENE & SONS, 1-17
See next Page.

S. H. MAY & CO.,
IMPORTERS OF STAR & DIAMOND
STAR WINDOW GLASS, Paints, Oil, Varnish,
Brushes, Spirits Turpentine, Benzole, Gold Leaf, &c.
1-17 274 St. Paul st., Montreal.

S. H. & J. MOSS,
WHOLESALE CLOTHIERS
IMPORTERS OF WOOLLENS, TAILORS'
TRIMMINGS, &c. 5 and 7, Recollet Street and
Oriental Block, 422 Notre Dame Street, MONTREAL.
Our stock of Fall and Winter Clothing is now
complete, and is well worth the attention of buyers
East and West. To meet the requirements of the
several Provinces, especially of New Brunswick and
Nova Scotia, Clothing is now manufactured on the
premises under the supervision of English and Amer-
ican Foremen. 33-17

A. RAMSAY & SON,
IMPORTERS OF WINDOW GLASS,
Linsed Oil, White Lead, Paints, &c., 87, 89 & 41
Recollet street, Montreal. 1-17

THOMAS MAY & CO.,
CAVERHILL'S BLOCK,
No. 63 St. Peter Street.
Montreal, Sept. 15, 1866. 8-17

CRATHERN & CAVERHILL,
IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES & WINDOW
GLASS, PAINTS & OILS, Agents, Victoria/Rope
Walk, Vieille Montreale Zinc Company, have removed
to Caverhill's Building, 61 St. Peter Street, Montreal
8-17

EVANS, MERCER & CO.,
WHOLESALE DRUGGISTS,
265 Notre Dame Street.

MONTREAL.
Drugs and Chemicals,
Pharmaceutical Preparations.
Surgical Instruments,
Druggists' Sundries,
British and Foreign Perfumery
and all other articles required by Druggists, Surgeons
and Country Merchants. 10-17

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.
Consignments of Flour, Grain, Leather, Ashes,
Butter, &c., receive personal attention. 1-17

HINGSTON, TELFER & CO.,
Wholesale Importers of
FANCY and STAPLE DRY GOODS
&c. &c. &c.
479 St. Paul Street,
AND
397 Commissioners Street,
MONTREAL.

Best Southern Yarns and all kinds of Canadian
Fabrics. 6

TIFFIN BROTHERS,
GENERAL MERCHANTS,
IMPORTERS OF
TEAS, SUGARS, AND GENERAL GROCERIES,
WINES, BRANDIES, &c. &c.,
Nos 318, 320 and 322 St. Paul Street, and 259 and 261
Commissioners Street.

OFFER for sale several invoices of fresh
Teas, just received per Steamers from London
and Liverpool, consisting of Imperial Gunpowder,
Old Hyson, Young Hyson, Hyson Tea, Oolong, Souchong,
Japan, colored and uncolored, Oolongs, Souchong,
Also the cargo of the Brig. "Zouva," direct from
Haïssa, consisting of Raisins in boxes, halves, qrs. and
kegs, kegs of Grapes, boxes and frails Figs, boxes
Oranges and Lemons, boxes and frails almonds, qrs. &
cherry Wine, with a large and general assortment of
English and French Groceries, and balance cargo of
Sugar and Molasses ex St. Joseph, from Barbados,
West Indies. 1-17

Established 1863.
LYMANS, CLARE & CO.,
CHEMISTS AND DRUGGISTS,
MANUFACTURERS OF LINSEED OIL,
Importers of



FOREIGN DRUGS, PAINTERS' COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
352, 354, & 356 St. PAUL STREET,
MONTREAL. 10-17

JOHN B. GOODE,
WHOLESALE IMPORTER OF ELECTRO
PLATED WARES, JEWELLERY, FANCY
GOODS, CUTLERY, &c., No. 57 St. Sulpice Street
MONTREAL. 9-17

FURS AND HATS.
GREENE & SONS, 1-17
See next Page.

TO CHEESE VAT MANUFACTURERS.
Large Tinned Iron Sheets 6 x 2 1/2 feet x 24 and 28 Wlr
Guage.

HALL, KAY & CO.,
METAL AND TIN-PLATE MERCHANTS,
MCGILL STREET,
MONTREAL,
Have on hand a large stock of the above.
ALSO
Galvanized Iron and Copper Sheets, &c.,
and a general assortment of Furnishings for Tin-
smiths, Plumbers, &c. 1-17

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. 85-17

W. J. STEWART, 420 St. Paul St.
Sole Agent—For FRYLAYSON, Bousfield &
Co.—Shoe, Thread, Gilling Twine, and all kind of
Machine and Linen Threads.
W. HORSSELL & Co.—Sisal Twines.
G. & W. WAITES.—Colored and other Twines.
Wm. CLARKE & Sons.—Needles, &c.
J. & T. JOLLEY.—Lancashire Files and Tools.
STARRS & Co.—Sail Cloth, Twines, &c. 9-17

FURS AND HATS.
GREENE & SONS, 1-17
See next Page.

de B. MACDONALD & CO.,
MANUFACTURERS OF CRINO-
LINE WIRE and HOOP SKIRTS, FELT
HATS, STRAW GOODS, &c., &c. Orders person-
ally or by letter will receive best attention. 1-17

MCMILLAN & CARSON,
CLOTHING.
WHOLESALE.
148 & 150 MCGILL STREET, Montreal 6-17

JOHN McARTHUR & SON,
(OIL, LEAD & COLOR MERCHANTS.
Importers of Window Glass, &c. No. 18 Lemoine
street, facing St. Helen Street, Montreal. 1-17

SMYTH & EDMINSON,
BOOT and SHOE MANUFACTUR-
ERS AND DEALERS, 204 and 206 McGill
Street, Montreal. 9-17

TEAS AND GENERAL GROCERIES.
Large additions to Stock receiving and to arrive
Assortment full.
J. A. & H. MATHEWSON,
Montreal, Oct. 7, 1867. 1-17 McGill Street.

W. R. HIBBARD & CO.,
Manufacturers of and Wholesale Dealers in
TRUNKS, VALISES, & CALPET BAGS,
354 and 356 Notre Dame Street, Montreal. 88 17

CAMPBELL BRYSON,
LEATHER COMMISSION MERCHANT,
9 and 11 LEMOINE STREET,
MONTREAL. 18-17

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

ÆTNA LIFE INSURANCE COMPANY.

INCORPORATED, A.D., 1820.

Dividend for 1867, 50 per cent. of premium, thus reducing it one-half to those who pay all cash, and returning all notes given in 1865 by those who borrowed half the premiums of that year.

Dividends are paid down every year, not added to the policy by way of Bonus, payable only at death. A 50 per cent. dividend paid down is equal to a Bonus of from 100 to 400 per cent. of the premium, according to the party's age.

CANADA BRANCH OFFICE—20 Great St. James St. S. PEDLAR & CO.,
General Agents. 23-ly
Montreal, 1867.

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

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

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

ROBERT MITCHELL,
COMMISSION MERCHANT AND BROKER, 24 St. Sacrament st., Montreal.
Drafts authorized and advances made on shipments of Flour, Grain, Pork, Butter, and General Produce, to my address here.
Advances made on shipments to Europe.
The sale and purchase of Stocks and Exchange will receive prompt attention. 1-ly

CANADA VARNISH COMPANY
JOHN JAMIESON & Co., manufacturers of every description of Varnishes, Japans, &c., and dealers in Spirits of Turpentine, Benzine, &c., Factory: St. Patrick Street, Canal. Office: 409 St. Paul Street, Montreal. 9-ly

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

O'HEIR'S
WHOLESALE CLOTHING AND OUTFITTING ESTABLISHMENT.
68 AND 162 MCGILL STREET, MONTREAL.
33-ly Country Orders executed with Despatch

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

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

KINGAN & KINLOCH,
IMPORTERS AND GENERAL WHOLESALE GROCERS, and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal.
W. H. KINLOCH. W. B. LINDSAY. D. L. LOCKRBY. 8-ly

ANDREW MACFARLANE & CO.,
Importers of
STAPLE AND FANCY DRY GOODS,
258 & 260 St. Paul and 92 & 93 Commissioners Streets, MONTREAL. 1-ly

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

KERSHAW & EDWARDS,
ESTABLISHED  YEAR 1838.
IMPROVED FIRE-PROOF SAFE.

KERSHAW & EDWARDS,
1-ly 82, 84 & 86, St. François Xavier street, Montreal.

GREENE & SONS
HATS AND FURS,
WHOLESALE.
FALL STOCK COMPLETE.
SPECIAL attention of the Trade is directed to our
NEW AND LEADING STYLES.

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

AKIN & KIRKPATRICK,
PRODUCE COMMISSION MERCHANTS,
MONTREAL.

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

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

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

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

JAMES CRAWFORD,
PRODUCE COMMISSION MERCHANT, and Agent for the Purchase of TEAS, SUGARS, AND GENERAL MERCHANDISE, 18 ST. JOHN STREET.
8- MONTREAL.

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. W.
Messrs. Denny, Rice & Co., Boston, Mass.
Austin Sumner, Esq., Boston, Mass.
Henry Young, Esq., 22 John street, New York.
Samuel McLean, Esq., Park place, do. 20-

J. Y. GILMOUR & CO.,
IMPORTERS OF
BRITISH AND FOREIGN DRY GOODS
WHOLESALE,
NO. 375 ST. PAUL STREET,
MONTREAL. 62-ly

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

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

LIDLAW, MIDDLETON & CO.,
Commission Merchants and Shipping Agents,
Montreal. 21-ly

MOORE, SEMPLE & HÂTCHETTE,
(Successors to Fitzpatrick & Moore)
IMPORTERS AND WHOLESALE DEALERS in Groceries, Teas, Sugars, Wines, Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c.
2 Dominion Buildings, corner McGill and College Sts. 2-ly

JAMES MITCHELL,
WEST INDIA AND GENERAL COMMISSION MERCHANT,
OFFERS FOR SALE:

Hbds } Prime Barbadoes Sugar
Tercios }
Puns do Cuba Molasses
Puns do do Rum
Hbds "United Vineyard" Brandy (very superior vintage, 1863)
Barrels No. 1 Extra Split Herrings
Boxes Smoked Herring

AND DAILY EXPECTED:
Qtls Prime Large Table Codfish
Bris Pure Cod Oil, &c., &c.
Montreal, Oct. 17, 1867. 1-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, Roop, Teago & Co., Oporto.
Antolemi Vergara, Fort St. Mary's.
"d, Dupuy & Co., Cognac. 4-ly

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

LaRIVIERE & BOURDEAU,
IMPORTERS OF SHELF & HEAVY HARDWARE, PAINTS, &c., (Sign of the Sun)
233 and 235 St. Paul Street, MONTREAL. 30-3m

R. C. JAMIESON & CO.,
MANUFACTURERS OF VARNISHES, JAPANS,
and Dealers in Spirits of Turpentine, Benzine, Oils, &c., &c., No. 3 Corp Exchange Buildings, St. John Street, MONTREAL. 50-ly

JOHN BOUND & SON,
TUDER WORKS, SHEFFIELD,
CANADIAN BRANCH,
509 and 511 St. Paul Street, Montreal.

MANUFACTURERS OF ELECTRO-PLATED AND NICKEL SILVER GOODS, importers of HEAVY and SHELF Hardware.
Agents for Wm. Jessop & Sons, Sheffield, Spring and Cast Steel; Harrison, Brothier & Howson, Sheffield, Cutlers to Her Majesty; Ebbinghaus & Sons, Prussia, Brass Cornices.

BUFFALO ROBES CIRCULAR.

GREENE & SONS,
MONTREAL.

1897 BUFFALO ROBES. 1897

We have received our supply of
HUDSON'S BAY BUFFALO ROBES,
this year's collection of fresh skins.

TARIFF OF PRICES:

- No. 1. Regular assortment..... \$ 9.50
- 1. Selected10.50
- 2. Assorted..... 8.50
- 3. Fall and Summer..... 6.00

WHOLE ROBES:

- No. 1. Whole Robes\$12.00
- 2 " " 11.00

TERMS CASH.

Orders promptly executed.

GREENE & SONS.

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.
33-1y

THOMAS PECK & CO.,

Manufacturers of

IRON, NAILS, SHIP AND RAILWAY SPIKES

No. 391 St. Paul Street

MONTREAL. 33-1y

MULHOLLAND & BAKER,

IRON, STEEL AND GENERAL HARDWARE
MERCHANTS,

419 AND 421 ST. PAUL STREET,

MONTREAL.

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

BAKER, POPHAM & CO.,

WHOLESALE CLOTHIERS

No. 514 St. PAUL STREET

MONTREAL.

J. R. BAKER.
E. POPHAM. 25-1y

JOSEPH MAY,

IMPORTER OF

FRENCH DRY GOODS,

459 ST. PAUL STREET,

MONTREAL. 51-1y

McLACHLAN BROS. & CO.,

IMPORTERS OF BRITISH AND
FOREIGN FANCY & STAPLE DRY GOODS,
and Small Wares, No. 463 St. Paul St., Montreal. 35-1y

WM. J. McMASTER & CO.,

IMPORTERS OF STAPLE & FANCY
DRY GOODS, No. 16 Lemoine Street,
35-1y Montreal.

DAVIS, WELSH & CO.,

Importers of

STAPLE AND FANCY DRY GOODS,

No. 479 St. Paul Street,

MONTREAL. 8-1y

LEWIS, KAY & CO.,

Importers of

STAPLE & FANCY DRY GOODS

Nos. 276 and 277 St. Paul Street,

MONTREAL,

Have just received per late Steamers:

1,000 Pieces **GREY COTTONS.**

1,000 Pieces **WHITE COTTONS**

1,000 Pieces **PRINTS.**

5 50 Balcs **AMERICAN COTTON BAGS.**

J. G. MACKENZIE & CO.,

Importers of

BRITISH AND FOREIGN DRY GOODS,

381 & 383 St. Paul Street,

MONTREAL. 8-1y

JOSEPH MACKAY & BROS.,

Importers of

BRITISH AND FOREIGN STAPLE AND FANCY

DRY GOODS,

170 McGill Street. 9

FOULDS & McCUBBIN,

IMPORTERS AND WHOLESALE CLOTHIERS,
370 St. Paul Street, Corner St. Sulpice Street,
Montreal. 38-1y

S. GREENSHIELDS, SON & CO.,

DRY GOODS, WHOLESALE.

CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,
Montreal. 50-1y

JAMES P. CLARK & CO.,

DRY GOODS IMPORTERS, 162
McGill Street, MONTREAL. 9-1y

W. & B. LUIB,

DRY GOODS IMPORTERS,
163 McGill Street, Montreal.

Our Stock of Fall and Winter Goods is now very
complete, to which we invite the attention of Western
Merchants 8-1y

McULLOCH, JACK & CO.,

WHOLESALE IMPORTERS OF

FANCY AND STAPLE DRY GOODS,

426 & 423 ST. PAUL STREET,

corner St. Francis Xavier Street.

MONTREAL. 2-1y

JOHN ANDERSON & CO.,

SHIPPING AND COMMISSION MERCHANTS,

IMPORTING, FORWARDING,

Ship and Insurance Agents and Brokers

MONTREAL AND QUEBEC. 42-1y

W. & F. P. CURRIE & CO.,

100 GREY NUN STREET, MONTREAL,

HAVE FOR SALE—

BOILER TUBES,
Oil Well Tubes,
Gas Tubes,
Paints and Putty,
Fire Bricks,
Fire Clay,
Flue Covers.

DRAIN PIPES,
Roman Cement,
Water Lime,
Portland Cement,
Paving Tiles,
Garden Vases,
Chimney Tops, &c., &c.

Manufacturers of **AMERICAN Sofa, Chair, and Bed**
SPRINGS. 12-1y

FOULDS & HODGSON,

IMPORTERS OF

Grey Cottons,	Laces,	Spools,
White Shirtings,	Blondes,	Pins,
Rogattas,	Handkerchiefs,	Needles,
Prints,	Fancy Dresses,	Tapes,
Bed Ticks,	Umbrellas,	Buttons,
Denims,	Parasols,	Combs,
Silesias,	Shawls,	Brushes,
Cobourgs,	Hoop Skirts,	Hair Oils,
Orleans,	Table Oil Cloths,	Cologues,
M de Laines,	Yarns,	Soaps,
White Muslins,	Battings,	Stationery,
Jeans,	Silks,	Brooches,
Moleskins,	Velvets,	Spectacles,
Flannels,	Linen Threads,	Dolls,
Biankets,	Playing Cards,	Mirrors,
Cloths,	Jewellery,	Razors,
Tweeds,	Tea Trays,	Pocket Knives,
Vestings,	Snuff Boxes,	Table Knives,
Hosiery,	Pipes,	Chaplets,
Gloves,	Toys,	Crosses,
Braces,	Bag Purses,	Marbles,
Ribbons,	Pencils,	Slates.

And a large variety of other Fancy and Staple Goods

WHOLESALE.

Perhaps the largest assortment of Goods suitable
for a General Country Store of any house in the
Province.

364, 366, 368 & 370 St. Paul Street, Montreal. 15-1y

QUEBEC.

THIBAUDEAU, THOMAS & CO.,

Wholesale Importers of

BRITISH AND FOREIGN DRY GOODS,

Corner St. Peter and Sous le Fort Streets, Québec.

A large stock of Teas kept constantly on hand.

41-1y

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. 41-1y

COMMISSION MERCHANTS.

GETTINGS, LeMOINE & SEWELL,

COMMISSION MERCHANTS,
QUEBEC.

Branch House—LEMOINE & Co., Montreal. 21-1y

J. & W. REID,

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. 41-1y

J BROWN & CO.,

MANUFACTURERS OF CORDAGE,

18 St. Peter Street, Quebec.

Steam Power Works at La Canardière. 41-1y

ST. STEPHEN, N. B.

JOHN BOLTON,
SHIP BUILDER AND MERCHANT.
10 King Street, St. Stephen, NB

WADDELL & PEARCE,
GENERAL HARDWARE AGENTS,
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 IRON, STEEL, METALS, AND RAILWAY SUPPLIES,
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Sole Agents in the Dominion of Canada for:
 Charles Cammell & Co. (limited), "Cyclops," Steel
 and Iron Works, Sheffield; the Bowling Iron Com-
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 Engine Company, (limited), Sheffield; Frost & Co.,
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 Highest Cash Price paid for the above Goods.
 Tanners and Woollen Manufacturers at a distance,
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PARTNER WANTED.

PARTNER WANTED in a well established
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 Applications (strictly confidential) stating Capital,
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 January 10.

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Effect orders for the purchase of goods in Germany,
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 Liberal advances made on consignments. 5-3m

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ACCUMULATED FUND OVER \$2,000,000.
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ISSUES ORDINARY LIFE,
 TEN YEAR NON-FORFEITING LIFE,
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At the rates annually charged by responsible Com-
 panies, and returns all profits to the insured, who are
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Parties at a distance can insure from blanks, which
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 Usual restrictions as to residence and occupation
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Active and Influential Agents and Canvassers
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LEATHER IMPORTERS AND
COMMISSION MERCHANTS, have always in
 Stock an excellent assortment of FRENCH CALFS
 KIDS and PATENTS, &c. Also a large supply of O.
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 Consignments of leather respectfully solicited.
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 Importers of
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BUTTS for Belting.

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THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.
 WITH WHICH IS NOW UNITED
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 Accumulated & Invested Fund - - \$18,000,000
 Annual Income - - - - - 3,288,300
W. M. RAMSAY,
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ASSURANCES effected on the different
 systems suggested and approved by a lengthened
 experience, so as to suit the means of every person de-
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INSURANCE COMPANY
 Of Liverpool and London.
FIRE AND LIFE.
 CAPITAL TWO MILLIONS STERLING.
H. L. ROUTH, Agent, Montreal.

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 200 Barrels favourite brands, in lots to suit
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 Cash Orders from the Country executed at lowest
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FIRST PRIZE
PIANOFORTE MANUFACTURER,
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 Show Room.—79 Great St. James Street.
 Factory:—52 Champ-de-Mars Street.
 Constantly on hand, a superior assortment of Pianos,
 Square and Cottage.
 Second-hand Pianos taken in exchange. Repairing
 and Tuning promptly attended to. 42

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WM. STEPHEN & CO. & A. ROBERTSON & CO.,
 Importers of
STAPLE and FANCY DRY GOODS,
 and Dealers in
CANADIAN TWEEDS, &c., &c.
 19, 21, 23, & 25 LEMOINE STREET,
 AND
 2, 4 & 6 ST HELEN STREET.
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DRY GOODS.
OGILVY & CO.,
WHOLESALE IMPORTERS,
 495 St. PAUL STREET,
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 Just received:
 100 pieces Hop Sacking.
 300 pairs Blankets.
 7-ly 20 bales American Cotton Yarn.

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STEWART'S SCOTCH WHISKY,
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 Importers of
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 Joseph's Block,
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WINNING, HILL & WARE,
 882, 891, 894, and 896 ST. PAUL STREET,
 (near the Custom House)
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 Importers and Wholesale Dealers in
WINES, LIQUORS, CIGARS, ETC.,
 AND
MANUFACTURERS OF CHOICE FRUIT SYRUPS,
TOM GINS, GINGER WINES, BITTERS,
LIQUEURS, etc., etc., etc.,

For which the PARIS EXPOSITION OF 1875
 awarded a PRIZE MEDAL for purity and excel-
 lence of quality.

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Ch. DeRancourt - - Bordeaux - France.
Gustave Gilbert - - Reims - do.
Boord & Son - - London - England.
S. H. Harris - - do - do
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 AGENTS FOR THE SALE OF
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THE EUROPEAN ASSURANCE SOCIETY,
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 CAPITAL.....£1,000,000 Sterling.
 ANNUAL INCOME, over £300,000 Sterling.
HEAD OFFICE IN CANADA—MONTREAL.
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1867—NOVEMBER 18th.—1867
T. JAMES CLAXTON & CO.
ARE weekly receiving large additions to
 their stock, at present low prices.
 Large Lines of Staples.
 Large Lines of Fancy Goods; all the newest styles.
 Orders carefully attended to.
CAVEHILL'S BUILDINGS,
 59 St. Peter Street, MONTREAL.
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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,
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 NAPPIES,
 WATER FITCHERS,
 &c., &c.
 Hydraulic 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, 338 St. Paul Street.
 41 ly **A. McK. COCHRANE, Secretary.**

REMOVAL.
WEST BROTHERS
 Have removed to 144 McGill Street.
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BOOTS AND SHOES, 15 & 17 Lemolino Street,
 Montreal. We invite the attention of Merchants and
 other dealers throughout the Dominion, to our large
 and varied stock of Boots and Shoes, especially
 adapted for Fall and Winter. In manufacturing for
 the Western markets, much care has been bestowed,
 and having made the width and proper form of the
 goods a speciality for years, enables us to produce and
 to offer to our customers Boots and Shoes of the best
 description. All goods warranted as represented.
 Personal or Letter Orders will have our prompt and
 careful attention. 83-ly

BLACK & LOCKE,
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NELSON, WOOD & CO.,
IMPORTERS AND WHOLESALE DEALERS IN
 European and American FANCY GOODS,
 Paper Hangings, Clocks, Looking Glasses, and Plates,
 Stationery, Combs, Brushes, Mats, Toys, &c., &c.
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, FEBRUARY 14, 1868.

THE BATTLE OF THE ROUTES AND THE GAUGES.
THE battle of the routes and the gauges continues to
 be fought out in Toronto and Hamilton with a
 good deal of spirit, and it is satisfactory to know
 that whichever of the three competing companies wins
 this day, Grey and Bruce will be opened up by a rail-
 way. The Wellington, Grey and Bruce scheme would
 open up the country by a broad gauge running in con-
 nection with some point on the Great Western Rail-
 way, and so into Hamilton. The Angus and Durham
 project would open up those counties by a broad
 gauge running in connection with the Northern Rail-
 way. And the Toronto, Grey and Bruce line would
 bring about the same result by an independent narrow
 gauge line running straight from Toronto. It is pro-
 posed to build the two first mentioned broad gauge
 lines on the cheap principles and it is contended by
 their advocates that this can be accomplished so as to
 make their cost of construction no greater than what
 will be required to build the narrow gauge. And if
 this is true; if a broad gauge line can be built and
 equipped as cheaply as the narrow gauge; and if,
 when constructed, the one will be as good as the other,
 and that they can be maintained in repair and worked
 as economically, the one as the other—then without
 doubt the broad gauge ought to be adopted. Further,
 if these assertions are true, the broad gauge will be
 adopted; because the broad gauge will be in uni-
 formity with all the lines of the Province.
 But it is by no means proved that the broad gauge
 line, constructed even on the cheap principle, can be
 built as economically as the narrow gauge. It stands
 to reason that a five feet six inch line must be every
 way a more costly line than a three feet six inch line.
 The one will require larger embankments, larger cut-
 tings, larger curves, larger bridging, larger ties, per-
 haps heavier rails, and, it may be, larger and heavier
 rolling stock than the other. Common sense would tell
 us that; and eminent engineers who have had practical
 experience in the working of narrow gauge lines tells us
 the same thing. Mr. Boyd, whose name as a narrow
 gauge man is well known by this time in Canada, claims
 that a line, three feet six inch gauge, can be built for
 one half the cost of a five feet six inch gauge con-
 structed in the usual way; and in some instances, he

MORLAND, WATSON & CO.,
 WHOLESALE
IRON MERCHANTS,
 AND
IMPORTERS OF HARDWARE
 Offices and Warehouse, 385 and 387 St. Paul Street
MONTREAL.
 Manufactories on Lachine Canal. 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. I. S.
 9-ly

says, it can be constructed for less. The Toronto,
 Grey, and Bruce line, he says, can be built for about
 \$12,500 per mile. The cost of maintenance of the
 narrow gauge must be less, because the perishable
 parts are less expensive to replace. Major Adelsköld
 and Mr. C. D. Fox, narrow gauge engineers say of
 them that the working expenses have been consider-
 ably lower from the decrease in the resistance in the
 curves, from the lessening of the dead weight, and,
 from the lighter quality of engines, which do not wear
 out the rails so easily as the heavier engines on the
 broad gauge. It is also proper to say that even
 Canadian engineers do not take the view that a broad
 gauge can be constructed as cheaply as a narrow
 gauge. Mr. Shanly admits that they will cost from
 five to ten per cent. more than the narrow gauge.
 Sir Charles Fox makes the difference 30 per cent.
 It is possible, however, to construct a five feet six
 inch gauge with rails of the same weight and engines
 of the same weight as those on the three feet six inch
 gauge. But then this result follows: The cost of the
 broad gauge will be thirty per cent. greater, while the
 engines on both gauges being of the same weight will
 only be able to draw the same tonnage of freight.
 Why, then, it may be naturally asked, expend this
 thirty per cent., which, on a line the length of the
 Toronto, Grey, and Bruce, will amount to in round
 numbers half a million of dollars?
 Besides all this, the narrow gauge is an experiment
 which ought to receive a fair trial. It is said to be
 peculiarly suitable to a difficult and to a poor country.
 It has answered very well in Norway, the climate of
 which is not very different from that of Canada.
 And those parties who wish to introduce it into
 Canada intend to do so at their own expense. They
 ask no Government grant. The promoters of the
 scheme are among the first business men of Toronto;
 and they out of their own means, and with the assist-
 ance they will receive from the various municipalities
 along the route, intend to build this independent and
 necessary railway that is to open up one of the finest
 agricultural districts and one of the most populous
 and rising settlements in Canada. All these men ask
 the Legislature for is a charter. Let them by all
 means get it. We have experience enough in building
 broad gauge and dear railways; and although we
 freely admit the incalculable benefit the country has
 derived from the Grand Trunk, the Great Western,
 the Northern, and other railways, yet it is undeniable
 that they have cost too much. It is also unques-
 tionable that if they had cost only a legitimate price they
 would have done the country ten thousand times the
 benefit they have conferred on it. And further, it is
 admitted that if the Northern Railway and other
 railways in Canada had in the first instance been con-
 structed on the narrow gauge, they would not only

have cost one fourth less, and thus millions of dollars would have been saved, but they would have been fully able to do all the work—to carry all the freight and all the passengers that have passed over them since they were opened. We should like then to see this cheap narrow gauge receive a fair trial in Canada. The project promises to be eminently successful; but if it is not successful if the expectations formed regarding it are not fulfilled, we shall at all events be able to console ourselves with the reflection that any losses that may accrue will be trifling. Even in the event of the most complete failure, the losses from a narrow gauge line cannot be anything at all so stupendous as those which our experience tells us have invariably followed the construction of broad gauge dear railways.

