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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. IV.

MONTREAL, FRIDAY, JULY 10, 1868.

No. 28.

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PAPER MANUFACTURERS AND  
WHOLESALE STATIONERS, 378 St. Paul st.  
1-ly

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

**CHAPMAN, FRASER & TYLEE,**  
Successors to Matland, Tylee & Co.,  
WHOLESALE WINE, GENERAL  
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8-ly 10 Hospital st.

**GEORGE CHILDS & CO.,**  
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Nos. 20 & 22 St. Francois Xavier st.,  
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IMPORTERS, WHOLESALE GRO-  
CERS, and General Commission Merchants, corner  
McGill and College streets, Montreal. 8-ly

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

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

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

**S. H. MAY & CO.,**  
IMPORTERS OF STAR & DIAMOND  
STAR WINDOW GLASS, Paints, Oil, Varnish,  
Brushes, Spirits Turpentine, Benzole, Gold Leaf, &c.,  
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**S. H. & J. MOSS,**  
WHOLESALE CLOTHIERS.  
IMPORTERS OF WOOLLENS, TAILORS'  
TRIMMINGS, &c. 5 and 7 Recollet Street and  
Ontario Block, 422 Notre Dame Street, MONTREAL.  
Our stock of Fall and Winter Clothing is now  
complete, and is well worth the attention of buyers  
East and West. To meet the requirements of the  
several Provinces, especially of New Brunswick and  
Nova Scotia. Clothing is now manufactured on the  
premises under the supervision of English and Amer-  
ican Foremen. 33-ly

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

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

**HUGHES BROTHERS,**  
DRY GOODS IMPORTERS,  
491 ST. PAUL STREET. 33-ly

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

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

**CARGO OF SUGAR FOR SALE.**  
THE Subscribers are now receiving, and  
offer for sale, the cargo of the  
Brig "SIX FRERES,"  
(Just arrived from Barbadoes)  
CONSISTING OF:  
Hhds } Choice Bright Barbadoes Sugar.  
Tierses }  
Bbds }  
Puns Molasses.  
ALSO IN STOCK.  
3,000 packages of new fresh Green and Black Teas.  
With out assa. and general assortment of Groceries.

**TIFFIN BROTHERS.**  
Montreal, 11th May, 1868. 1-ly

**BUCK, ROBERTSON & CO.,**  
COMMISSION MERCHANTS,  
FOR THE SALE OF  
Butter, Cheese, Flour, Grain, Oatmeal, Dried Apples,  
Fruits, and all kinds of Country Produce.  
CORNER OF M'GILL AND WILLIAM STREETS,  
Opposite St. Ann's Market,  
MONTREAL. 35-6-m.

**JAMES MITCHELL.**  
HAS JUST RECEIVED  
166 hhd. Choice Sugar, ex "Empress," from Bar-  
badoes.  
ALSO IN STORE AND TO ARRIVE  
239 hhd. } Choice Barbadoes and Jamaica Sugar  
139 brls. }  
103 puns do. Cienfuegos and Trinidad Molasses.  
25 puns Demerara and Cuba Rum.  
9 hhd. "United Vineyard" Brandy, 1863.  
94 brls pure Cod Oil.  
80 bags Fine Jamaica Coffee.  
&c., &c., &c.  
Montreal 4th June, 1868. 1-ly

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

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

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

**DAWES BROS. & CO.,**  
COMMISSION MERCHANTS  
MONTREAL.  
Consignments of Flour, Grain, Leather, Ashes,  
Butter, &c., receive personal attention. 8

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

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METAL MERCHANTS,  
MONTREAL.  
Sole Agents in the Dominion of Canada for the  
following Manufacturers:  
Wm. Allaway & Sons, Tin and Canada Plates; Works  
at Lydney, Parkend & L.E.  
Morwood & Co., Lyon Galvanizing Works, Bir-  
mingham  
A. & J. Stewart, Boiler Tubes, Clyde Tube Works,  
Glasgow.  
W. N. Baines, Engineers' Brass Work, Lancefield  
Brass Foundry, Glasgow.  
S. H. Dobbie & Co., Tinned Holloware, Park  
Foundry, Glasgow.  
Geo. Fairbairn & Co., the F Horse Nails, Camelon  
Park, Falkirk.

**ALWAYS ON HAND**  
A large and well-assorted stock of Stamped and  
Japsuned Tinware and General Furnishings, for  
Tinsmiths, Plumbers, and Brass Founders 1-ly

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

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MACHINE THREAD  
427 ST. PAUL STREET,  
9-ly

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1 St. HELEN STREET, MONTREAL,  
33 COLBORNE STREET, TORONTO.  
TOUGH METAL SCOTCH-FACE TYPES,  
PRINTERS MATERIAL OF ALL KINDS.  
Books and Jobs Electrotyped and Stereotyped.  
22-6-p

**FELT HATS—SPRING STYLES.**  
GREENE & SONS. 1-ly  
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CLOTHING.  
WHOLESALE.  
148 & 150 MCGILL STREET, Montreal. 6-ly

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OIL, LEAD & COLOR MERCHANTS.  
Importers of Window Glass, &c., No. 13 Lemoine  
Street, facing St. Helen Street, Montreal. 1-ly

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

**W. R. HIBBARD & CO.,**  
Manufacturers of and Wholesale Dealers in  
TRUNKS, VALISES, & CARPET BAGS,  
554 and 556 Notre Dame Street, Montreal. 33-ly



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Royal Mail Through Line for Beauharnois, Cornwall, Prescott, Brockville, Gananoque, Kingston, Cobourg, Port Hope, Darlington, Toronto, & Hamilton.

DIRECT WITHOUT TRANSHIPMENT.



THIS Magnificent Line, composed of the following FIRST-CLASS IRON STEAMERS, leaves the Canal Basin, Montreal, EVERY MORNING (Sundays excepted), at NINE o'clock, and Laching on the arrival of the train leaving Bonaventure Station at NOON, for the above Ports, as under, viz.:

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Connecting at PRESCOTT and BROOKVILLE with the Railways for Ottawa City, Kemptville, Perth, Arnprior, &c.

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The steamers of this line are UNEQUALLED, and from the completeness of their present arrangements, present advantages to travellers which none others can afford. They pass through all the rapids of the St. Lawrence, and the beautiful Scenery of the Lake of the Thousand Islands by daylight.

The greatest despatch given to Freight, while the rates are as low as by the ordinary boats. Through rates over the Great Western Railway given.

Through Tickets, with any information, may be obtained from D. McLean, at the Hotels; Robert McEwan, at the Freight Office, Canal Basin; and at the office, 73 Great St. James Street.

ALEX. MILLOY,  
Agent.

Royal Mail Through Line Office,  
73 Great St. James Street,  
Montreal, 25th April, 1863 } 13

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LEWIS, KAY & CO.,

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

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Importers of  
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DRY GOODS IMPORTERS,  
166 McGill Street, Montreal.  
Our Stock of Spring and Summer Goods is now very complete, to which we invite the attention of Western Merchants 8-ly

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IMPORTERS OF  
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DRY GOODS, WHOLESALE,  
Corner of St. Paul and St. Sulpice streets,  
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BOILER TUBES, DRAIN PIPES,  
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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  
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ISSUES ORDINARY LIFE,

TEN YEAR NON-FORFEITING LIFE,

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1868. SPRING. 1868.  
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 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, JULY 10, 1868.**

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

A letter written by Mr. E. H. Derby, of Boston, to  
*Herald's Railway Journal*, given in another column,  
 suggests the opening of a communication with Boston  
 either by way of the Passumpsic or Boston, Cunard  
 and Montreal line. Mr. Derby goes out of his way  
 to state that seven-eighths of the people of the Mar-  
 time Provinces would prefer a close connection with  
 the United States to a Union with the New Dominion,  
 but as he has already confessed to the need Boston  
 has for Reciprocity, we may be allowed to imagine  
 that with him "the wish was father to the thought,"  
 and that not quite seven-eighths of our Maritime  
 fellow colonists are hankering after the dubious pri-  
 vileges attendant on citizenship of the United States.

**GRAND TRUNK RAILWAY COMPANY.**  
**A MEETING** called by advertisement, signed by  
 Messrs. A. Creak and William Hartridge, of  
 Bond and Stockholders was held in London on the  
 18th ult, Mr. A. Creak in the chair. The meeting  
 stated to be very large and influential, was a sort of  
 indignation one, called more especially to request the  
 resignation of the present Board, and to condemn  
 the action of the Directors in refusing to furnish a  
 list of registered proprietors in the Company to Bond-  
 holders desirous of obtaining such a list. A letter  
 was read from the Secretary explaining that it was,  
 acting on legal advice, impossible for the Board to  
 furnish the list; and also asking the meeting "to  
 point out especially any things, either as regards the  
 present or the future, which are considered wrong  
 "or undesirable in the management of the under-  
 "taking." The letter pointed out the right of the  
 Directors to this from their personal interests, £1,170,000  
 of ordinary and preference stock being held by them-  
 selves or their firms. The following resolutions were  
 adopted:—  
 "That this meeting entirely disapproves of the  
 "refusal of the Directors to supply the requisitionists  
 "with a list of the Bond and Stockholders."  
 "That the Directors be requested to furnish Messrs.  
 "Creak and Hartridge with a list containing the  
 "names and addresses of the Stock and Bondholders  
 "of the Grand Trunk Railway at the earliest possible  
 "period."

**MONTREAL SAW WORKS.**  
**MORLAND, WATSON & CO.,**  
 Manufacture all descriptions of  
**CIRCULAR, MILL CROSS-CUT,**  
**BILLET WEBS,**  
 &c. &c.  
 Reduced Price List just issued.  
 Special discount to the Trade,  
 Montreal, June 25, 1868 1-1y

**THE COMMERCIAL UNION ASSURANCE CO'Y**  
 19 & 29 CORNHILL, LONDON, ENGLAND.  
**CAPITAL £2,500,000 Str—INVESTED over \$2,000,000**  
**FIRE DEPARTMENT.**—Insurance granted on all  
 descriptions of property at reasonable rates.  
**LIFE DEPARTMENT.**—The success of this branch  
 has been unprecedented—**90 PER CENT.** of pre-  
 miums now in hand. First year's premiums were  
 over \$100,000. Economy of management guaranteed.  
 Perfect security. Moderate rates.  
 Office 385 & 387 St. Paul Street, Montreal.  
**MORLAND, WATSON & CO.,**  
 General Agents for Canada.  
**FRED. COLE, Secretary.**  
 Inspector of Agencies—**T. C. LIVINGSTON, P.L.S.**  
 9-1y

"That this meeting is of opinion that the time has  
 "arrived when the interests of the Company will be  
 "best promoted by the retirement of the present  
 "board in London, and hereby request their re-  
 "signation."  
 The principal charge brought against the present  
 board by the chairman in introducing the last resolu-  
 tion was that they had charge of so many other large  
 private and public interests, as to leave them no  
 leisure to give the Grand Trunk affairs, and that con-  
 sequently they ought to retire, and make way for  
 those who would give up their whole time and atten-  
 tion to the economical working and management of  
 the road. He referred particularly to the chairman,  
 Mr. Watkins, whom he acknowledged to be a man of  
 great ability and great power, but who, he said, was  
 also chairman of the Manchester, Sheffield, and Lin-  
 colnshire Railway; chairman of the South Eastern  
 Railway; a Director of the Great Eastern, and in ad-  
 dition to all this, a member of Parliament for Stock-  
 port. Mr. Baring, Mr. Glyn, Mr. K. Hodgson, and  
 Mr. Wollaston Blake, were also mentioned as gentle-  
 men standing exceedingly high, but engaged in busi-  
 ness of vast importance to themselves and others.  
 The Chairman then went on to refer to various mat-  
 ters in which he considered the management of the  
 Grand Trunk had been unfortunate in its results, and  
 disappointing to its proprietors.  
 The resolution was adopted with only one dis-  
 sentient; and another resolution moved and carried,  
 appointing a committee to carry into effect the pre-  
 ceding resolutions.

**THE NEW UNITED STATES INTERNAL TAX BILL.**  
 At a late hour on Friday afternoon the House of Re-  
 presentatives passed the new tax bill, and it now goes  
 to the Senate for concurrence. According to its pro-  
 visions the tax on whiskey is fixed at fifty cents for  
 every proof gallon, and all spirits in bonded ware-  
 houses must be withdrawn within six months and pay  
 a tax of four dollars per barrel in addition to that of  
 fifty cents per gallon. The system of bonding is  
 abolished, and henceforth the tax is to be paid at the  
 distillery. The tax on tobacco is fixed at thirty-two  
 cents for chewing and snuff; five dollars per thousand  
 for cigars, cigarettes and cheroots, and two dollars  
 and a half per pound and twenty-five per cent. ad va-  
 lorem on foreign cigars, this latter being a reduction  
 from the present duties. Contrary to what was ex-  
 pected, the bill is not devoted exclusively to whiskey  
 and tobacco. The tax on banks is also regulated.  
 This is fixed at one per cent per annum on private de-  
 posits, three per cent per annum on public deposits,  
 and the half of one per cent per annum upon the capi-  
 tal employed by banks and bankers. A strong effort  
 was made to levy a tax upon the interest received by  
 the national banks from the bonds held by them, but  
 it failed.



## ASYLUMS AND HOSPITALS.

## ARTICLE II.

HAVING recently given some statistics regarding our "Prisons and Prisoners," we proceed to give from the same blue book a few particulars regarding our Asylums and Hospitals. There are no classes of the community so much to be commiserated as those who are insane and sick; the former in particular ought to excite the sympathy of everyone, mental infirmity being the greatest of earthly misfortunes. Canada has made very fair provision for these unfortunates. There are two Asylums for the Insane in Quebec and in Ontario; besides the large Provincial Asylum at Toronto, and the University branch, there are two large institutions at Orillia and Malden. At Kingston, another large Asylum, for Criminal Lunatics, has been erected. All of these institutions are under the charge of experienced medical superintendents. We shall first allude to those of the Province of Quebec.

## VII.—BEAUFORT ASYLUM.

This Asylum is a private enterprise carried on under contract with the Government, and is the only one of the kind. All the others have been established by the Government. The following particulars are worth recording:—

Number Lunatics 31st Dec. 1866	608
males	286
females	318
Admitted during 1866	163
Discharged recovered	37
improved	11
unimproved	7
Died during year	62

The Asylum at St. John's contains but few patients compared to that of Beaufort, being a much smaller institution. The number of insane persons at the close of 1866 was only 82, there having been 29 admissions, 13 discharges, and 11 deaths during the twelve months. The medical superintendent, Mr. Howard, says in his report:—"Lower Canada is in a miserable state for want of a Lunatic Asylum. Beaufort is more than full, St. John's is the same. Will the Government of Lower Canada be prepared to grapple with this question at once? Will it have the means, with the many other calls upon it, to build a Lunatic Asylum?"