DEBTOR AND CREDITOR.

Now, one did the Government of Ontario bring in their measures securing for twenty years a homestead of one hundred acres to every settler on the proposed free grants, than they were attacked upon the ground of illiberality. The principle, it was said, should be extended to the whole Province—the old settlements as well as the new. And it must be confessed that the arguments used in favor of this extension were plausible, nay, even forcible. The case of the old settler was put very adroitly. He came here a quarter of a century ago when the country was a howling wilderness. He bought his lot, and endured great hardships in clearing and improving it, and now that he has grown old, is he not as well entitled to have his homestead protected, as the man who has just arrived in this country, and who has received his farm for nothing? At first sight it would seem that he is. But when we come to examine the particulars of the cases of the old and the new settler, we must conclude that the Premier was right in confining for the present, at all events, the homestead privilege to the latter. In the first place, the principle is a new one, and it is introduced as an experiment. Secondly, the object of its introduction is to encourage immigration from the present day forward. Thirdly, there has been no demand for a homestead bill from the old settler. Fourthly, the principle of the measure is not conceded to be applicable to the whole country indiscriminately. Fifthly, the condition of the old settler with his cleared and well stocked farm, his comfortable dwelling house, his propinquity to his chief markets, our macadamized roads, our railways and navigable waters, and all the blessings, enjoyments and refinements of society—is vastly superior to that of the settler located forty, fifty, sixty, a hundred miles back in the bush—where there are no comforts, no society, no roads, no markets, and no stock, but plenty of stumps and rubbish in his farm. Sixthly, if the homestead of a farmer is entitled to protection, why not the house of a citizen? Is the country to have all the privileges and the city all the disabilities? Is not the artisan who rises early and works late, and by years of toil rakes and scrapes together enough to build a homestead within the city limits, is he not as much entitled to protection as the farmer who turns over thousands of dollars per annum, who has horses and cattle and sheep, and perhaps an account at his banker's?

If the homestead principle is to be extended, then, where will it stop? And what is this principle divested of the sympathetic charm and patriotic romance with which it is generally surrounded. Is it not simply and nakedly a law to protect the debtor from the creditor? Is it not a law which will protect a man from paying his honest debts? Is it not a law which will prohibit the creditor from collecting his honest dues? It has long been the custom in Canada to reserve all the public sympathy for the poor debtor; and to look upon the creditor as a monster to be restrained by laws and hedged in by statutes. There are no laws to prevent the creditor lending as much as he pleases; nor is there any prohibition in the debtor borrowing as much as he can, but when the day for payment comes, the law steps in and virtually compels the creditor to give up the greater portion of his rights and dues, while, in some cases, it enables the debtor to get off scot free. Now this sympathy for the debtor can be carried too far. Already legislation has done a great deal for him. It has exempted from seizure for a debt his bedding, apparel, furniture, provisions for a month to the value of forty dollars, one cow, four sheep, two hogs and provisions therefor for a month, and the debtor's tools and implements to the value of sixty dollars. This is a very liberal pro-

vision, indeed, in favor of the poor debtor. There is the bankrupt law of 1864 and its amendments of 1865 passed in his interests also. And who will not say that however well intentioned this act, and however beneficial to the country as a whole, it has not worked a great deal of loss and hardship for the unfortunate creditor. The very intention of this act is to enable the debtor to whitewash himself, and to compel the creditor to press the collection of his debts in full. And beyond all doubt, many and many a debtor who has taken advantage of that act has, in plain language, cheated his creditors out of their rights.

It is not our intention, however, to find fault with the Bankrupt Act, or to condemn the principle of homesteads as applied to new settlers. All we desire is to point out that the tendency of legislation of late has been in favor of the debtor and against the creditor. It is possible to go too far in this direction. It is possible to legislate all the independence, self-reliance, even all the honesty, out of a debtor. There is no greater incentive to independence than a clear field and no favor. But every incentive to honesty, independence, and self-reliance, is taken away when the debtor knows that the laws are framed to protect him from the consequences of his own acts. And in but too many instances the debtor comes to look upon these laws as premiums on fraud, enticements to get into debt, and urements to cheat those whom he can induce to trust his word and honor. We repeat again, then, that the Premier of Ontario was right in not hastily and inconsiderately, as he was pressed to do, extending the principle of homestead exemptions to the entire Province. Free grants and inviolable homesteads to encourage immigration are one thing. But it is another thing to enact a sweeping law that will deprive every creditor in the country of the security for his money, and which in making the borrower independent, will bring perhaps loss and utter ruin on the lender.

PAY AS YOU GO!

NEVER was there a wiser maxim than "pay as you go." It is suited to everybody. The man of business, the man without business, the professional man, the laboring man—all classes can adopt "pay as you go" as a sound motto. The evils of the credit system are not confined to those who give it those who take it are, as a general rule, as great sufferers in the end. We seldom ever knew a case of a man who always wanted credit, and who seldom paid up until the last moment possible to delay it, who became prosperous and successful. With very few exceptions, this class is always "hard up," and seldom able to make both ends meet. Those doing a large business may find it difficult, and in some circumstances impossible, to pay as they go. In some cases, unless there is a large amount of capital invested, purchases upon time become necessary, and are undoubtedly justifiable. But there is no good reason why thousands throughout Canada doing a small business, and tens of thousands not carrying on any branch of trade whatever, should not resolve to pay cash for anything they buy just as they obtain it. The advantages arising from the adoption of this course are much greater than most people at first sight suppose, and are worthy of earnest consideration by all who have the laudable desire to get on in the world.

To "pay as you go," is an advantage, because those who act upon it will live within their income. Tens of thousands don't do that. The end of every year finds them in the mud—more bills to pay than they are able to meet. If these unfortunates for they are really to be pitied would decide to run no more bills, to stop completely taking credit from their draper, butcher and baker, then would they experience the satisfaction arising from financial independence, and tormenting "du." would no longer follow their tracks like birds of ill omen.

When a person pays for an article just as he purchases it, his money will last out a great deal longer than under other circumstances. This arises from two causes. In the first place, more caution is exercised in spending it. Before parting with his money, the purchaser takes good care to see that he is getting value for his money. He is perfectly independent, and if the price or quality of an article don't suit him in one place, he can go to another. The credit customer on the other hand, feels that he is under an obligation to his creditor, and frequently purchases far more largely than he should, and gives whatever price is asked. The second cause is, that the ready cash customer always gets the best bargains—in other words,

gets more for his money. There are not many traders who do not make a distinction between those who act on the principle "pay as you go" and the sluggish credit buyer. A merchant or grocer can afford to sell cheaper to the former than the latter, for everybody knows that a "nimble sixpence is better than a slow shilling." The result is, that those who pay right on the nail, generally get more in exchange for their money than those who do not. The victim of credit burns his candle at both ends—he buys more largely and pays more dearly, the cash buyer, on both ends—he buys more cautiously, and gets more for what he does spend.

Habits of thrift and economy are almost sure to arise from acting faithfully up to the motto of "pay as you go." The opposite system is a fruitful cause of extravagance. Many who run accounts have no idea how costly their expenses are until the end of the six months or year, when great is their surprise that they have spent so lavishly. There is no danger of this when purchases are not made until the money is ready to settle for them, and so it happens that the individual who pays as he goes, is almost invariably thrifty and prosperous.

We hoist aloft "pay as you go," as one of the wisest maxims which the community can adopt. Except tions, of course, there may be. We would be sorry to clog enterprise by enacting that no man doing a good business with inadequate capital, should not be allowed time on his purchases. But we nail our colors to the mast, and boldly maintain that the man who pays as he goes is a sensible man, and that he will generally make more money, save more money, and become more prosperous, influential and respected, than the man who acts upon the opposite principle. Let your flag, then, contain these words: "Pay as you go!"

FOOD FOR LENT.

WE are not aware that the strictest requirements as to the observance of Lent prohibit the eating of fish prepared in a manner to make it palatable and attractive. We have, indeed, heard of a parson of Ritualist tendencies being much horrified by some of his parishioners indulging in a clam chowder in Lent. This was probably owing to certain peculiar carnal properties alleged to pertain to the description of shell fish in question. Of fish that do not inhabit shells, there are certainly not many liable to the suspicion of being over-stimulating in their properties. The skate is the only exception we know of, and that fish, though one of the most delicious that swims the sea, is regarded with detestation by the fishermen on this side of the Atlantic, who cut the unwieldy monster from their lines whenever it comes to the surface, so that it is never seen in American markets, though in Great Britain it is much esteemed. With this exception, sea fish are not so stimulant or nutritious but that they require all the attractions that can be given them by the curer and the cook. Hitherto the former has not done much for the numerous class of fish consumers, voluntarily and compulsory. Across the Atlantic the supplies of what may be termed fancy cured fish, are very extensive, ranging from kippered salmon down to "gild red herring." The former we can scarcely have in this country, owing to the heat of the weather and the plague of flies at the only reason when the fish are caught. Salt salmon soaked out and smoked is a poor and indigestible substitute for a very delightful preparation. But in the case of haddock and herring there is not the same difficulty to contend with, as these fish may be caught in more or less abundance in the fall and throughout the winter in certain localities on our Atlantic coast. For a considerable time past, there has been a market in Montreal and other cities in the interior for haddock put up under the name of finnan haddies, which have been heretofore supplied almost exclusively from Portland and Boston. During the past season, we are glad to learn, fish thus prepared have for the first time been imported from New Brunswick. The winter fishery for herring, which is very productive among the islands at the mouth of the Bay of Fundy, has also been turned to account to furnish several varieties of palatable preparations which are a decided improvement on the common salted and smoked herring, neither of which are usually put up in such a shape as to render them very desirable. Salt herring is indeed regarded by our people as only fit to do penance on, though it is not necessarily so, for the same description of fish is also imported from Scotland, and commands a high price as a delicacy. The

herring that are caught in great abundance on several parts of our own sea coast, are capable of being greatly increased in value by improved method of curing, even as pickled fish. The preparations that have been forwarded this season are slightly cured, and more or less smoked.

There is the split herring, known in Scotland as the delicious Kipperd herring; the bloater, similar in its preparation to the well-known Yarmouth bloater, so highly esteemed in English markets, and the red herring, popular throughout Great Britain, as the poor man's relish. It is surprising that the latter form of smoked herring has not been sooner introduced. The circumstance only proves how trade is apt to run for long periods in certain fixed channels without special adaptation to circumstances or wants. The only smoked herring hitherto known in this country has been the Digby herring, and those prepared in imitation of it, a small-sized fish, so perfectly dried as to keep in all climates and for any length of time. As an occasional relish it is very well, but as an article of food to be much used, it is not to be compared to the larger and fatter herring, the juices of which are not entirely smoked out, and of which hundreds of thousand of barrels are annually consumed in the old country under the familiar name of red herring. Herring similarly prepared, which have at length been introduced in Canada, ought to find a ready sale. At the commencement of any such business, however, there is danger to be apprehended from spurious imitations. Thus, in New York and other parts of the States, an article under the name of bloaters has been introduced within the last year or two, made from herring that have been salted in bulk, and afterwards slightly soaked out, but which are still so impregnated with salt, as to render the fish as unlike the English bloater as can possibly be conceived. Still the article is fitted to keep, which seems to be the sole requirement with the most numerous class of dealers, who are thus led to shut out from the general market a far superior article, simply because it must be handled with more care and disposed of more quickly than the other. In like manner the smoked haddock, such a rare delicacy when properly cured, commands no general sale in New York and other American cities, simply because the preparations offered to the general trade are utterly nauseous. The more delicately cured fish of a Portland curer, command a ready sale at treble the prices given for the others, but it is only among a select class of customers, and the bulk of the fish prepared by this curer come to Montreal, where the taste for the genuine Finnan haddie is so general, that fish of an inferior description can scarcely find any sale. It is to be hoped that what has happened in the States, in the case of Finnan haddies and bloaters, will not occur with us in the case of the different preparations of herring that are now being introduced, and that the dealers will not be tempted to spoil a market which it will be a great benefit to themselves and the public to have established, by accepting spurious imitations of the genuine article.

The duty on smoked fish affords a certain protection, though attempts it is said have been made to smuggle fish of the kind we speak of in bond, as of Canadian cure, though in reality they are got up in the city of Boston, though the raw material has doubtless been caught at some remote period at Newfoundland. It should be understood that it is essential to all fish of the nature of kippered herrings and bloaters, that they should be fresh caught and slightly cured, so as to retain their delicate properties, which the herring entirely loses when salted in the usual way, and especially in the careless manner known as salting in bulk.

CATTLE TRADE OF CENTRAL ILLINOIS.—A Chicago correspondent of the Newark *Advertiser* writes as follows:

The small farmers of the old States have little idea of the immense proportions of the stock business on the prairies. Morgan county, lying between Springfield and the Illinois River, is the home of the heaviest dealers, who own thousands of acres devoted to pasturage and corn fields, where are continually feeding herds of cattle, gathered from Missouri and the surrounding counties. John T. Alexander, since March last, has forwarded to New York market an average of 750 beef cattle per week—sometimes sending as many as 1,350 per week. This makes a total of 34,500 from March to January. Another firm, Alexander & Cassell, ship 250 weekly often 500. Other Morgan county firms send off from 100 to 300 per week. About 20,000 hogs are also shipped from Morgan every year. The stock exchange business of one banking house in Jacksonville, the county seat, amounts to between \$4,000,000 and \$5,000,000 annually.

THE BOSTON COMMERCIAL CONVENTION.

REPORT ON FOREIGN TRADE RELATIONS.

THE undersigned, a committee of the National Commercial Convention to whom was referred the subject of "The restoration of the foreign commerce of the country from its present greatly depressed condition," beg leave to report that the limited time of the session of the convention affords but an imperfect opportunity to present the subject referred to your committee with the completeness which its important and comprehensive character demands. Your committee therefore feel constrained to deal principally with statements which will be found fully substantiated by official documents from the Secretary of the Treasury of the United States, to which we would refer, especially to that branch of his report of 1864 on the foreign and domestic commerce of the United States which relates to the transatlantic steam commerce.