We shall next refer to the Provincial Asylum at Toronto and its branches:—

## VIII.—THE PROVINCIAL ASYLUM.

Number Lunatics 31st Dec., 1866	472
males	211
females	261
Admitted during 1866	64
Discharged	30
Deaths	23
Number at Orillia branch	121
Admissions during 1866	10
Discharged 1; died 8	9
Number at Malden branch	235
Admissions during 1866	23
Discharged 13; eloped 1; died 6	20

Notwithstanding this large number of Insane who are provided for, very many applications have to be refused annually for want of room. To meet the demand, the Asylum at Toronto is being largely increased in size; but we fear that, when completed, there will still be more accommodation required. In the Rockwood Criminal Asylum at Kingston, the number of inmates at the close of 1866 was 151. Most of these are of the class "dangerous to be at large." The superintendent, Dr. Litchfield, mentions some very singular cases in his report; he refers to several persons who committed crimes during a temporary fit of insanity, but whose actions are now generally of the most exemplary character. He speaks strongly against the practice of confining Lunatics in goals among criminal prisoners, or, in fact, against keeping these unfortunates confined in a dungeon at all.

## IX.—QUARANTINE STATIONS.

We call out the following facts regarding the inspections at the Quarantine Station, Grosse Isle, from the 28th April to the 31st October, 1866:—

Number of vessels inspected	1,128
Passengers and Seamen inspected	42,712
Number of deaths on voyage	191
births	50
sick in hospital	271
deaths	23

The returns of the Marine Hospital, Quebec, show that during 1866, some 1,303 patients were admitted. Of those 638 were sailors, 46 emigrants, and 619 residents of that city. There were 63 deaths during the year, and at its close 72 patients remained in the

institution. This hospital is partly sustained by the Dominion Government, and partly by the Local.

## X.—THE DEAF, DUMB, AND BLIND.

There is an institution for this unfortunate class at Hamilton, which is conducted by T. B. McGann, Esq., very ably. No returns of this institution are given, which is, indeed, more of a private than a public character. It is to be hoped the Local Governments will early make provisions for properly caring for and educating this interesting class of the community. We are sure the people not so afflicted will not begrudge any reasonable outlay for such a laudable purpose.

## GRAND TRUNK OF CANADA.

(From Herapath's Journal.)

MR. EDITOR,—Events of much significance and importance to the Grand Trunk line have recently occurred at Portland, its eastern terminus. The city authorities of Portland have voted to subscribe \$1,500,000 or £300,000 for the construction of new lines of railway to compete with the Grand Trunk, and to reach Canada and the west by more direct routes. One of these lines is to connect with the Ogdenburg and the other with the Rutland and Vermont Central Railways. Although more direct, they are obliged to forego the great advantage of crossing the St. Lawrence by the only bridge below Niagara Falls, which is held by the Grand Trunk alone, while the people of Portland have induced the Grand Trunk to adopt a wide gauge for the purpose of preventing a diversion to Boston, and have been trying to confine the Grand Trunk to Portland, where freight for Boston is shifted by the narrow gauge and desire to make Portland its eastern outlet. While they thus far led it to sacrifice the great advantage of a direct route to Boston, through the rich and populous districts of Massachusetts, they now require it by the building of rival lines to shorten the distance to the West and Upper Canada. We may draw from this two conclusions:—First, that even Portland is dissatisfied with the management of the Grand Trunk. Second, that the Grand Trunk is exonerated from all obligations to confine its business to Portland. By a little encouragement to one of two short lines through River Valleys, near the line between Canada and the States, and at a cost of but \$5,000 per mile for twenty-five to twenty-eight miles of railway, it can connect itself with Boston, shortening the present route by fifty miles on one route, and taking the manufacturing centres on the way. By this connection, also, it opens a new and eligible route from Quebec and Montreal to New York. This connection might be effected in a year by a loan on the security of a good first mortgage or less than £100,000 at five per cent. to responsible Companies, or by the absolute payment of less than £20,000, and I feel confident it might increase the net receipts of the Grand Trunk more than £40,000 a year. If this connection had been made seven years since, I have no doubt that the Grand Trunk would have been long since paying dividends, and have averted the repeal of the Reciprocity Treaty which was moved by Mr. Sumner, a Boston senator. Thus far the Grand Trunk line, seeking to divert trade from Boston, the heart of New England, and to make Portland a port for Canada and a substitute of Boston, has found little or no support or countenance in Boston. It has been considered in the light of an opposition line. All this might be changed by an improved route to Boston and by better management. Despatch and promptitude, in which it is now said to be deficient, might be insured by an improved connection, and the great saving in the cost of freight, by a saving of fifty miles in distance, would much more than compensate for the diversion of Boston traffic from its eastern end. It would always obtain three and four shillings more per ton for goods sent from Montreal direct to Boston, than the freight to Portland, on account of the superior attractions of Boston. Where Portland sells merchandise to the amount of one dollar Boston sells to the amount of twenty-five dollars, and the population of Boston and its environs, now rated at 350,000, is at least ten times that of Portland.

The Grand Trunk seems never to have appreciated the value of the market afforded for breadstuffs by the great centres of manufactures in the basin of the Merrimack, which lie between the Canada line and Boston. Here is an active population of several hundred thousand, in a district that raises no wheat and few cattle, but manufactures annually half a million bales of wool and cotton and many other commodities, and here the Grand Trunk could get as high a freight for its breadstuffs as at the Boston terminus, with a great saving of distance.

Should a connection be made by a branch of twenty-five to twenty-eight miles, with either the Passumpsic or the Boston, Cunard, and Montreal line, as suggested, it would enable the pleasure travellers who now in summer go around the White Mountains by stage coaches to travel on the Grand Trunk, and draw many to Montreal. It would also shorten the distance from Quebec to New York, via the Grand Trunk line, more than 50 miles. As respects reciprocity, it is of great importance to the Grand Trunk and to Boston, and Boston has great influence to obtain a renewal of the Treaty of Reciprocity. The repeal of that treaty is a serious embarrassment to commerce, and an injury both to the provinces and Boston. There has been quite a famine the past winter among the fishermen of Nova Scotia, and seven-eighths of the people of the maritime provinces would prefer a close connection with the United States to a union with the New Dominion.

Their natural trade is with the States. They have the fish, coal, plaster and timber, which the States require, while Canada has wool, furs, pine timber, oats

and barley, to exchange for the corn, cotton and tobacco of the States. Most of the vessels which carry Canada products to the Lower Provinces return light, while the vessels that take fish and plaster from the Lower Provinces to the States go back in ballast, although formerly they took full cargoes. Boston wants either union or reciprocity, and close connections by rail and steamers. The European and North American line will soon be finished, and help the Grand Trunk much more than the preposterous Intercolonial line through cold and dreary wastes. It would be worse than the Riviere du Loup line below Quebec. It would be a mere military road, which helps no one and would not pay its expenses, while the other combines European, Provincial, United States and local traffic, and is aided by the States and Provinces.

The Grand Trunk, under wise management and improved legislation, may yet succeed.

Yours &c.,

E. H. DERBY.

46 Court Street, Boston, U.S., June 2, 1868.

P. S.—The present distances from Boston to Montreal are as follows:—By Grand Trunk, via Portland, 403 miles; by Vermont Central, which now takes most of the trade, 326 miles; by Grand Trunk, over new connection, 368 miles. With the new connection and control of the bridge the Grand Trunk can recover a great part of the trade.

THE PRESENT AGITATION AGAINST THE LONDON BOARD OF DIRECTORS.

The London Railway News of the 13th June says:—

We are anxious, before it is too late, to give a word of caution to the small section of bond and shareholders of the Grand Trunk Railway, who appear to be entering on a course of conduct calculated seriously to interfere with the prosperity of the undertaking. As far as we understand the movement the share and bondholders are disappointed at the non-payment of interest on the bonds, and desire to make a change in the direction of the company, thinking that by this step they will be improving their position. It is a hardship no doubt that the payment of interest should be delayed, but it is because we believe that the hardship in question is not caused in any way by the acts or policy of the present board that we deprecate any hasty or ill-considered change. It is about as absurd and illogical to connect the present management with the disappointment which has occurred as it would be to establish relations of cause and effect between Tonderden steeple and the Goodwin Sands. The circumstances which have brought about this state of things in the Grand Trunk, as in other Canadian lines, are wholly beyond the control of any board of directors, either here or in Canada, and the shareholders should pause before they lend themselves to an agitation which cannot by any possibility improve, and may seriously damage the position of the company. What are the broad facts connected with the Grand Trunk line? During the last six years the gross receipts of the line have increased from £776,000 to £1,313,000, while the working expenses have risen from £623,000 to £887,000. In the year 1861 there was no charge for renewals, while in 1867 the expenditure under this head was £140,000. In 1861, too, there was happily no loss on American currency, while last year this was represented by a sum of no less than £60,000. Notwithstanding, however, the additional charge under these two items in 1867 as compared with 1861 the available revenue balance had increased from £142,000 in the latter year to £224,000 in the former. During the six years under review, owing to the difficulty which has arisen in obtaining capital, there have been charges against revenue for renewals, many of which under other circumstances would have been made to capital, amounting to £713,000. The total loss which the company has sustained by the American currency has been £351,000. In addition to this loss, there has been increased cost of materials and higher wages, consequent on the inflation of the currency, which has absorbed an undue proportion of the receipts of the line. Now, in a financial point of view, we contend there is nothing in these figures on which to found a charge of neglect of duty, or mismanagement of the company's affairs by its representatives, either in this country or in Canada.

It should not be forgotten that the gentlemen who are now agitating for a change in the board of directors are the same who, in 1862, acted as a committee for re-arranging the affairs of the company; and who, after careful enquiry, came to the conclusion that by the present time the undertaking would be in a position to pay the interest on all its bonded debts. These gentlemen could not have foreseen what has since occurred—the breaking out of the American War, the Repeal of the Reciprocity Treaty, Fenianism, a succession of bad harvests, and commercial panic and disaster to which causes may be attributed the disappointment which has been experienced. If the committee are not responsible for these things, neither can the directors be responsible. As Mr. Baring very properly pointed out at the last meeting when an attack was made on Mr. Brydges:—

"Mr. Brydges cannot be held responsible for the war in America, for the increase of wages in Canada, and for the increase of cost necessarily arising in productions connected with labour. He cannot be responsible for the £60,000 or £70,000 a year diminution in our receipts from greenbacks, nor for the cessation of the Reciprocity Treaty with the United States. Then, if there have been renewals, and necessary renewals, let the blame rest upon the heads of those who first laid down the rails. I was at that time chairman in London, and certainly the rails were not of that quality which could be desired; but it is important that you should not suppose that because those events have occurred which have so much affected the results of our receipts, any blame attaches to the manager on that side of the water."

It should also be borne in mind, in considering this question, that the present board of directors are not only not responsible for the disappointing state of affairs, but that, in the event of the board being

constructed, it would be difficult indeed to obtain another in which the public would feel an equal amount of confidence. There is not a board of any railway company in the kingdom which can boast of having among its members three such men as Mr. Thomas Baring, Mr. G. C. Glyn, and Mr. Kirkman Hodgson, representing three of the greatest banking establishments in the world. The board also numbers among its members Mr. Richard Potter, who was for some time chairman, and has long been a director, of the Great Western Railway, and Captain Tyler, whose extensive and practical acquaintance of all matters connected with the working of railways must be of great value to any direction with which he is associated. The name of Mr. Walker is too well known to need a word of commendation from us. Mr. H. Wollaston Blake is also director of the London and North Western Railway. We question whether any board in the country possesses so much talent and ability, and is so well deserving of the confidence of the public, as is that of the Grand Trunk Railway. We know that it has been stated that Mr. Baring and Mr. Glyn are rather ornamental than useful members of the board; but those who put forward this objection must be imperfectly acquainted with the valuable assistance which those gentlemen have from time to time rendered to the company, and the large stake which they personally hold in it. Messrs. Baring and Glyn were appointed representatives of the Government of Canada at the origin of the company, and might have retired at any moment they pleased; but they felt, as honourable men, that they could not retire, with credit to themselves or advantage to the company, in the time of its difficulty. As Mr. Baring informed the shareholders at the last meeting, if it was considered that their presence at the board damaged the company, they would both be happy to retire; but the shareholders would do well to consider the warning given by him on the same occasion:—

"I think you hardly act in the way in which as men of business you should act in conducting a concern which, I am ready to allow, we were all wrong in undertaking, and which no doubt stands at present in a very unfavourable position; but it is not by abuse of your manager, or condemnation of his conduct, when events have been against him and the company for the last six years, that you will promote your own interests."

But the time at which this agitation is commenced is singularly inopportune. The company has passed through great difficulties, and now, at the very moment when the prospect appears to be brightening, this discontent is shown by a small section. The harvest prospects are said to be magnificent; negotiations are going on for the renewal of the Reciprocity Treaty, or at all events for the adoption of some measure which will mitigate the evils of its repeal; the Intercolonial Railway is about to be formed; the settlement of the Hudson's Bay difficulty has been taken in hand and when completed will open a new field of emigration; while the high prices of necessaries of life, accompanied by difficulty in obtaining employment in the United States, are also causing increased attention to be directed to emigration to Canada. The American currency will, there is reason to believe, decline rather than increase; the traffic on the line for some weeks past has shown a most gratifying increase, which it is expected will be maintained; and the new engines, which, thanks to the assistance afforded by Mr. Baring, have been placed upon the line, will, with the additional rolling stock, enable the company to carry much additional traffic. And last, though not least, there is every prospect of a satisfactory termination to the negotiations now going on with the Government of Canada. There is every reason to believe that, aided by these favourable circumstances, the directors will be in a position to show more satisfactory results to the bondholders in the present half-year than in the past; and we cannot therefore avoid the conclusion that the present movement for displacing the board is not only injudicious, but at the present time highly inexpedient.

#### AN IMPORTANT DESPATCH.

THE following letter from the Colonial Secretary to Lord Monck, containing the answer of Her Majesty's Government to the petition of the discontented Nova Scotians, appeared in the London Times of the 17th June:—

"DOWNING STREET, June 4, 1868.

"MY LORD,—I duly received the address to the Queen from the House of Assembly of the Province of Nova Scotia, contained in your Lordship's despatch, No. 42, of the 14th of March, representing that they objected to the measures of Confederation by which the Province has been joined with Canada and New Brunswick, and praying that, so far as regards Nova Scotia, the Act of the Imperial Parliament effecting the union may be repealed. I have also had an interview with Mr. Joseph Howe, Mr. William Annand, Mr. Troop and Mr. Smith, being a deputation who were appointed by the Executive Council of Nova Scotia to visit this country in order to explain and support the representations offered against Confederation. I have the honor to inform you that I have laid the address of the House of Assembly before the Queen, and that Her Majesty received with much satisfaction the assurances which it contains of their unabated loyalty and attachment to her person and Government. The Queen regrets to learn that any dissatisfaction should have been caused among her faithful subjects in Nova Scotia by the measure of Confederation adopted by the Imperial Parliament and assented to by the Crown; but Her Majesty trusts that the objections which have been expressed may admit of removal. I can assure your Lordship that the subject of the address has engaged the earnest consideration of Her Majesty's confidential advisers. They are well aware that the inhabitants of Nova Scotia have always been distin-