With such statements together with existing facts as to the present depressed condition of commerce so painfully apparent to all, your committee must rely on the convention in a great degree to supply the irresistible inferences and to complete the argument as to measures needed for its immediate relief. In 1838 the British steamer *Sirius* made an experimental trip from England to New York. She was followed by the *Great Western*, which ran for several years, say from 1840 to 1846, almost alone to New York. But the transatlantic steamship trade could hardly be regarded as regularly established until it was done by the "Cunard" line in 1840 and 1841 from Liverpool by the way of Halifax to Boston. A few years prior to the trip of the *Sirius* in 1838 the British Government inaugurated the system of subsidies to her steam commerce by granting large and liberal compensation for the transportation of mails from England to India by the way of Alexandria by a line of steamers known as the *Peninsular and Oriental Steam Navigation Company*. For this service, which was fortnightly, as your committee are informed, £230,000 sterling per annum was paid. This compensation was subsequently largely increased until it reached £400,000. The contracts having not long since expired, the Government advertised for bid, and £500,000 was the only bid. The British Post Office Department made its contracts with this company with the proviso that it should submit its accounts to Government quarterly, and if it should appear that the company had not earned ten per cent. per annum clear of all expense, that the additional £100,000 asked for should be added.

Your committee would remark that these figures are not obtained from an official document, but they are from what is regarded as an authentic and reliable source. It is, however, well known that England has recently renewed her subsidy to the Cunard line, and that her policy from the first has been to subsidize her ocean steam commerce to almost every part of the world, until she has covered nearly every route excepting that from San Francisco to China.

We cannot better illustrate the beneficial results to her commerce and other interests, and the corresponding disadvantage to that of the United States, than by quoting from the official report of the Secretary of the United States already referred to, which is as follows:

"The steam marine of Great Britain is intimately related to that of the United States so far as foreign trade is concerned. The increase of foreign shipping of all classes conducting the foreign trade of the United States is almost wholly British, and the successful lines of steamers newly established as well as those which have at any time taken the place of American lines, are also nearly all British. The statistics of British shipping are, therefore, essential to the proper consideration of the changes in progress directly affecting American shipping.

"The first table which follows shows the tonnage of all classes entering British ports for five years to the close of 1863, the steam tonnage not being separated. The most conspicuous fact apparent in this table is the increase of the aggregate of British tonnage of the United States:—

	In 1859.	1863.
British.....	5,388,953	7,299,417
All foreign.....	3,700,587	3,838,529
United States.....	1,077,948	693,337

"The increase of British is near 2,000,000 tons, while that of the United States declines 385,611 tons in five years. A still greater decline is apparent when the maximum year 1861 is compared with 1863, the first giving a total of 1,647,076 tons, and the decline to 1863 being therefore 944,730 tons. This decline is undoubtedly due to the immense number of American vessels sold abroad in 1861, 1862, and 1863, the great majority of which were purchased by the British.

"Thus the increase of steam vessels, which is wholly foreign, combines with the loss of the magnificent fleet of sailing vessels, long the pride of United States commerce, to expel the United States flag from the chief centres of foreign commerce."

Another striking illustration of the effect of steam commerce on the export trade may be found in the experience of England in the establishing a line of steamships from there to Brazil in 1851. In five years from that date the trade with that country increased 300 per cent. Earl Grey is said to have remarked that swift letters bring back swift orders for manufactured goods. England now exports annually to Brazil 32 millions of dollars' worth of her products against only ten millions imported from there, leaving a balance in favor of England 22,000,000. In 1859 the exports from United States to Brazil were 67 millions of dollars, nearly half of which was in flour, and our imports from there 22½ millions of dollars, leaving a balance to be met in our settlement of exchange to be paid for in England in gold. The products exported from the port of Boston to Brazil formerly amounted to a million of dollars, and it has now fallen to \$200,000, and less. We cite this fact as one of many to show the

intimate relations between commerce and the exporting products of the country. Does it not clearly show that facility of transportation by steam largely stimulates the exports of a country to distant markets? It is this well devised system of subsidized steam commerce persistently pursued by England for nearly forty years which has transferred the transportation of the great bulk of valuable merchandise, specie, and first-class passengers and mails from American vessels to a foreign flag. For previous to the war not a successful line of American steamships was running between the United States and England, and to-day the American flag is not borne across the Atlantic by a single American built steamship. Our diplomatic agents and government despatches are conveyed under a foreign flag. But while American steam commerce has thus been driven from the Atlantic by our subsidized and otherwise favored rivals to England and France, it is an important and striking fact that American built sailing vessels without government aid in any form were enabled to compete with foreign sailing vessels in the carrying trade in every part of the world; absolutely taking the guano from the islands of the Pacific to fertilize the soil of England and transporting the products of China and of India directly in successful competition with British sailing vessels into London docks. Indeed, in consequence of the high cost of constructing first-class Indiamen from wood material grown in England proper American ship-builders had already sold newly constructed vessels to England. But the war of the rebellion has changed all this. With our sailing commerce nearly chased from the ocean by Confederate cruisers, aided by the unfortunate views taken by the British government as to belligerent and neutral rights, with a depreciated currency, enhanced price of labor, material, and the cost of subsistence, to which has been added taxation on almost every article of material which enters into construction, and also on all contracts connected with shipbuilding, and also tax after construction, the cost of building and of employing American built vessels is far in excess of those of foreign construction, as will appear more fully in a detailed report made to the Legislature of Maine within a few weeks, to which we especially refer for carefully prepared statistical facts. In proof of the decline of our commerce we quote from the "Official Report of the Special Commissioner of Revenue for 1866":—"Our commerce upon the high seas, at one time so potent a means of acquiring national wealth, and at the same time of exhibiting to the world a proud indication of our growing strength and spreading influence, has fallen to so low a point that while in the year 1853 it was fifteen per cent. greater than that of Great Britain, and maintained a close competition with it up to the year 1861, it had fallen in 1864 to less than half as much and is now probably not over a third. Furthermore, that while in 1860 two-thirds of our imports and more than two-thirds of our exports were carried in American bottoms, in 1866 nearly three-fourths of our imports and over three-fifths of our exports were carried in foreign bottoms. The accompanying tables furnish the data."

In addition to this we are also furnished with the following statements from a member of the New York delegation now present:—

"At the present time there are in New York only 36 to 38 American ships. Aside from those in the California trade only 4 or 5 American vessels. Mr. C. W. Field stated in a public speech in New York that there was not then a single American ship loading for a foreign port in New York. The first named gentleman, who for many years has been practically engaged in foreign commerce, estimates that previous to the war he has seen in New York from 140 to 180 American vessels at one time, and vessels of all nations numbering perhaps 600 or 700 vessels. He further adds that before the war seven-eighths of the sailing vessels were under the American flag, while now about sixty per cent. of the sailing vessels are under a foreign flag. We further ask attention to the fact that Maine in 1859, owned 739,940 tons of shipping; in 1866, 274,468; a decrease of about sixty per cent., and what is true in this instance is also measurably true of other shipbuilding portions of our country as official reports will show.

The decline of our commerce is an admitted fact and must be obvious to all. As to the means by which it shall be restored, different opinions doubtless exist. Your committee, however, assume that the legislation and policy of England which for nearly 40 years has been undeviatingly followed, to her great advantage, not only by liberal encouragement to steam commerce, but by the remission of duties on all articles entering into the construction of her vessels of every class, and still further by allowing her vessels to be supplied with tea, coffee, sugar, and indeed all articles required on shipboard by being taken out of bonded warehouse duty free, while at the same time exactly the opposite policy has been pursued by the government of the United States, should furnish us with a clear precedent in this matter. The commerce of the lakes, equally with that of our river, requires relief. Next to production in vital importance to the natural resources lies the equally important question of *cheap transportation*. In proportion as the cost of building and of sailing our ocean and inland commerce shall be reduced, will it be enabled to transport the products of the soil more cheaply; hence the immediate and direct interest of agriculture in the question. The grain of the West must—especially Indian corn—reach the hungry population of Ireland and of England, as indeed all distant markets, at a very low rate, if it be consumed by them at all. Over a line of nearly 5,000 miles from the place of production, the cost of transportation must, of necessity bear so large a proportion to that of original production, that if it is not carried at a low rate, the crop will be worth more for fuel, and be burned, in the future, as in the past, under certain relative conditions of markets at home and abroad. But the question of the restoration of the commerce of the country by American built vessels under the American flag, is emphatically and in the highest sense a na-

slonal one—an indispensable and prolific source of national wealth.

The mercantile marine commerce of the United States is and ever has been so nearly allied to and blended with the naval power of our country that it may be regarded as the indispensable auxiliary of the navy. By our energetic and daring privateers and by the men in the naval service drawn from our merchantmen this country contested the assumed supremacy of England on the ocean, and created the empire from her in the war of 1812. By a similar intimate union and co-operation between our navy and our merchantmen our coast was blockaded for more than 2,000 miles during the war of rebellion.

We believe that it is not too much to assume that the splendid achievements of the Kearsage like the equally brilliant victories of Farragut at New Orleans and Mobile, of Rogers at Savannah of Porter at Fort Fisher, and others equally worthy of mention, could not have been accomplished without the hardi sons of the ocean taken from our merchant ships, and previously educated in the merchant service. The tens of thousands of seamen drawn from the New England States to recruit the navy are in proof of the truth of this position. To admit foreign built vessels to American registry, as proposed by a few persons, would be the last blow to more effectually prostrate American shipping interests, and indirectly yet effectually render our navy dependent in part on foreign mechanical industry and material. By such a transfer of industry to the workshops and shipyards of Europe, as must result from the purchase of foreign built vessels, the gold of our treasury must be transferred in payment for them, capital and labor hitherto employed here in construction of vessels and steamers be dispersed in this country and when it shall be again necessary to extemporize a navy and a fleet of transports, we shall have the privilege of drawing on English workshops and artisans which under her neutrality laws may possibly be closed to us. But the proposition to your committee appears so unparalytic as well as unwise, that we forbear to exhaust a argument upon it.

As an economical measure to the government, can it be doubted that the mercantile marine with the men and workshops sustained by private capital are a cheaper resource to the navy to meet an emergency than to keep up mammoth establishments at great cost to the treasury at every naval station adequate to the possible and sudden exigencies of the government? As the people do not believe in large standing armies in time of peace, neither do they wish to be taxed to keep up large naval establishments in time of peace with little or no commerce to protect. As the high position of the United States as a naval power in comparison with England and France has been acquired by the co-operation and aid of maritime commerce, so it can only be sustained in the future by a similar intimate relation and alliance.

In view of the foregoing statements and facts your committee earnestly urge the adoption and cordial endorsement of the accompanying resolution.

Respectfully submitted by vote of committee
EDWARD S. TOBEY, Chairman.

Resolved.—That this convention respectfully and earnestly urge on the Congress of the United States the enactment of such measures of relief to the foreign and domestic commerce of the United States as shall enable us to compete with the commerce of other nations on the ocean and thereby permit the promoters of our merchant marine to regain for our country her proud position on the high seas from which she has been driven by the late war of rebellion.

SEWING ONE'S SELF UP IN A SACK.

THE New York League (Free Trade organ) says.—Never was the process of which the above proverb speaks, more neatly and effectually accomplished than by the protectionist. They have added protective duty to protective duty, restriction upon restriction, till they are unable to move hand or foot. "In the range of my vision," said Senator Sprague in his speech "I do not know of a single manufacturing interest that is not almost destroyed—at its rat prostrate to the dust. The engineer has been hounded by his own potard. It seemed a fine scheme for the American manufacturer to keep out foreign wares and get the market for himself. But all of a sudden he finds that he has been destroying the home demand, and that he is unable to sell in foreign markets. In the whole range of my experience," says Senator Sprague "I do not know of an article that the American manufacturer can now produce and export, and compete with foreign manufacturers in the markets of the world, even with the drawback."

Senator Sprague is frank enough to confess his complicity in sewing the sack. "Taxes have, in a measure, placed the American laborer in the position he is in. I am as much responsible perhaps, as anybody for that, although I have opposed many specific items of taxation; but I must say that we have taxed out of existence, interests which made us a prosperous people."

The copper-miner thought he would enrich himself by procuring a heavy duty on foreign copper, and lo! he finds that he has made copper so dear that the ship builder can no longer afford to build ships, and now the copper mines of Lake Superior are standing unworked. He has sewed himself up in his sack. So on through the catalogue.

It is always an ungracious task to say to the victim of his own folly, "I told you so," but in this case the temptation is very great. The free-traders warned the protectionists of the consequences of their course, and their prophecies have come to pass. However, if they will have recourse to free-trade they can unrip the sacks in which they have sewed themselves up. Let us hope that when they are liberty again, their experiences will have taught them not to repeat their folly.

CHICAGO AND MICHIGAN GRAND TRUNK RAILWAY.

THE Lansingburg paper says.—On the 16th of January a meeting of the Director of this road was held at Paw Paw. Messrs A. A. Stanton, and several prominent gentlemen from Oakland Lapeer, and St. Clair counties were present, and represented \$32,000 of stock and municipal aid, obtained from Smith's Creek to Fenton, a distance of fifty miles. A board of Superintendents, consisting of one from each township on this fifty miles were appointed to take charge of the construction of the road. The entire line is surveyed from Smith's Creek to Chicago.

This line was originally intended to start at Ridgeway, but as a saving of distance and expense could both be made by starting at Smith's Creek, four or five miles from Fort Huron, that route was adopted. The route proposes to take a line from Smith's Creek to Almont, Oxford, Fenton and Conway, to Lansing thence west via Grand Ledge, Hastings and Paw Paw, to St. Joseph, thence via Lake Shore to Chicago.

Work has already commenced at St. Joseph on the road. The English bond-holders of the Grand Trunk of Canada, propose to iron and equip the road and to take the same in stock. Pledges have been made which makes this aid certain.

The road will strike the Howell and Lansing Railroad near Conway about 25 miles east of Lansing. By this route, the Howell and Lansing road would run about three miles north of a direct route from Howell, and would lengthen the road from Howell to Lansing not to exceed half a mile. By a union of the companies, a consolidated line could be built from Conway through Williamston and Okemos to Lansing, which of course would be subject to the same competition of freights as it there were.

Mr A. A. Stanton, who has charge of the line from Fenton to Lansing, holds meetings this week at Conway, on Wednesday evening, on Thursday evening at Delhi Center, on Friday evening at Williamston; and on Saturday evening at Okemos. Messrs. Davis and Latourrette, of Fenton; A. A. Stanton, of Oxford, and probably speakers from this city will address these meetings.