guished by a sentiment, honourable alike to the colony and to this country, of attachment to the British Crown and Government, and they are anxious to promote the contentment of a people so justly entitled to consideration. But the magnitude of the interests at stake renders it a duty not to shrink from examining fully the grounds of the complaints which have been adduced, and if it should prove that some of them are mistaken and others removable, I should indulge the hope that a different view of the subject will be ultimately taken. The leading complaints appear to be reducible to two. Firstly, that Confederation was accomplished without properly consulting the Province; and, secondly, that the results may be prejudicial to some of its special interests. Now as far as regards the second of these topics Her Majesty's Government feel that they need only draw the attention of yourself and of your Government to the points raised in the address relative to taxation, the regulation of trade, and the fisheries, as they are confident that it will be equally the wish of your Government and of the Parliament of the Dominion to relax or modify any arrangements on these subjects which may prejudice the peculiar interests of Nova Scotia and of the maritime portion of the Dominion. No doubt can be entertained that the Parliament of the Dominion will be fully alive to both the justice and the expediency of consulting all the various interests of the territory over which its jurisdiction extends. With respect to the evidences of the opinion of the provinces, I observe that Nova Scotia was on several occasions the first of the provinces to move the project of Confederation. In 1854 it was proposed in the Legislature of Nova Scotia. In 1857 it formed one of the topics intrusted to some delegates from the Government of Nova Scotia to H. M. Government. The plan was moved in Canada in 1858, but, being subsequently dropped, was revived in Nova Scotia in 1861, and made the subject in 1862 of a circular address from Nova Scotia to all the other provinces. In 1864 delegates were appointed by the Government of Nova Scotia to attend the conference at Quebec that framed the scheme on which the Act of Confederation now in force is based. As soon as that scheme was unanimously adopted by the delegates from the several Provinces, the Secretary of State remarked that the project should be submitted to the Legislatures. Prince Edward Island declined both in 1865 and 1866, and Newfoundland never adopted the proposal. But in 1866, both Houses of the Legislature in Nova Scotia, and both Houses of the Legislature in New Brunswick passed resolutions (of which copies are annexed to this despatch) requesting the Governor to name delegates to arrange with the Imperial Government a scheme of union, while Canada had previously passed several resolutions, of which also copies are annexed. Such were the proceedings which attested to the Government of this country, on the highest authority, the wishes of the Legislatures in those Provinces. I am advised that the Act of Confederation was duly and lawfully passed in the Imperial Parliament. It is objected that no previous appeal was made to the people in the Provinces; but this has not been thought necessary in parallel cases. There was none, for instance, in uniting the two Canadas in 1839, although much difference of opinion existed, and in Upper Canada much close conflict in the debates. An appeal to the country was proposed in the Assembly of Upper Canada at that time, and rejected by a large majority. The same proposal was made in the late debates on Confederation in Canada, New Brunswick, and Nova Scotia, but in all of them was thrown out by a large majority.

Again, it has been objected that the union was not made subject to legislative ratification by the several Legislatures. But no such course has been followed in the numerous modifications of Colonial Constitutions, and in the separations and unions of Colonies, which have been effected by Imperial legislation. It does not happen, however, that after the present measure had been introduced into the Imperial Parliament and its terms made public, it was cordially approved by both Houses of the Legislature in Nova Scotia in their addresses to the Governor at the opening of the Session in 1867. And the same occurred in New Brunswick, where the Session opened after the Imperial measure had become law. Copies of the passages to which I refer are annexed. The Provincial Government and Legislatures in the present case, after the terms had been substantially settled, with the knowledge and approval of all, looked to the Imperial Parliament to accomplish their union. This has been done exactly in the manner requested; the neighbouring Province of New Brunswick has entered into the union, in reliance on having with it the sister province of Nova Scotia, and vast obligations, political and commercial, have been already contracted on the faith of a measure so long discussed and so solemnly adopted.

"I should do injustice to the character which Nova Scotia has always conspicuously borne as a faithful member of the general British community if I did not add as a consideration sure to have weight with it that the measure is believed by Her Majesty's Government to be not merely conducive to the strength and welfare of the Provinces, but also important to the interests of the whole empire. I have already said that any practical regard which may be due to the special position and interests of the Province will, Her Majesty's Government are confident, be cheerfully given by the Parliament of the Dominion; but after the foregoing explanations, I trust that the Assembly and the people of Nova Scotia will not be surprised that the Queen's Government feel that they would not be warranted in advising the reversal of a great measure of State, attended by so many extensive consequences already in operation, and adopted with the previous sanction of every one of the Legislatures concerned, and with the subsequent approval of the Legislatures of Nova Scotia and New Brunswick.

"I have, &c.,

"BUCKINGHAM AND CHANDOS,  
To the Right Hon. Viscount MONCK, &c.

#### MERCHANTS' BANK OF CANADA.

REPORT of the Directors to the Shareholders at the first Annual Meeting, held in its Banking House Montreal, on Monday, the 6th July, 1868.

The President took the chair at noon. Mr. H. B. Cumming and Mr. T. H. Whitney were requested to act as scrutineers, to receive the votes of the shareholders.

The President then read the following

#### REPORT:

Events, important in the history of this institution, have occurred since our last annual meeting.

The amalgamation of the Merchants' Bank with the Commercial Bank of Canada, the change of the name of the institution thus created to the "Merchants' Bank of Canada," and the new arrangements requisite for carrying on the business have occupied much of the attention of the Directors, and have all been successfully accomplished.

Subsequent experience, so far as it has gone, seems to indicate that the terms of the agreement were not unfair to either institution, and it is hoped will in the end be beneficial to both.

At the date of the amalgamation the liabilities of the Commercial Bank amounted to \$1,170,900; and, as it was uncertain how much of this would require at once to be paid, it became necessary for the Merchants' Bank to call in a portion of its loans, in order to be prepared to meet every demand as it arose. The facility with which this was accomplished, and without injury to its customers, was a favorable indication of the character of its business.

But of necessity this action interfered with the profits which the Bank would otherwise have made, as but little business could be done until it was seen how much of its funds would be required to meet the payments, and this could not be ascertained for some weeks.

In point of fact, therefore, the half year's business represents in reality but little more than one-third of that period; but on the other hand, as the debts due to the Commercial Bank carry interest, the difference will be made up from that source.

The assets received from the Commercial Bank in figures exceeded its liabilities by \$2,666,680, which was an apparent, though only a nominal profit, for it was well known that this would not be realized in full, and therefore ought not to be regarded as profit. A nominal sum only was therefore written off to profit and loss, and the balance paid to a special account, but it is to be hoped that the amount of profit thus appropriated will be much exceeded.

A very careful examination of all the assets has within the last few weeks been made by the Inspector of the Bank, and the result varies but little from the estimate made at the time of amalgamation.

A large amount of the outstanding debts of the Commercial Bank are secured on real estates, which in the opinion of the Directors should be realized with the least possible delay, and they hope that the large harvest now nearly ready for the sickle will enable the Bank to do so with advantage.

The statements on the table shew the present position of the Bank. The deposits and circulation have already attained to respectable amounts, and will no doubt continue to increase.

The Directors have resolved to invite the Shareholders to subscribe the balance required to increase the Capital Stock to \$4,000,000, and for this purpose a series of resolutions will be laid before you for your approval. The Act of Amalgamation provides that all the Directors retire at this meeting. There will, therefore, have to be an election of the entire board.

All respectfully submitted.

HUGH ALLAN,

President.

RESOLUTIONS referred to in the Report and passed at the Annual Meeting of the Shareholders of the Merchants' Bank of Canada, on the 6th of July, 1868:—

1st. That with a view to meet the wants of the mercantile community, and the extended business of the Bank, it is expedient to increase the subscribed capital stock to a total sum of \$4,000,000.

2nd. For this purpose, the Directors be authorized and empowered as soon as convenient to open books of subscription, and under such regulations as they may see necessary.

3rd. Each Shareholder, as shown by the books of the Bank on the last day of the month of June, shall be entitled to subscribe at par an amount equal to one-fifth, or one share for every five of what he may have had at that date.

4th. An instalment of ten per cent. on the amount of new stock thus subscribed will be payable at the time of subscription, and further calls will be made on it by instalments of ten per cent. with at least three months interval between the payment of each instalment.

5th. No transfer in the books of the Bank of the new stock will be permitted, unless the whole amount of the shares desired to be transferred, is previously fully paid up with accrued interest from the date of last dividend.

6th. Shareholders may at any time make such payments as may be convenient for them, on account of this new stock, provided such payments be in equal instalments of ten per cent., and may pay up in full from time to time such number of shares as they may desire.

7th. Such shares on being paid up in full and the interest from the date of the last dividend, may be transferred to the credit of the Shareholders in the stock books of the Bank, and will then carry full dividends.

8th. No rate dividends will be paid at the regular periods in all stock partially paid up.

9th. Such shares of this new stock as may not be subscribed within the time and under the regula-



tions prescribed by the Directors, may be disposed of then as they shall see fit for the interests of the Bank.

10. The Directors will advertise in one or two newspapers the dates when the books of subscription to the new stock will be opened, and will also intimate the same to the Shareholders by sending to their address, printed notices through the post-office.

The election of Directors for the ensuing year resulted in the unanimous return of the retiring Board, viz—

Hugh Allan, D. Masson, E. Atwater, A. Allan H. Fraser, A. Roy and W. P. Kay, and subsequently Mr. Hugh Allan and Mr. E. Atwater were elected President and Vice-President respectively.

#### GENERAL STATEMENT.

Capital paid up .....	\$2,881,382 43	
Circulation—Merchants' .....	\$ 525,397 00	
Commercial .....	104,407 00	629,804 00
Deposits bearing interest .....	\$1,364,620 13	
Do not bearing interest .....	734,543 08	
Dividends unclaimed .....	459 60	2,149,163 21
No. 1 .....	115,080 00	
Interest reserved .....	115,519 60	
Profit and Loss Account .....	5,800 00	
The Rest .....	613,400 22	
	100,000 00	
	\$6,493,020 46	
Gold and Silver Coin on hand .....	\$ 360,827 24	
Provincial Notes on hand .....	134,913 00	
Government securities .....	528,966 67	
Real Estate .....	354,420 65	
Note and Cheques of other Banks .....	215,981 14	
Balances due by Foreign Agents .....	64,309 88	
Balances due by other Banks .....	1,288 11	
Notes Discounted .....	4,837,283 79	
	\$6,493,020 46	

Montreal, 13th June, 1868.

## THE CROPS.

### SPLENDID PROSPECTS.

Reliable and Impartial Reports from all parts of the Dominion—What our Correspondents say.

(Continued.)

The following communications to the Toronto *Evening Telegraph* show the condition and prospects of the growing crops throughout Canada:—

#### ESSEX.

**KINGSVILLE.**—Spring wheat, not much sown, rather late; fall wheat, good crop, splendid prospects; not much sown; oats, barley and rye good; hay, good prospect. Crops generally are looking up, and we may look for a bounteous harvest.

**SANDWICH.**—Wheat good; peas excellent; oats promising; barley good; rye, very little grown, but good; hay good, better than it has been for many years. A favorable season for getting in corn, which is extensively grown in this locality.

**DUART.**—Spring and fall wheat look well, promise a fair crop; peas look favorable; barley, medium; rye little grown, if any; hay not as good as last season. Taking everything into consideration I think that there will be an average good crop. The wire worm is doing considerable damage in some parts of this locality.

**BUCTOUCHE.**—Spring wheat, fall wheat and peas good; oats, average crop; barley fair; rye good; hay middling; potatoes and turpids good. The greater part of our crop consists of oats wheat and potatoes. I think there will be smaller crops than usual, as the farmers were hard up for seed.

**WINDSOR.**—Spring wheat looks well; fall wheat, never saw it look better; peas and oats, there will be excellent crops; barley crop is not very good, and looks yellow; rye crop is good; hay is excellent; roots, owing to the wet and backward season people here only commenced ploughing and therefore I cannot say much about them. If nothing occurs to prevent it the crops in this county will be all that can be desired.

**COLCHESTER.**—Peas, very few sown, what there are are very good; oats, prospects of extra good crops; barley, just a middling fair prospect; rye, not much sown, very good; hay, great prospects of extra crops, it looks very well everywhere. I have made inquiries from the best farmers in the township, and am satisfied that this statement is correct. I travel a great deal in this and the adjoining townships, and taking crops all through, I never saw brighter prospects in my life than we have of a great harvest. I am in the mercantile and grain business, and for that reason feel very much interested in the crops, and have taken particular pains to see how the crops looked.

#### PETERBOROUGH.

**KENNEDY.**—Wheat never looked better; a large breadth of fall sown; the same may be said of grains; rye not much sown; hay very good. The crops in this township were never more promising.

**PETERBOROUGH.**—Spring and fall wheat very good; peas and oats good; barley not a general crop, promises fair; rye not much raised; hay good. It is too early yet to say much about peas, oats or barley. The wheat, both spring and fall is far advanced, the former having been generally got in early.

**WALSLEY.**—Spring wheat very good; fall wheat very good; and a large quantity sown; peas and oats, prospects good; barley very little sown in this township; rye looks well, not much sown here, hay crop will be very heavy.

**KENNISMORE.**—Spring wheat is doing well, except in low grounds which is not very extensive here: fall wheat in excellent demand, and large breadth sown; peas, oats and barley in good condition; rye scarcely

any sown in this township; hay promises to be a very large crop. As a general thing crops here look excellent. Some fears are entertained that the heavy rains will lodge the early winter wheat, which is very heavy and rank.

#### MIDDLESEX.

**BIRCH.**—Hay, grain and roots never looked better at this season of the year. There are some fields of spring wheat injured considerably with the wire worm, but it is not in any way like a general thing.

**STRATHROY.**—Spring wheat could not be better; fall wheat promising very good; peas, oats, barley and rye very good; hay splendid; roots good, those that are up. The prospects could not look better, everything is tip top.

**SYLVAN.**—Spring wheat good, some damaged with the wire worm; fall wheat a little below the average, being winter killed; peas, oats, and barley, a good crop; hay a very heavy crop; roots too early in the season to judge.

**ALISA CRAIG.**—Spring wheat prospects good, only danger at present visible is ground flooded; fall wheat looks well, and no sign of danger at present; peas and oats prospects of a good crop; rye, none around this neighbourhood; hay, heavy crop expected.

**NARIN.**—Spring wheat very good; fall wheat, about one-third winter killed; peas, oats, and barley good; hay very good; roots can't tell yet; pastures in general good.

**DORCHESTER STATION.**—Spring wheat good; fall wheat excellent, and free from being winter killed; peas, oats and barley good; rye, very little sown, but prospects good; hay, in abundance. Farmers say the prospects here are most charming.

#### HURON.

Spring and fall wheat look well; peas, oats, barley and rye look very well; hay splendid; roots only just sown. On the whole the best promise of an abundant crop seen for many years; fall wheat slightly winter killed in some places.

**BELMORE.**—Spring and fall wheat and peas, large crops and look very well; barley and rye, not much sown here; hay plentiful.

**WRINGHAM.**—Spring wheat promises to be a very fine crop; fall wheat looks well; peas has every appearance of being a good crop; oats look splendid; barley not much sown; rye little or none; hay never looked better. On the whole this section of country, in regard to crops, never looked better.

**FARQUHAR.**—Spring wheat promises a heavy crop of straw; fall wheat growing luxuriantly, but rather too much rain for it; peas, oats and barley look well; rye very little, if any; hay will be a heavy crop; roots look well as far as up.

**BAYFIELD.**—Spring wheat, a large quantity has been sown and looks well; the late sown in places is injured by the grub; fall wheat, not so much sown as usual, looks well; peas and oats promise an abundant crop; barley, large quantities sown; rye not much, if any; hay looks well; roots busy planting, but only for home consumption.

#### BRANT.

**HAMBURG.**—Spring wheat, there is not much down; fall wheat, peas and oats are looking very well; rye, there's none sown; hay, an average crop. No complaints of damage to crops in this section of the country.