Of the importance of this project little need be said. It is the shortest route contemplated from Fort Huron to Lansing, by 12 miles, and will shorten the distance from Lansing to Buffalo 44 miles over either route from Lansing to Buffalo via Detroit.

It is proposed to construct 110 miles of this road by the 1st of April; 60 miles on the east end of the route, and 50 miles on the west end. This will build the road to Fenton and from Paw Paw to the Indiana line. The townships on the central divisions are also to be graded during the summer, the aid voted by every township to be expended on the line of road in that township. The Grand Trunk road proposes if the grading on the line is completed, to have the road ironed, equipped, and running from Chicago to New York within eighteen months.

Lansing in the fall of 1865, voted ten per cent. of the assessed valuation, or over \$4,000 to aid this line. This is the limit of aid. The bonds should be given on long time in every township, and thus they will be easily paid when due, by the largely increased wealth of every township through which the road will pass.

We commend this project to the people, believe it feasible, and that prompt action will secure its early completion. To Lansing, Grand Ledge, Meridian, Williamston, and to all towns on the line, it is a project that should command hearty support, as of the first importance. It renders easy and certain the completion of the 36 miles from Howell to Lansing, on the Detroit and Lansing road.

Push on the work, the more roads the cheaper the freights.

WHITEHALL AND PLATTSBURG RAILROAD.

THE annual meeting of the stockholders of the Whitehall and Plattsburg Railroad Company, was held at the Company's office in Plattsburgh, Feb 5 at which the old Board of Directors submitted a report showing the work done during the past year, and the encouraging prospects of the Company for the year just entered upon.

At a meeting of the new Board of Directors, Gen John Hammond was chosen President, Hon N Lapham Vice-President, and Hon T Hoyle, Secretary and Treasurer.

We submit the report of the Directors for the information of our readers, and desire to call their especial attention to it:

REPORT

To the Shareholders of the Whitehall and Plattsburg Railroad Company:

The Directors of your Company congratulate you upon the success that has attended their efforts the past year, and the present encouraging prospect in regard to the ultimate success of the enterprise.

At the last annual meeting we had only completed a preliminary survey of the road, and obtained subscriptions to the capital stock of less than \$100,000—sufficient to organize the Company. Immediately thereafter we applied to the Legislature for aid, and succeeded in obtaining a grant of \$250,000. The Legislature admitted, by an almost unanimous vote, the justice of our claim, and would have given us the sum originally asked for (\$500,000) but that owing to the heavy burden of taxation then resting on the State, they thought it better to vote only half that amount in one year leaving it for a future Legislature to appropriate the balance.

A law was also passed allowing towns to subscribe to the capital stock of the Company, and we now have 17 towns and town subscriptions and State aid, amounting to over \$800,000—an amount sufficient to construct, ready for the cars, twenty miles in Clinton County, from Plattsburg to New Sweden, which is already contracted for, and about seventeen miles in Essex County, from Concordia to Fort Henry, which your Directors contemplate putting under contract within a few days—making about thirty seven miles of road which will be completed by the 1st of November next. Contracts have also been made for the ties for the track, and posts and boards for fencing for that distance.

The Directors have asked for a further appropriation from the State of 250,000, and feel quite confident of obtaining it and they intend putting the whole line under contract early in the spring.

As we progress in the prosecution of this enterprise, its feasibility and its importance to the northern portion of the State, in furthering the development of the abundant natural resources of that section, are more and more apparent. The benefit that will accrue from it to the cities of this State in opening avenues of trade, and bringing the forests and deposits of mineral wealth to the north within reach of her capital and enterprise, and the importance of our road, as an indispensable link in the great chain of railroads, which shall connect Montreal and other cities of Canada with the commercial emporium of New York are also more clearly seen and more generally acknowledged. —not only by those north and south of us, whose interests will be thus promoted, but by the capitalists of the eastern cities, who naturally desire to direct to themselves the trade of the north, and are thus by self-interest to do all in their power to prevent the success of our enterprise, which would secure that trade to the cities of our own State.

In the history of all successful enterprises, involving large outlay of capital and much patient labor and persevering effort, there always have been and always will be periods of discouragement and depression—times when the obstacles to be surmounted and the difficulties to be overcome seem too formidable to be successfully encountered—when the faint-heartedness of friends and the opposition of foes threaten overwhelming disaster.

Upon looking over the history of this enterprise from its inception to the present time, and considering the magnitude of the work proposed and the progress already made,—the conflicting interests that have operated against us and the many difficulties that have been met and surmounted—the Directors feel assured that with this Company, the period of doubt and apprehension is past—and that speedy and full success may be looked forward to with perfect confidence in its attainment. The friends of this road have but to push forward the work with energy, acting with the confidence and determination of men who wish and expect to succeed, and success is assuredly theirs.

JOHN HAMMOND.
M HALE
T HOYLE.
JAMES ROGERS.
H C. BUCKLEIGH.
A B WALDO.
N LAPHAM.

INSURANCE AGENTS—The New York Railroad Journal says.

An important case has recently been decided by the First District Court of this city, involving the question of the responsibility of Insurance Companies for the acts of irresponsible agents. The case was that of *Simeon Black et al. vs. the American Exchange Insurance Company*. It was a test case, and was taken up from an inferior court to decide the point whether the actions of an irresponsible broker bound an insurance company or not. It appeared that certain insurance brokers had procured the insurance of policies to certain parties, but had never accounted to the company for the premiums. The court held that in such cases the insurance company was not bound by the action of the brokers and could at any time cancel the policy for non-payment, to them or their agent, of the premium.

This decision is one of importance to every merchant and property owner, and shows the absolute necessity of the utmost care in the choice of a broker to pay premiums to. It is a warning to insure only with such brokers as are well known to be honest men and of good standing. The better way in this, as in all other transactions of a like nature, is to do business directly with the principals at the offices of the companies. The plaintiffs claimed that the brokers acted as agents of the company which the defendants denied, though they admitted that they had at different times taken risks which were brought to them by these brokers, allowing a rebate of ten per cent. Justice Kevelen gave judgment for the defendants.

IMPORTS OF TORONTO.—The following figures show the imports at the port of Toronto for the month of January, 1866.

	Value	Duty.
Goods paying specific duties.	\$ 6,363.00	\$11,617.93
Goods paying specific ad val duties.	6,725.20	3,843.21
" " " 25 per cent "	310.00	128.48
" " " 15 "	120,838.00	17,988.32
" " " 10 "	2,803.00	280.87
Total of dutiable goods.	\$146,140.00	\$33,718.70
Free goods.	46,837.00	
Copyright works paying 12 1/2 p. c.	114.00	14.26
Grand total.	\$192,687.00	43,727.96

The total imports of dutiable goods in January 1867 was \$182,037, showing a decrease in the present month's imports, as compared with the corresponding period last year of \$3,650; and the value of free goods in the same month last year was \$69,291, showing a decrease this year of \$23,994.

THE HALF-YEARLY MEETINGS OF THE LONDON JOINT STOCK BANKS.

The London Economist of the 25th of January. says:-

The meetings of these Institutions, held during the last week or two, have been far more demonstrative than usual. The figures in the Reports are not so entirely satisfactory as in former years, and the dividends are considerably less in several cases.

Blunt remarks at several meetings were abundant on the necessity of caution, and generally the disposition was evident to be suspicious and critical.

It is one of the defects of public companies, when applied to Banking, that the business meetings of the partners or shareholders must, of necessity, include a large and miscellaneous assemblage of persons, that real consultation and inquiry is impossible.

In the following Table (A), the comparative liabilities for six of the leading Banks are given for 31 Dec. and 30 June, 1867:-

A) London Joint Stock Banks - Half-years ended 31 Dec. and 30 June, 1867 - 00's omitted.

Table A: Liabilities of London Joint Stock Banks. Columns include Capital paid up, Deposits (Cash), Divisible Balance, and Forward. Rows list various banks like Lon & Westminster, London Joint Stock Bank, etc.

We have here, a considerable increase in the paid-up capital, a small increase in the deposits, and a very marked fall in the divisible balances, and also in the balance of undivided profits carried forward to the current half-year.

In the next table (B), we give the assets:- (B) London Joint Stock Banks - Half-years ended 31 Dec. and 30 June 1867 - 00's omitted.

Table B: Assets of London Joint Stock Banks. Columns include Cash, Securities, Loans and Discounts, Dividend and Bonus Paid. Rows list various banks like Lon & Westminster, London Joint Stock Bank, etc.

Note - Under the head of cash in the Union Bank include money at call and notice with the Bankers. These figures show some increase in the investments in Government and other Securities, and a large diminution in the advances on Loan and Discount.

In the next Table (C), we give the Acceptances and Reserve funds for the last three half-years.

(C) London Joint Stock Banks - 31 Dec 1866; 30 June and 31 Dec - Acceptances, Reserve Funds, and Dividends (000's omitted.)

Table C: Acceptances, Reserve Funds, and Dividends. Columns include Acceptances (31 Dec, 30 June, 31 Dec), Reserve Funds (30 June, 31 Dec, 30 June), and Dividends paid (30 June, 31 Dec, 30 June). Rows list various banks like Lon & Westminster, London Joint Stock Bank, etc.

The noticeable result here is the great fall in the acceptances, from 14 millions at 30 June to 104 millions at 31 Dec (1867). The corresponding figures for 31 Dec, 1866, are only given in three cases.

It may be reasonably assumed that the fall in the dividend of the Union Bank is a result more or less of the fall of its acceptances from 8 1/2 millions on 30 June to 6 1/2 millions on 31 Dec (1867).

A St John. N B paper says:-

The Montreal merchants have never been satisfied with the way in which the sugar duties have been levied and have been continually urging that a direct trade with the West Indies, in this article, should be encouraged.

The present sugar tariff is decidedly against the Nova Scotia and New Brunswick importing West India interests and gives them no protection whatever in return for the protection which the Canada West wheat growers and millers now enjoy on flour.

The present duties on raw sugars are \$2.60, \$2.25, \$1.90, \$1.65, \$1.37 per 100 lbs. on the respective quantities from choice grocery to Molado, in imitation of the English tariff. The duties which are proposed to be substituted in lieu thereof are \$1 per 100 lbs. and 25 per cent. ad valorem on all grades of raw sugar.

An effort was made during the last Session of Parliament to have the above mentioned duties substituted in place of those now in force; but for some unaccountable reason nothing was done.

In conclusion, I would point out the absurdity of the West India Commission of 1866, if nothing is to be done to promote the West India trade.

Hoping you will bear yourselves in this matter, I remain, yours very truly, A MONTREAL MERCHANT. MONTREAL, January, 1868.

BUSINESS OF THE UNITED STATES MARINE INSURANCE COMPANIES. - The following statement shows the amount of premiums received in 1867 and 1867 by the principal marine insurance companies on their marine business:

Table of Marine Insurance Premiums. Columns include From rec'd. in 1866, From rec'd. in 1867. Rows list Atlantic, Great Western, Mercantile, etc.

RAILWAY MEETING IN TORONTO

An interesting meeting took place at Toronto on Thursday evening, the 6th of February on the subject of railways, when the following resolution was passed:-

"That this meeting believe that the interests of the country and this city would be best promoted by the construction of an independent line of railway leading directly from the country to the city of Toronto harbour."

The following amendment offered by Hon J. H. Cameron, was voted down:-

"That while this meeting is unanimously in favour of railway communication between Toronto (city and Bruce, the great interests involved in the railway service of this city requires that hostility should be avoided, and an endeavor should be made to reconcile all existing difficulties before the project is submitted to the Legislature."

Mr C D Fox, of the engineering firm of Sir Chas Fox & Co, London, made a long and interesting speech touching the advantages of the narrow gauge system, while Mr. Cumberland, of the Northern, advocated that the proposed line should be made on the provincial gauge, whereby some seventeen miles of the Northern might be utilized, and a saving of three-quarters of a million effected.

THE GOLD MOVEMENT.

At the close of last month the price of gold declined very materially in anticipation of the large supply of coin to come out of the Treasury upon the payment of coupons, and the principal of the loan of 1847, the total from these sources being estimated at about \$29,000,000.

COIN SUPPLY.

Table of Coin Supply. Rows include Coin interest paid by Sub-Treasury, Paid in bonds of 1847, Paid on these accounts at other points, Received from San Francisco, Total supply.

WITHDRAWN.

Table of Withdrawn. Rows include For Customs duties, For Export, Total.

Gain..... \$12,500,000

It thus appears that out of a total supply of \$26,000,000, we have at the close of the month only \$12,500,000 of it remaining, a conclusion which exactly corresponds with the increase in the supply of specie in the banks during the month.

On the 1st March about \$5,000,000 of interest on Ter-Forties becomes payable, which constitutes the only coin payments due from the Treasury until the 1st of May.

Table of Interest on Ter-Forties. Rows include Gain in January, Yet to be paid on coupons of Jan 1st, Receipts from California for February, March and April, Interest on 10-40 bonds in March.

Total..... \$28,000,000

We are thus likely to have an available supply for the next three months of \$28,000,000. This is just about what may be expected to be required for the customs demand at this port.

Table of Customs Demand. Rows include 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900.

IMPORTANT ACTION ON A CHARTER PARTY—Vice-Chancellor Malins had before him on the 18th ult the case of Adamson vs Hill, which raised a question of some importance to the mercantile community. The facts were these.—Messrs. Adamson & Co., merchants, London, entered into a charter party with the defendant, a shipowner, for the transport of 600 tons of coal by the barque Mary to Bombay. The ship sailed on October 13th last, but meeting with bad weather in the Channel she sprang a leak, and on the 16th put into Belfast in distress. She was immediately examined by the authorities there, and it was deemed necessary that the cargo should be discharged. That having been done, some correspondence took place between the parties, in which it was contended on the one side that the cargo was fit for re-shipment, and ought to be re-shipped and taken to India, while on the other it was said that the cargo was saturated with sea water, and that under such circumstances the coal became peculiarly liable to spontaneous combustion. The freight agreed upon was £1,100, of which the defendant had received in advance £400. The cargo had been sold at Belfast at 10s 6d per ton. The plaintiffs, finding that the defendant was endeavouring to obtain another freight, applied by their counsel for an injunction to restrain him from employing the ship. In any measure inconsistent with the charter party. The application was resisted on the ground that under the before-mentioned circumstances the obligation imposed upon the defendant by the charter party was at an end, and as to the recovery of so much of the freight as had been paid in advance, it was said that the plaintiffs should be left to their remedy at law. The Vice-Chancellor held that if the plaintiff would undertake to supply a fresh cargo of coals at Birkenhead, the defendant was bound to ship it for India, the defendant undertaking to pay him so much as the court might deem just in respect to the voyage to Belfast. The defendants must hand over to the plaintiffs the produce of the sale of the cargo at Belfast.