**ST. GEORGE.**—Spring wheat good; fall wheat tolerably fair; peas, oats and barley looking very well; rye is very good, but not much sown in this vicinity; hay, fair.

**PARIS.**—Spring wheat looking very well; not much sown in this neighbourhood; fall wheat very good, not damaged; peas, oats and barley looking very well; rye, not sown; hay, first rate. Roots are generally got in well in this part of the country, and the weather being everything the farmer could desire, no doubt there will be an abundant crop.

**BURFORD.**—Owing to frequent rains the prospects of all the crops are good.

#### LENNOX AND ADDINGTON.

**TAMWORTH.**—Spring wheat, a great deal sown, looks promising; fall wheat, the best we have had in seven years; peas, oats and barley look splendid; a prospect for a good crop; rye, considerable sown and looks splendid; hay, a fair prospect for a good crop; potatoes, a good breadth planted. Farmers agree in saying that from present appearances, they anticipate a good crop.

#### RICHELIEU.

**SOREL.**—Spring wheat looking well; fall wheat, none in this part of the country; peas, oats and barley looking well; rye just sown; hay good, though tardy, on account of dry spring.

#### PRESCOTT.

**PRESCOTT.**—Of all the grain crops prospects are good, with every indication of a good yield.

#### CARDWELL.

**CARDWELL.**—Spring wheat never looked better; fall wheat surpasses anything in this place before; peas and oats good prospects; barley not quite so good, too much rain; hay, good prospects, never was better. Remarkably good for roots and all kinds of vegetables.

#### LANARK.

**LANARK.**—Spring wheat, a quantity sown, looking exceedingly well; fall wheat, not much sown, but never looked better; peas and oats, more than an average quantity sown, having a fine appearance; barley and rye, very little raised; hay excellent. The spring being so dry and favorable for out-door work, a large area of ground was ploughed than usual.

#### STORMONT.

**NEWINGTON.**—All sorts of crops look promising. **MILLROCHE.**—Spring wheat looks healthy and promises a bountiful yield, in some places damaged by

wire-worm; fall wheat, little or none sown; peas very promising; oats look extremely healthy and promising; rye little or none sown; hay never looked better. Farmers are delighted with the prospect before them and it is universally conceded that everything is more promising than at the same time last year.

**AULTVILLE.**—Spring wheat, the prospect is excellent; fall wheat not much sown; peas do not look so well; oats, a large quantity sown, doing well; barley more sown than last season; rye looks encouraging; hay will be a heavy crop; potatoes doing well. The farmers' prospects are very bright and cheering.

#### ARTHABASKA.

**STANFIELD.**—The crops look well so far.

#### GRENVILLE.

**MATTLAND.**—Spring wheat very favorable; fall wheat little sown, much winter killed; peas, oats and barley, look well; rye not much sown, good deal winter killed; hay very good; so far it promises to be a favorable year for farmers.

#### PONTIAC.

**ONFLOW.**—Spring wheat very good; fall wheat winter killed, what is left is very promising; peas and oats good and very promising; hay never was better. There has been a larger quantity of all kinds of grain sown than usual, which, with the hay crops, looks very good; never looked better.

#### VAUDEUIL.

**COMO.**—Spring wheat, fine prospects; fall wheat, none sown; peas and oats very fine; barley is somewhat eaten by the worm. All kinds of Agricultural crops look well.

#### TWO MOUNTAINS.

**ST. EUSTACHE.**—Spring wheat good appearance; fall wheat none; peas and oats good appearance; barley good appearance, but thinned by wire-worm; rye not much sown; hay good.

#### ARNPRIOR.

**RENFREW.**—Spring wheat so far promises well: fall wheat from former failures, abandoned by many; peas look well; barley and rye little sown; hay meadows promise a good yield; carrots largely sown, becoming an esteemed crop.

#### MISSISQUOI.

**WEST FARNHAM.**—Spring and fall wheat very promising; peas, average crop sown and good; oats very good; hay an unusually good crop. The appearance of grain is remarkably good; we expect an extraordinary good crop as there has been an extensive crop sown.

#### WENTWORTH.

**MILLGROVE.**—Spring wheat generally good; fall wheat looks well, some pieces hurt by the winter; coarse grains look well; hay splendid. The best show for fruit we had for many years.

#### RUSSELL.

**CLARENCE.**—Spring wheat doing well, rather more sown than of late; fall wheat very little sown. There has been no damage to any of the crops, and everything has a good appearance so far.

#### FRONTENAC.

**LOUGHBORO.**—Spring wheat, prospect never was better; fall wheat, total failure; peas, oats and barley, prospect never was better; fall wheat, total failure; peas, oats and barley, prospect never was better; rye, not an average prospect; hay, prospect good. As for spring wheat, peas, oats and hay, a large return has not been anticipated in the memory of the oldest inhabitants. Fall wheat a miserable crop. Rye not above an average.

#### COMPTON.

**COOKSVILLE.**—Spring wheat looking well; fall wheat, none of any account grown; peas, appearance of the crop at present is promising; oats and barley now doing well; hay never was in a better condition for an extraordinary yield.

#### ONTARIO.

**MANCHESTER.**—Spring wheat, large breadth sown, promises well; fall wheat better than for many years past; peas and oats look well; barley looks well; rye, very little sown; hay good; roots average. Fall wheat on heavy lands is suffering a little and is rather luxuriant, but warm weather would put it all right.

**SANDFORD.**—Spring wheat promises a good crop; fall wheat, peas, oats, barley, rye and hay, looks well. Both spring and fall crops look remarkably well; if we escape the midge there will be a great crop.

#### MONTCALM.

**MONTCALM.**—Spring wheat a good crop, but some damage by worms; peas very good; barley, oats and rye, appearance of a good crop, eaten by worms in some places; hay very good; potatoes, fine appearance.

#### RESTIGOUCHE, N. B.

**DALHOUSIE.**—Spring wheat, good prospect, none damaged; peas good prospects; oats, large quantity sown, good prospect; barley, good appearance.

#### STORMONT.

**DICKINSON'S LANDING.**—Spring wheat, fall wheat, peas, oats, barley and rye, good. Spring wheat, peas, oats and barley, slightly injured by worms. Roots excellent.

#### ALBERT, N. H.

**HILLSBOROUGH.**—Spring wheat, prospect good, more sown than last year; peas look well, little down; oats, prospect good; hay, an abundant crop; season wet and backward.

#### PERTH.

**CARLINGFORD.**—Spring wheat good; weather favorable; fall wheat splendid appearance; peas, some look well, others indicate the working of the grub; rye

looks fair; hay splendid. The weather has been favorable for growing, but a week or two of dry weather would be most acceptable.

**MORNINGDALE MILLS.**—Spring wheat looks pretty fair, damaged in some places by the wire worm; fall wheat, peas and oats, look well in general.

**MONCTON.**—Spring wheat very fair; fall wheat good; peas look pretty well; oats and barley good; hay, prospects good.

**THE CROPS IN THE UNITED STATES.**

**WISCONSIN.**—The crops in this State promise to turn out well. In 1867 the yield of the staples was 25 per cent. over that of 1866, which places the wheat crop at about 25,250,000 bushels; corn, 12,170,000 bushels; oats, 21,550,000; potatoes, 5,000,000; and hay 1,450,000 tons.

**MISSOURI.**—All accounts show that the wheat crop will be unusually large. In Livingston Co., the yield will be immense. The chintz bugs have been injuring the wheat in Perry County, but the yield is good, notwithstanding.

**ILLINOIS.**—Spring wheat is now heading out, and to all appearances, will make a good crop. Grass is more than knee high in some quarters.