QUEBEC BOARD OF TRADE—The quarterly meeting of the Quebec Board of Trade was held on Wednesday, the 5th of February. A regret was expressed that the Intercolonial Board of Trade, formed at Detroit, had held no meeting. The Montreal Board of Trade had sent circulars to all similar corporations in the Dominion, but in consequence of those bodies in New Brunswick and Nova Scotia refusing to send delegates, it was decided not to call a meeting.

The Vice-Consul of the Republic of Honduras a Havre, informs Commerce that his Government requires that all goods sent to the Ports of the Republic shall be accompanied by invoices rised by its Consuls; and that they shall set forth the real value of the goods.

ST. JOHN TRADE REPORT.

St. John, N.B., Feb. 3rd, 1868.

THE business of the month has been of a very quiet character. January is usually the duller season of the year, and that now just past has formed no exception to the rule. The amount of business transacted has been quite insignificant, and notwithstanding the increased ease of the money market afforded by the competition of the Bank of Montreal, which has caused all legitimate demands for money to be met with comparative ease, there appears to be no immediate prospect of any general improvement. The Province is almost entirely dependent upon two branches of trade, ship building and lumbering, but both of these are dull and depressed, and all the numerous branches of trade and manufacture dependent on them are of course in a similar condition. Sterling Exchange has been steady throughout the month—at 10½ prem. for 60-day Bills on London, and 1½ for eight bills. The Stamp duties came into operation on the 1st of February, and our people have now their first experiences of this form of taxation. Judging from what we hear, it is not likely to be a very popular one.

The New Tariff does not increase in public favour; on the contrary, the opposition and dislike with which it was at first encountered, has increased in intensity, a closer examination of its details, having revealed more fully the injurious effects it is calculated to produce upon the general interests of the Province, and especially upon our foreign import trade. The shipping arrivals of the month have been very limited. There have been none from Great Britain, and the bulk consists of small vessels from Portland with flour, and a few from other United States ports with general cargoes.

A good deal of attention has been excited by the fitting out of a vessel for the distant colony of New Zealand. A Mr G. Baker, the proprietor of a saw mill near St. John, has purchased and fitted out for the voyage a fine brigantine, (the Helen,) of 165 tons register. He has put on board the frame and machinery of a saw mill, and all the necessary materials for a dwelling house, filling up the vessel with an assortment of the choicest pine lumber, planed and prepared for immediate use. Mr Baker himself goes

via Panama, but the Helen takes several members of his family, and a number of other persons interested in the enterprise. Of course every one wishes them success, but it is scarcely necessary to remark that we would rather see immigrants of this stamp arriving at our shores than departing. The vessel leaves here to-day.

LUMBER, &c.—The shipments of lumber for the month have been for the greater part to the various West Indian ports, the amount in other directions having been comparatively insignificant. The total clearances comprise nine vessels with deals to ports in Great Britain, seven to United States ports, with boards and laths, and forty-nine to the West Indies, principally with sugar box shooks. The shook trade appears to be assuming larger proportions even than last year, and some fears are entertained that the market may become overstocked. Late advices from Cuba however, speak of the sugar crop as one of the largest ever known, and in that case the probability is that a larger supply of shooks than usual will be required.

Comparative statement of exports of lumber for the month of January, 1868, as compared with the corresponding months of 1867 and 1866.

Articles	1868.	1867.	1866.
Deals and Deal ends, s. f.	4,220,000	4,800,000	7,307,000
Boards, set'g. & plk., s. f.	1,854,000	1,830,000	4,805,000
Pine timber, tons.	33	96	96
Birch, tons.	209	780	212
Pickets m.	69	141	872
Shingles, m.	486	869	1,683
Laths, m.	117	117	117
Clapboards, m.	221,613	179,008	78,358
Sugar box shooks.			

The above statement shows that about an equal amount of deals and boards were exported in January 1868, as in 1867, but there is a very large falling off as compared with January 1866. On the other hand the export of shooks is larger than last year, and nearly three times as much as in January 1866.

FREIGHTS.—The freight market has been steady throughout the month, and the rates of December have been fully maintained. A large number of our high classed vessels are at Brazilian and South American ports, and as freights are good and advancing in that part of the world, it is altogether probable that deal freights may rule higher than present quotations. One large American ship which has just finished repairing, has been chartered for Liverpool at 7s 6d, but that is considerably below current rates. We quote:

Deals to Liverpool.	7s to 7s 6d per standard.
London.	nominal.
Dublin.	7s 6d to 8s
Warren Point.	7s
West coast Ireland.	7s 6d
Boards Boston.	\$4.00 per m.
Providence or N.Y.	\$5.00
North side Cuba.	\$7.60
Do. shooks.	24s to 25c each.

FLOUR, &c.—The demand for breadstuffs is fair for the season of the year, and as the arrivals have been moderate, the market is tolerably firm at our quotations, which with some very slight fluctuations are the same that have prevailed throughout the month. A good deal of natural dissatisfaction is expressed at the length of time occupied in the transit of flour from Canada to this market, and there can be no doubt that its tendency is to drive a portion of the trade to Boston and New York, even now that there is a duty to be paid on American flour. 20 and 25 days is frequently occupied on the passage from Toronto to this port, and we know of one case in which flour has actually been 21 days on the way from Montreal to St. John. This flour is nearly all drawn against at 30 days from the date of shipment, and the prejudicial effect of this unreasonable delay must be apparent to every one.

Choice superfine.	\$8.50 to \$9.50
Ordinary brands.	8.25 to 8.55
Oatmeal, (scarce).	7.50 to 7.75
Indian Meal.	5.50 to 6.75

Imports of breadstuffs for the month: Flour 8,322 bbls; oatmeal, 100 bbls; Indian meal, 1,075 bbls.

PROVISIONS, GROCERIES, &c.—There is but little change to report in these departments of trade. The articles affected by the tariff, have been advanced in price, but not to the full extent of the increase of duties, on account of the large stocks yet held: Pork, (American Mess), \$20.50 to \$21, prime pork, (in bond), \$17 to \$18, butter per lb, 15c to 17c, lard 9c to 12c, sugar, Porto Rico per lb, 8½c to 9c, do. Barbadoes, none.

MOLASSES. Porto Rico per gall., 42c to 45c, Barbadoes, per gall., 38c to 42c, Cienfuegos, per gall., 37c to 39c.

Principal imports of the month other than broad-stuffs. Pork, 170 bbls; beef, 60 do, beans, 20 do; lard, 25 kegs; hides, 989 and 4 bales; leather, 30 rolls; vitriol, 105 carboys; coal, 985 tons; oakum, 40 bales; turpentine, 13 bbls, cheese, 9 bxs, alcohol, 41 casks, oil, 170 do; raisins, 25 kegs; rosin, 20 bbls; tobacco, 20 bxs; manilla, 100 bales, glass-ware, 26 pkgs; malt, 188 bags, brandy, 29 casks, sundries, 978 pkgs.

Twenty-seven shares of Commercial Bank of New Brunswick Stock were sold at auction on Saturday, realizing 35½ per share.

MONEY MARKET.

STERLING Exchange is quiet at quotations, 110½ to 110¼ for Bank 60-day Drafts on London. In New York best bankers bills are quoted at 109½. Gold drafts on New York are not much wanted, but are saleable at quotations.

GOLD in New York has been higher since last report, having advanced to 142½, but has again declined, closing at 141½. Greenbacks are quoted at 29½ to 29¼ per cent. discount.

SILVER—is not very abundant, but still selling at 4 to 4½ per cent. discount.

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

Bank on London, 60 days sight.	110½ to 110¼
Private, " 60 days sight.	111
Bank in New York, 60 days sight.	None.
Gold Drafts on New York.	109½
Gold in New York.	141½
Silver.	4 to 4½ dis.

THE GROCERY TRADE.

Baldwin, C. H., & Co.	Kingan & Kinloch.
Cameron & Ross.	Mathewson, J. A. & H.
Chapman, Fraser & Tyloe.	Mitchell, James.
Chapman H., & Co.	Moore, Semple & Hatcher.
Childs, George, & Co.	Robertson & Beattie.
Cooney, Nelson & Lamb.	Robertson, David.
David, Clark, & Clayton.	Tiffin, Bro.
Duncan & Forster.	Thompson, Murray & Co.
Frank, J. C., & Co.	Torrance, David, & Co.
Gillette, Moffat & Co.	West, Bro.
Goodrich, W. S., & Co.	Winning, Hill & Ware.
Jaffery, Brothers & Co.	

BUSINESS, generally, during the past week has been of a quiet nature, with few and small orders from the country, and a limited jobbing trade in the city.

TEA.—There have been few actual transactions, but a rather better enquiry, especially for Twankays, which are not abundant.

COFFEE.—Nothing doing.

SUGAR—Has been in request, and sales of some 200 hhd. to the refineries and for western account have greatly reduced the already not over large stock in market. Sales were chiefly of Barbadoes at \$8½ to \$8¾, but holders are now firm at \$8½ to \$9. A sale of a cargo to arrive on private terms is reported. No Cuba or Porto Rico in first hands.

MOLASSES—With only a moderate demand, is in ample supply. Sales in lots have been made of Centrifugal at 30c., and of Muscovado at from 31c. to 37½c, according to quality.

FRUIT—Is without change.

RICE—Is rather easier, and sales in lots have been made at from \$4 to \$4 10, but quotations are nominally unchanged.

DRUGS.—Business very quiet. No change in prices. Opium very firm, and likely to advance. Late reports from England state that Olive Oil is scarce and high. Holders of that article here are therefore firm without disposition to sell at less than quotations.

In other articles there has been nothing doing, and prices are unchanged.

THE DRY GOODS TRADE.

Baker, Popham & Co.	MacKenzie, J. G. & Co.
Baillie, James, & Co.	MacKay, Joseph, & Bro.
Clark, Jas. T., & Co.	May, Joseph.
Claxton, T. James, & Co.	May, Thomas, & Co.
Davis, Welsh & Co.	McCulloch, Jack & Co.
Donnelly, James.	McLachlin Bros. & Co.
Dunn, H., Fish & Co.	McMaster & Co., Wm. J.
Foules & Hodgson.	Moss, S. H., & J.
Fox & McAbbin.	Mulholland, Wm. G.
Gilmour, J. Y., & Co.	Nunnally, & Steeden.
Greenhalgh, N., Son & Co.	Ogilvy & Co.
Hingston, T. Her., & Co.	Pitt, John, Aubin & Co.
Hughes Brothers.	Robertson, A., & Co.
Johnston, James, & Co.	Roy, Jas. & Co.
Lewis, Kay & Co.	Stephen, William, & Co.
Macfarlane, Andrew, & Co.	Stirling, McCall & Co.

BUSINESS is quiet, and nominally without change. Our telegraphic advices from Liverpool and Manchester report an advancing market for both Cotton and Cotton Goods, with a very buoyant feeling. In Cotton, now quoted at 8½d to 8½d for Uplands, the ad-

vance from the lowest point has been equal to fully twenty per cent. Manufactured goods have advanced in nearly the same rates. As nearly all cotton goods for this market for the coming season were purchased previous to the rise, we do not anticipate any marked advance here, importers generally preferring to sell at a fair profit than to govern themselves by the English markets. Riccos, however, have become firmer, and for staple goods full figures will undoubtedly be obtained.

We cannot speak as yet with positiveness concerning the amount of goods which may be coming out this spring, but the expectation is that importations will be lighter than in the last two years, and we trust the event will verify this expectation.

The New York Bulletin says: Business has been dull to-day, as is usual on a Saturday. The advancing rates of cotton cause holders of domestic goods to enhance their views, and we have a very firm market to report. To-day prints show extreme firmness, and although all our quotations are not changed in all makes, still with Merrimacks advancing one cent, there is a probability of higher prices being demanded at the opening of next week. There is a small demand for shirting and white flannels, especially on lots offered by jobbers at a low figure to effect a clearance. Cambrics have been somewhat more active at unchanged prices.

There has been a good demand for reasonable foreign goods at the auction sales, and a better business is looked for.

THE HARDWARE TRADE.

Crathern & Coverhill. Lalliviere & Bourdeau.
Frans & Evans. Mordant, Watson & Co.
Frans, John Henry. Mulholland, & Baker.
Hall, W. & Co. Robertson, Jas.
Ireland, W. H. Round, John & Sons.
Waddell & Pearce.

EVERYTHING in this department of business still remains quiet, and prices continue as before. PIG IRON—Is unchanged; as no sales are being made, the market if anything favours the buyer.

BAR IRON.—Stocks are very complete, and there is a disposition to press sales. Some lots could be bought a little under our rates.

HOOPS AND BAND.—Stocks are very heavy, and demand limited.

CUT NAILS.—Sales have been made of inferior nails at 15c. below our quotations, but the iron masters will not sell under quoted rates.

TIN PLATES.—Are nominal, and nothing whatever doing.

THE LEATHER TRADE.

Black & Locke. Seymour, C. E.
Brison, Campbell. Seymour, M. H.
Goodrich, W. S., & Co. Shaw P. & Bros.
Hus & Richardson. Smyth & Edinsson.

WE have no particular change to note in this trade, business being very quiet, there being no disposition on the part of boot and shoe houses to purchase stock while their own trade continues dull.

Receipts of Leather since last report have been only moderate, but stocks of most descriptions are in fair supply, inferior grades of which are offering at reduced prices; in other respects the market is unchanged.

MONTREAL PRODUCE MARKET.

Atin & Kirkpatrick. Hannan, M., & Co.
Black & Locke. Hobson, Thomas, & Co.
Buck, Robertson & Co. Laidlaw, Middleton & Co.
Cameron & Ross. Mitchell, Robt.
Crawford, Colson & Lamb. Raphael, Thomas W.
Lawford, James. Sinclair, Jack & Co.
Seymour, C. E.

FLOUR—We have another week of extreme depression to note. Transactions have been restricted to local wants, which, as hitherto during the season, have been unusually small, and though there is no material change to note, some concession is needed to effect sales. The demand for the higher grades has been of the hitherto retail character. Supers range from \$7.60 to \$7.60 for ordinary to choice, best samples finding most ready sale. The lower grades are in comparatively small supply, and meet a fair demand at unchanged rates. Bags are somewhat scarce owing to supplies from the local mills being limited by scarcity of wheat; \$3.60 to \$3.75 may be quoted for the several shades of quality.

OAT MEAL.—Rates are virtually nominal in absence of wholesale transactions.

GRAIN.—Wheat—There are no arrivals nor any sales to note; \$1.70 is still the nominal rate for U. C. Spring. Peas are in demand for spring delivery, and for good samples \$1.00 is offered per bushel. Oats continue firm at 46 to 47c. according to location. Barley

meets a somewhat revived demand, we quote 95c. to \$1 for fair samples.

PROVISIONS.—Pork.—The demand is confined to limited parcels of Meas for consumptive use, former rates ruling; other grades are practically nominal. Hogs—There is a fair demand for heavy, and such, if in stock would command ready sale at relatively high rates but the general average is poor, and a dragging sale; latest transactions have been at \$5.75 to 46 for light to medium, and \$8 to \$8.25 for good to choice.

Butter—Choice has been in good demand, and all kinds engage more attention; we note limited sales at 16c to 18c for fair to prime, some common lots are on the market at less, but are not yet taken. Lard is quiet at about 9c to 10c. Tallow is neglected, good being offered at 9c but declined.

ASHES—Pots have latterly met a better demand, and have slightly improved in value, closing at \$5.25 to \$5.50 Pearls continue neglected at nominally unchanged rates.

A number of gentlemen from Syracuse, the great salt depot of the States, have visited Goderich, and, provided satisfactory arrangements can be made in the purchase of land, they intend to commence the manufacture of salt on a large scale. After a careful inspection of all the derricks, they visited the works now in operation, and expressed themselves highly pleased at the quality of the salt.

ASSIGNEES APPOINTED.

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Deaudin, J. B.	Lachine	T. Sauvageau.
Hoylo, Wm.	Kingston	Jamies Shannon.
Haight, S. S.	Oshawa	J. Holden.
Jones, James	Walkerton	W. Collins.
Kanady, S.	Woodstock	Jas. McWhirter.
Kyle, James.	Brantford	A. W. Smith.
Lucas, G.	Montreal	T. Sauvageau.
McMullin, N.	Yeoman	W. S. Robinson.
Purdy, H.	Colborne	E. A. Macnashian.
Question, Chas. A.	Montreal	T. Sauvageau.
Ritchie, J., & Son.	Montreal	Do.
Roby, Jos. G.	Montreal	Do.
Walker, James.	Bruce Mines	David Jackson.

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Blecker, William.	Port Hope.	April 21
Campbell, Daniel.	Geil.	" 26
Carson, Robert W.	London	March 6
Dutton, Samuel.	Goderich	April 14
Davidson, Robert.	Goderich	" 20
Dunogh, A.	Quebec	" 16
Eason, John	Trarzacar.	" 16
Folger, James	Montreal	" 16
Finlay, J. Q.	St. Ambr.	March 18
Methers, J. P.	Pembroke	April 15
Reid, William	Lindsay.	" 9
Wood, Geo. C.	Kennebec.	" 9

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

	For the week ending Tuesday, Feb. 12, 1883.	From the 1st January to Feb. 12, 1883.	To correspond period 1882.
Wheat, bushels	700	10,810	30,890
Flour, barrels	6,400	40,300	32,832
Corn, bushels	—	—	—
Peas, "	—	1,400	1,819
Oats, "	—	7,500	4,300
Barley, "	800	8,000	3,214
Rye, "	—	—	1,708
Corn Meal, bbls.	—	—	—
Butter, kegs.	513	4,541	1,745
Cheese, boxes	46	363	343
Pork, barrels	16	162	542
Lard, "	118	131	487
Tallow, "	—	—	—
High Wines & Whiskey	42	919	319

PRICES OF GRAIN.

Flour, Superior Extra, 48 lbs.	Average Prices on											
	Thurs.	Fri.	Sat.	Sund.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sund.	Mon.
Extra	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Fancy	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4
Superior	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4
Flour, No. 2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Big Flour, 100 lbs.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Oatmeal, 50 lb. bag	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Wheat, U. C. Spring	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Peas, per 50 lbs.	80	80	80	80	80	80	80	80	80	80	80	80
Barley, per 50 lbs.	60	60	60	60	60	60	60	60	60	60	60	60
Oats, per 50 lbs.	40	40	40	40	40	40	40	40	40	40	40	40

STOCK MARKET.

	Closing prices.	Last Week's Prices.
BANKS.		
Bank of Montreal	120	125 1/4
Bank of N. A.	10 1/4	10 1/4
Commercial Bank	5 1/4	5 1/4
City Bank	10 1/2	10 1/2
Banque du Peuple	10 1/2	10 1/2
Molson Bank	11 1/4	11 1/4
Ontario Bank	6 1/4	6 1/4
Bank of Toronto	11 1/2	11 1/2
Quebec Bank	9 1/4	9 1/4
Bank Nationale	10 1/4	10 1/4
Gore Bank	8 1/4	8 1/4
Banque Jacques Cartier	10 1/4	10 1/4
Eastern Telephone Bank	9 1/4	9 1/4
Merchants Bank	10 1/4	10 1/4
Union Bank	10 1/4	10 1/4
Mechanics Bank	9 1/4	9 1/4
Royal Canadian Bank	10 1/4	10 1/4
Bank of Commerce	10 1/4	10 1/4
RAILWAYS.		
G. T. R. of Canada	14 1/2	14 1/2
A. & S. Lawrence	16	17
G. W. of Canada	10 1/4	11
C. & S. Lawrence	10 1/4	11
Do. preferential	7 1/2	7 1/2

	Closing prices.	Last Week's Prices.
MINES, &c.		
Montreal Consols	\$1.80	\$1.80
Canada Mining Company	45	45
Huron Copper Bay	50	50
Lake Huron S. & C.	—	—
Quebec & L. S.	—	—
Montreal Telegraph Co.	130 1/4	130 1/4
Montreal Gas Company	103	103
City Passenger R. R. Co.	103	103
Richelleu Navigation Co.	104 1/2	104 1/2
Canadian Inland Steam N. Co.	125	125
Montreal Elevating Company	100	100
British Colonial Steamship Co.	50	50
Canada Glass Company	95	95

	Closing prices.	Last Week's Prices.
BONDS.		
Government Debentures, 5 p.c. 44	88 1/2	87
" " 6 p.c. 1878, sig.	87	87
" " 6 p.c. 1878, sig.	99	99
" " 6 p.c. 1878, sig.	101	101
Montreal Water Works 6 per cent.	91	91
Montreal City Bonds, 6 per cent.	90 1/2	91
Montreal Harbour Bonds, 7 p.c.	102	102
Quebec City 6 per cent.	80	80
Toronto City Bonds, 6 per cent, 1880	92 1/2	92 1/2
Kingston City Bonds, 6 per cent, 1872	100	100
Ottawa City Bonds, 6 per cent, 1880	90	90
Champlain R. R., 6 per cent.	70	70
County Debentures	—	—

	Closing prices.	Last Week's Prices.
EXCHANGE.		
Bank on London, 60 days	110 1/4	110 1/4
Private do	109	110
Private, with documents	103	103
Bank on New York	23	23
Private do	23 1/2	23 1/2
Gold Drafts do.	par.	par.
Silver	37 1/2	37 1/2
Gold in New York.	143 1/2	143 1/2

CANADIAN SECURITIES IN ENGLAND.

LONDON, Jan. 21th, 1883.

	Prices.
GOVERNMENT SECURITIES.	
British Columbia 6 p. c., 31st Dec. 1872.	— to —
Canada 6 per cent. Jan. and July, 1877.	90 to 101
Do 6 per cent. Feb. and Aug.	101 to 103
Do 6 per cent. March and Sept.	100 to 102
Do 5 per cent. Jan. and July.	86 to 87
Do 5 per cent. inscribed stock.	85 to 87
New Brunswick 6 per cent. Jan. and July	93 to 101
Nova Scotia 6 per cent., 1876.	99 to 101

	Prices.
RAILWAYS.	
Atlantic and St. Lawrence.	53 to 55
Buffalo and Lake Huron	3 to 8 1/2
Do preference	5 to 6
Buffalo, Brant, and Goderich, 6 p. c.	00 to 00
Grand Trunk of Canada.	14 1/2 to 15 1/2
Do equip. mort. bds., charge 6 p. c.	75 to 80
Do 1st preference bonds	39 to 41
Do 2nd preference bonds	32 to 34
Do 3rd preference stock	27 to 29
Do 4th preference stock	16 1/2 to 17 1/2
Great Western of Canada.	16 1/2 to 16 1/2
Do 6 without option, 1873.	98 to 100
Do 5 1/2 do 1877-78.	90 to 92
North. R. R. of Canada 6 p. c. 1st prf. bds.	79 to 81

	Prices.
BANKS.	
British North America	48 to 50

	Prices.
MISCELLANEOUS.	
Atlantic Telegraph	47 to 53
Do do 8 per cent.	83 to 103
British American Land	17 to 21
Canada Company	62 to 64
Colonial Securities Company	— to —
Canadian Loan and Investment	3 to 1 dis.
Hudson's Bay	14 1/2 to 15 1/2
Trust and Loan Company, U. C.	1 1/2 to 1 1/2 dis.

WEEKLY PRICES CURRENT.—MONTREAL FEBRUARY 13, 1868.

FEB. 8, 1868. HALIFAX. ST. JOHN.

Main table with columns: NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES. Includes sections for Groceries, Hardware, Soap and Candles, Boots, Shoes, Produce, and various other goods.

MARKET PRICES OF COUNTRY PRODUCE. MONTREAL, Feb. 13.

Table listing market prices for country produce including Flour, Oats, Beans, Potatoes, and various meats and oils.

JOHN HENBY EVANS,
 Importer of
IRON & GENERAL HARDWARE,
SADDLERY AND CARRIAGE HARDWARE,
 No. 463 and 465 St. Paul Street,
 and 12, 14, 18, 20, 22, and 26 St. Nicholas Street,
 MONTREAL.

JOHN HENRY EVANS,
 Sole Agent for Canada
 For the TROY BELL FOUNDRY, 14-17

CAMERON & ROSS,
 WHOLESALE GROCERS AND COMMISSION
 MERCHANTS,
 435 Commissioners Street,
 MONTREAL.

Offer for Sale:

- Half-chests Extra Choice Moyune Young Hyson.
- Half-chests Finest Moyune Young Hyson.
- Half-chests Finest New Season Moyune Gunpowder.
- Half-chests Choice Moyune Gunpowder.
- Half-chests Finest New Season Uncolored Japans.
- Half-chests Extra Fine Uncolored Japans.
- Half-chests Finest Moyune Twankay.
- Half-chests Extra Fine Moyune Twankay.
- Half-chests Finest English Breakfast Congou.
- Catties Extra Choice Congou.
- Catties Finest Souchong.
- Barrels Golden Syrup.
- Barrels Standard Syrup.
- Barrels New Currants.
- Boxes Layer Raisins.
- Boxes London Layers.
- Boxes M R and Bunch Raisins.
- Half Boxes Raisins, M R and Layers.
- Quarter-Boxes " " "
- Boxes Valentin Raisins, Now Fruit.
- Half-boxes " " "
- Boxes Figs
- Kegs Seedless Raisins.
- Half-kegs " "
- Boxes " "
- Cases Glenfield Starch.
- Cases Fig Blue.
- Cases Ball Blue.
- Cases Lemon Peel.
- Cases Olive Oil, in quarts.
- Cases Olive Oil, in pints.
- Bags Pepper.
- Bags Pimento.
- Hhds. Coleman's Mustard.
- Hhds. Cooney's " "
- Cases best Madras Indigo.
- Barrels best Dutch Madder.
- Kegs Alum.
- Kegs Saltpetre.
- Barrels Jamaica Ginger.
- Barrels Copperas.
- Cases Pearl Sago.
- Cases Liquorice.
- Boxes Liverpool Soap.
- Barrels Crushed Sugar.
- Bags best Java Coffee.
- Bags Ceylon " "
- Bales Cassia.
- Bags Cloves.
- Cases Nutmegs.
- Bags Hemp Seed.
- Bags Canary Seed.
- Bales Senna.
- Kegs Bi-Carbonate of Soda.

In soliciting the patronage of the city and country trade, we would state that for a number of years we have paid special attention to the selection of Teas, and for the last two years we have not had a single complaint respecting the quality sent to any of our customers during that time. Our rule is to sell our goods at the lowest remunerative profits, to those who are in the habit of being prompt with their payments. To country merchants we would state, that owing to our being situated in one of the best thoroughfares of the city for the sale of Provisions, and having a large city trade, we are enabled to work off choice lots of Butter to advantage, as well as all other kinds of country Produce. An examination of our stock and prices solicited.

1-17 CAMERON & ROSS.

C I R C U L A R .

In reply to numerous inquiries we desire to express our regret that in the mean time we are unable adequately to meet the large demand that is being made on us for Finnan Haddies; arrangements have been made which will enable us to meet the want in two or three weeks, and to furnish an abundant supply in future seasons.

BLOATERS—We put up and send to market a large supply of herring, prepared after the manner of the well known Yarmouth bloaters. The fall and winter herring in this locality being fat and well flavoured, are better adapted for putting up in this shape, than even the English herring. We prepare them immediately after they are taken from the nets. Both in point of appearance and quality they can readily be distinguished from the fish put up in the States under the same name, which are prepared from the common salt herring.

KIPPERS HERRING.—In Scotland, Kipped Herring, during the short season when the fish are in full condition, hold the same place in public estimation that bloaters do in England. We put up the largest size of herring in this shape, and these Quoddy Kippers meet with ready acceptance wherever they have been introduced.

RED HERRING.—We have affixed this brand to herring we prepare for the home market, in order to distinguish them from the common smoked herring. The only article of smoked herring that has hitherto been known on this side of the Atlantic is the dry smoked herring, which was originally intended only for export to warm climates; and with a view to keeping, a comparatively poor fish has to be used for this purpose. We follow the distinction established in England, where the brands for export and for the home market are distinct, the latter being familiarly known as red herring. Under this name we put up an article which will be found to suit the old country taste, more especially, for a palatable relish of this sort.

BLOATERS, KIPPERS and RED HERRING, packed in boxes of two uniform sizes, bearing the brand of the firm, one containing about 60 lbs., and the other nearly one-third this quantity. For convenience of transport the small boxes are strapped together in bundles of three. Bloaters and red herring also packed in barrels and large cases. The trade supplied exclusively through agents appointed by the firm.

FINLAY & CO.

CAMPBELL, N.B., Feb. 1, 1863.

WHOLESALE AGENTS.

- MONTREAL. --- JOHN RHYNAS.
- QUEBEC. --- W. & R. BRODIE.
- TORONTO. --- REKORD & DILLON.
- St. JOHN, N.B. --- JARDINE & CO.
- NEW YORK. --- EARL & BARTHOLOMEW, 196 Greenwich Street.
- ROBERT MYHAN, 85 Day Street.
- FRANKLIN S. SCHENCK & CO., 111 Murray Street.

7-1w

ROBERT WATSON,

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

BOSTON.

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

OSHAWA.

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

ST. JOHN, N. B.

CUDLIP & SHIDER,
 TIMBER MERCHANTS, SHIP BROKERS, AND
 COMMISSION MERCHANTS,
 ST. JOHN, NEW BRUNSWICK.
 Refer to Bank of British North America. 6m-22

STEPHENSON & MCGIBBON,
 COMMISSION MERCHANTS,
 Are prepared to receive Consignments of Flour,
 Pork, and Canadian Produce, realizing the highest
 market rates for such, and prompt returns made.
 Drafts authorized.
 No. 8 North Wharf,
 St. John, N.B. 41-17

DAVID TORRANCE & CO.

**EAST AND WEST INDIA
 MERCHANTS.**

Exchange Court,
 1-17 MONTREAL.

THOMPSON, MURRAY & CO.
 GENERAL COMMISSION MERCHANTS AND IMPORTERS

42 St. Sacrament Street, Montreal,
 Sole Agents in Canada for
 J. Denis, Henry Mounio and Co., Brandies,
 Wolfe's Schiedam Schnapps.
 1-17

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 con-
 signments. Best prices realized and cash advances
 made when necessary.
 Good references given if required. 30-17

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

RIDOUT, AIKENHEAD & CROMBIE,
 (Late Ridout 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

**THE CHEAPEST BAGS IN THE DOMINION OF
 CANADA.**

100,000 SEAMLESS LINEN BAGS.
 Price reduced to 27½ 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. 42-17

WATCHES.

THOS. RUSSELL & SON,
 WATCH MANUFACTURERS,
 LONDON AND LIVERPOOL.
 Dr. nch House—57 Yonge Street, Toronto.
 W. Learmont, Agent, Montreal.
 P. R. Thompson, St. John, N.B. 63-17

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 Sessions, Carpenter & Co.)

Manufacturers, Importers, and Wholesale Dealers in **BOOTS, SHOES, LEATHER & FINDINGS,** No. 8 Wellington Street West, Toronto. C. W. 37-ly

ROCK OIL.

PARSON BROTHERS,

PETROLEUM REFINERS

and Wholesale Dealers in **LAMPS, Etc.,** Toronto, C.W. 37-ly

JOHN FISKEN & CO.,

ROCK OIL

AND GENERAL COMMISSION MERCHANTS

18 Corn Exchange, **MONTREAL,** AND 63 Yonge Street, **TORONTO.** 39-3m

TORONTO AUCTION MART.

Established 1834.

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

WILLIAM WAKEFIELD. FREDERICK W. COATE 39-ly

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.

W. & R. GRIFFITH,

Corner of Church and Front Streets, Toronto,

Are now receiving their Fall stock (*Direct Importations*) of **GENERAL GROCERIES, WINES & LIQUORS.**

Western purchasers are solicited to call and examine the Goods and Prices before buying their Fall stock.

All Goods sold at lowest Montreal prices. 37-ly

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. C. W. BURTING. 37-ly

TORONTO.

DRY GOODS.

A. R. McMASTER & BROTHER,

Importers of

BRITISH & FOREIGN DRY GOODS

And Manufacturers and Dealers in

CANADIAN FABRICS,

33 YONGE STREET, TORONTO, CANADA.

102 Cross Street, Albert Square, } **MANCHESTER,** ENGLAND.
Alexandra Building, James Street, } **LIVERPOOL,** ENGLAND. 37-ly

FIRST ARRIVAL OF

SPRING GOODS

4 Cases **STRAW GOODS.**

1 " **BLACK SKIRT BRAID.**

4 " **LADIES' & GENTS' MORROCCO BAGS**

1 " **CLAPS AND BUTTONS.**

2 " **SHOP TWINE.**

1 Bale **DRAB JEANS.**

JOHN MACDONALD & CO.,

21 and 23 Wellington Street, } **TORONTO.**
23 and 30 Front Street, }

Toronto, 4th Feb., 1868. 37-ly

NEW FALL GOODS.

JOHN CHARLESWORTH & CO.,

Wholesale Importers of

BRITISH & FOREIGN DRY GOODS,

MILLINERY, &c., 44 Yonge Street, Toronto. 37-ly

GEORGE BARKER & CO.,

MILLINERY & FANCY DRY GOODS

10 Wellington Street West, **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.

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 BEATY,

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 HARRINGTONS.)

Wholesale Dealers in all kinds of

SHELF and HEAVY HARDWARE

36 King Street East,

TORONTO.

WILLIAM LYMAN. JOHN MACNAB. 39-ly

J. GILLESPIE & CO.,

HATS, CAPS AND FURS,

WHOLESALE,

39 Young Street, Toronto. 40-ly

HURD, LEIGH & CO.,

IMPORTERS AND DECORATORS OF

FRENCH CHINA.

Hotels supplied.

73 Yonge Street, Toronto. 39-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 MANUFACTURERS,

HAMILTON, Ontario.

McINNES, CALDER & CO.,

IMPORTERS OF

BRITISH AND FOREIGN GOODS,

HAMILTON, Ontario.

44-ly

SANDFORD, McINNES & CO.,

Manufacturers of and Wholesale Dealers in
CLOTHING,

27 and 29 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 Sheeting, |
| Cotton Bags, | Cotton Yarn. |

DUNDAS COTTON MILLS AGENCY.

44

G. H. FURNER & CO.,

Importers of

MILLINERY, STRAW GOODS,

FELT HATS, MANTLES,
&c., &c., &c.,

King Street,

HAMILTON.

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 Insolvency Matters promptly
attended to.

B. MARTIN,

J. W. FERGUSON.

32-ly

HAMILTON.

KERR, BROWN & MACKENZIE,

Importers of

**BRITISH AND FOREIGN DRY GOODS
AND GROCERIES,**

Have always on hand a full stock of Prints, Cottons,
Woollens, Silk and Linen Goods, Hosiery, Gloves,
Shawls, Ribbons, Laces, Small-ware, Fancy Goods,
&c., &c.

ALSO

Tens, Coffees, Sugars, and General Groceries.

44-ly

JAMES SIMPSON,

WHOLESALE GROCER,

Market Square, Hamilton, Ont.

47-5m

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. KILGOUR, Agents,

No. 17, King Street, Hamilton, Ontario.

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

46-ly

EDWARD HAGILL & CO.,

Importers and Wholesale Dealers in

SHELF AND HEAVY HARDWARE,

South Side King Street, Hamilton, Ont.

36-ly

D. MOORE & CO.,

King Street East, Hamilton, Ontario,

Manufacturers of Stoves, 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

E. JEWELL DUNSTAN & CO.,

Agents for

British and Canadian Manufacturers,

AND

GENERAL COMMISSION MERCHANTS,

Royal Hotel Buildings, Hamilton, Ontario.

44-ly

W O O L.

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.

37-ly

W O O L.

LONG & BISBY,

DEALERS IN FOREIGN & DOMESTIC WOOL
42 James Street, HAMILTON, Ontario.

Consignments solicited, and orders promptly at-
tended to.

34-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. BURKHOLDER.

Cash Advances made on Consignments.

36-ly

HAMILTON.

HAMILTON POWDER COMPANY.

Manufacturers of the following Brands of Powder:

BLASTING F, FF, FFF, in kegs of 25 lbs. each.

CANNISTER POWDER,

In half-pounds, pounds, and six pound cannisters, of
the following celebrated brands, D S, C R.

EXTRA SPORTING AND DIAMOND GRAIN.

Office No. 2 King Street,

Hamilton, Ontario.

BENJAMIN CLARKE.

44-3m

JAMES WATSON,

Secretary.

President.

FOSTER & GALBRAITH,

Manufacturers of

HATS, CAPS, AND FURS,

HAMILTON, Ont.

44-ly

W. H. GLASSCO,

Importer and Wholesale Dealer in

HATS, FURS, &c.,
46-1y King Street, Hamilton, Ont.

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.

39-ly

JOSEPH BAWDEN,

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

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

47-ly

LONDON—ONT.

BOWLAND & JOHNSON,

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

FREDERICK ROWLAND.

JAMES JOHNSON,

43-ly

Sunnyside.

FRED. ROWLAND,

**GRAIN AND COMMISSION MER-
CHANT.** Flour, Oatmeal, Cornmeal, Split Peas,
Pot Barley, Barrel Pork, Sugar-cured Bams, Bacon
Lard, Cheese, Butter. London, Ont.

43-ly

BRANTFORD, ONT.

VICTORIA FOUNDRY,

CEEDAR STREET, BRANTFORD.

STOVES, PLOUGHS, &c., &c., in great
variety. Prices very low. Send for Illustrated
Catalogue and Price List. Address,
WILLIAM BUCK, Victoria Foundry, Brantford.

43-ly

**BRANTFORD ENGINE
WORKS**
OF ALL SIZES, PORTABLE, STEAM SAW
MILLS, &c., &c.
C.H. WATEROUS & Co. BRANTFORD, ONT.
43-ly

PORT HOPE, C. W.

E. S. HOWELL,

Forwarder, General Commission Merchant, and
Shipping Agent,

WALKON STREET, PORT HOPE, C.W. 34-1/2

OTTAWA.

GOVERNMENT HOUSE, OTTAWA,
Friday, 24th January, 1868.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL
IN COUNCIL.

ON the recommendation of the Honourable the Minister of Customs, and under the authority given and conferred by the 123 clause of the Act 30 and 31 Vic. cap. 6, intitled: "An Act respecting the Customs."

His Excellency in Council has been pleased to make and prescribe the following 'Regulations' respecting the Warehousing and bonding of Wheat, Maize or other Grain that may be ground and packed in bond, that is to say:

1. That the Collector or other Officer of Customs at any Warehousing Port in the Dominion of Canada, may deliver without payment of duty, to the Importer of any Maize or other grain from which flour or meal can be manufactured, on proper entry being made of the same, any quantity of such Maize or other grain for the purpose of drying, grinding and packing in such place and on such premises as shall be particularly described by such importer or owner.

2. That such buildings used for drying, grinding and packing of Maize or other grain, and the premises thereto belonging, with the description to be given thereof as aforesaid, shall, for the purposes of drying, grinding and packing Maize and other grain under the above mentioned Act, be deemed and considered a Government Bonded Warehouse, and that none of the Maize or other grain so brought into the said drying, grinding and packing building or upon the said premises, shall be removed therefrom without a proper ex-warehouse entry and use payment of all duties on the same, if intended for home consumption within the said Dominion, or upon due entry thereof for removal or exportation under the usual bonds, nor shall any flour, meal or other products from the maize or other grain aforesaid, be removed from the said premises without due entry as aforesaid either for consumption as aforesaid, for removal or exportation and payment of all Customs duties legally due on the flour, meal and other products into which the said maize and other grain shall have been manufactured as the case may be, allowance having first been made of five per cent on the said flour or meal for shrinkage in those cases in which the corn or other grain has been kiln-dried before grinding.

3. That before the importer or owner of any maize and other grain aforesaid, for the purpose of drying, grinding and packing, be entitled to obtain the delivery thereof either ex-ship upon their importation into the said Dominion, to be carried immediately to the drying, grinding and packing buildings and premises aforesaid, or out of any Customs Warehouse, in which the same may be warehoused, he shall give bond with two sufficient sureties to the satisfaction of the Collector of Customs at the port where such maize and other grain are imported or warehoused, in a penalty of double the amount of duties payable on the same, with the condition that the whole amount of the duties so payable upon the quantities of maize and other grain so delivered upon arrival or out of Warehouse as aforesaid, for the purpose of being dried, ground and packed in bond, shall within six months from the date of the bond to be so entered into, be well and truly paid to the Collector of Customs aforesaid for the use of Her Majesty, and the said importer or owner shall, before he can obtain the delivery aforesaid, further enter into and execute to the Collector for the use of Her Majesty as aforesaid, a general bond, the said importer or owner in the penal sum of one thousand five hundred dollars, and two approved sureties in the sum of three hundred and seventy-five dollars each, conditioned that at no period shall the quantity of maize or other grain, or the product thereof in the said building or premises be less than the quantity on which the bond or bonds for duties hereinafore mentioned, shall be outstanding and unpaid.

4. And for the purpose of further securing the due observance of the foregoing Regulations, the Collector of Customs, the Surveyor of Customs or warehouse-keeper or other approved officer of Customs at the port where the said maize and other grain shall be so bonded, or at the port nearest to the said drying or grinding and packing premises, shall at all times when such operations are being carried on therein have free access to and upon the said drying, grinding and packing buildings and premises, for the purpose of verifying the quantity of maize or other grain and their products therein, and any reasonable expenses attending such inspection shall be borne and defrayed by the importer or owner of the maize and other grain so undergoing drying, grinding and packing in bond.

The order of His Excellency in Council of the 1st August, 1867, prescribing Regulations on the above subject, but restricted to the Provinces of Quebec and Ontario, is hereby revoked.

WM. H. LEE,
Clerk Privy Council.

HENRY GEIST,
OTTAWA, Canada.

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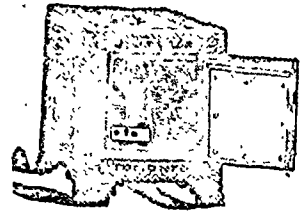
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THOS. WORTHINGTON.

For the Minister of Inland Revenue.

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