**OHIO.**—The prospect of a good wheat crop is generally encouraging. Corn is doing well. The spring has been good for grass and the small grains. In the neighbourhood of Clarksville spring wheat is excellent, and is growing fast. Farmers have commenced cultivating and hoeing their corn, which promises to turn out well.

**IOWA.**—In the vicinity of Des Moines the farmers are discouraged at the poor prospects. The grasshoppers have appeared, and *The Kokuk Gate City* says they will average forty bushels to the acre. In the vicinity of Council Bluffs they are as ruinous, and are doing great damage.

**CONNECTICUT.**—Rye looks well on the uplands. Oats late, and on low lands will turn out a poor crop. The prospects for corn is not encouraging.

**MINNESOTA.**—In the northern part winter wheat is not generally planted, but that what was put in looks well. Corn and potatoes seem healthy, and the yield will be large.

**INDIANA.**—Wheat will yield an average crop; grass is luxuriant, and oats and rye promise well.

**TEXAS.**—The spring has been open, and although the bulk of the crops of cotton and corn was planted late, they will do moderately well.

**SOUTH CAROLINA.**—The cotton crop of the Sea Islands, though backward, is in a vigorous and healthy condition. Storms have hurt the wheat in the northern part of counties. Intelligent farmers (South Carolinians) say that the crops of Pennsylvanians and New Yorkers who have come among them, are much better than others.

**GEORGIA.**—Toward the South the wheat crop has been out and threshed. Further north it is heading out finely, though the rust has made its appearance on the blade; corn and cotton looks well. The young cotton is healthy. The last-mentioned staples have been planted in about equal proportions.

**WEST VIRGINIA.**—A correspondent writing from Mason Co., says that he has planted 50 acres since the 20th of May, and that his crops look promising. Oats look well. What little wheat has been sown in his county bids fair to thrive.

**ALABAMA.**—Harvesting is the order of the day all along the line of the Nashville and Decatur Railroad, in North Alabama. The cotton and grain crops in that section will be good.

**FLORIDA.**—The season has not been good, but corn will turn out well, and the cotton crop promises an excellent yield. The crops on St. Mary's, Satilla, and Crooked Rivers are in splendid condition.

**CALIFORNIA.**—Encouraging advices reach us from every grain-growing district in California. The wheat crop of 1868 will be fully one-third greater than that of 1867.

**MISSISSIPPI.**—Unfavorable weather has delayed the crops, but there is a change for the better.

**TENNESSEE.**—Around Memphis the corn looks well. Wheat is being harvested in large quantities.

**KANSAS.**—The crops throughout the whole of Kansas reported to be the best ever known in the State, the corn and wheat crops being particularly fine. The farmers are in good spirits and expect to complete their wheat harvest by the end of the present week. It is thought that the crop will average 30 bushels to the acre throughout the State.

**NEWFOUNDLAND.**

(From the Halifax Chronicle.)

The Cunard steamer "Delta," Captain Gullisford, from St. Johns, Newfoundland, arrived at half-past nine o'clock last evening. We are indebted to Mr. D. Fenner, the obliging steward, for prompt delivery of our parcel of papers.

The "Delta" has made her last trip to Newfoundland. Mr. Cunard's contract has expired, and the new contract has been awarded to the Inman line. A steamer called the "City of Durham," will be placed on the route shortly. For the present the service will be performed by a small steamer called the "Ariel," which is expected to arrive here to-morrow to be ready to leave on her first trip immediately after the arrival of the English and American steamers.

A gentleman named Jordenson, is in St. John's with the intention of making arrangements for placing a steamer on the route between that port and Montreal, calling at Shediac, New Brunswick, and Pictou, Nova Scotia.

The prospects of a good fishery are excellent. The "Ariel" which arrived at St. John's on the 19th inst, from the Westward, reports an extraordinary quan-

tity of fish all along the coast. At Trepassey, on the 18th inst, 900 qtls were brought in by the harbour boats. At Cape St. Mary's the like has not been known for many years. The fishermen can take what fish they please. At Lamaline, Burin, and other places further west, the same good state of things exists. But the salt is all used up, and if the good voyage is to be saved, salt must be sent away at once. And without doubt it will be. The Frenchmen have done nothing.

The Harbor Grace *Standard* of the 24th inst., says: "very satisfactory reports are being received as to the fisheries about this neighbourhood within the last few days, and we notice with pleasure both to the Westward and Northward the people are doing well; in fact in some harbours on the Western Shore the fishermen have already succeeded in catching large quantities. It is too soon as yet to speculate on the result of the voyage; but from the French bankers, not being able to go on the Banks as usual, and from the want of a supply of bait, we may augur well as to the results of the fishery this season."

The Allan steamship "Belgian," arrived at St. John's on the 24th instant, from Montreal, and after landing her passengers proceeded on her voyage to Liverpool.

**THE NEW WOOL CLIP.**

(From the New York Dry Goods Reporter.)

The new clip comes in very liberally, and, as far as seen, in good condition. Dealers here ask 45c to 50c for best wools—50c for Ohio, with only small sales. The entire range is 40c to 50c per lb. The market, however, is not fairly established, there being but few buyers and only limited transactions.

Texas wools are becoming important. The receipts for the week (including from New Orleans) are 411 packages, making 4,526 packages since January 1st.

The Rochester (N. Y.) *Democrat* of Saturday says: "During the week a few small lots of wool, of this season's clip have been brought to the city, mostly blanket lots. Late years there is but little wool, comparatively, delivered from first hands to city dealers. Wool buyers here have their agencies in the country, and the deliveries by farmers at the Rochester houses is no criterion of the amount of business city buyers may be doing. Shearing is nearly over and will be generally finished the coming week. Farmers manifest thus far very little disposition to sell. Buyers in this and adjoining counties have thus far purchased but little. The wool offered is in small lots, and we hear of few dealers, prior to yesterday, who had taken in of this season's clip more than 1,500 or 2,000 lbs. Until there is a change in the market, or in the views of wool growers, buyers do not anticipate doing a large business. Prices for such lots as have been taken have ranged from 24c to 37c. We hear of no transactions above the outside figure."

**THE CHINA TRADE.**

(From the New York Financial Chronicle)

In considering the probable influence of the completion of communication by one or more lines of railway across the continent, especially upon the future of the Pacific States, it is necessary first to examine the existing routes.

The great bulk of the trade between Europe and America on the one hand, and all India and Asia on the other, is now, as it has been since the fifteenth century, carried on by sailing ships around the Cape of Good Hope. Its value is hardly to be measured by any figures of which the mind can take definite impress; nor would it be easy to collect the statistics of its many parts into an exhaustive and accurate view. In the year 1861, which we take for illustration, as showing the high development of the American trade before the depression caused by the war, and of that of Great Britain before it took on the rank growth consequent upon the same event—the tonnage of vessels departing for all China, and arriving thence from and at ports of the United States, Great Britain and France, and the declared values of goods carried by such vessels were as follows:—

	Tons entered and cleared.	Value of imports & exp'ts.
Great Britain.....	201,590	\$65,000,000
United States.....	124,075	18,269,146
France.....	15,967	5,000,000
Total.....	341,532	\$88,269,146

The figures, of course, include the values of treasure and merchandise carried during the same year by steamers via the Isthmus of Suez.

Taking New York as a central point, the distances by the usual sailing routes round the Cape are: to Calcutta 9,350 miles, to Hong Kong 14,000 miles, to Shanghai 14,500 miles. The ships engaged in the trade are for the most part of the best class, fully fitted out, well manned and ably commanded. Their valuable cargoes and extra prizes for best passages, as with fine teas of the new crop, have led to the construction, here and in Great Britain, of the famous "tea clipper," unequalled for their performances. In 1836 eleven of these ships sailed from Foochow between the 29th of May and the 7th of June, and arrived in London or Liverpool between the 5th of September and 5th of October. Wonderful to think of, three of these, the "Taeping," "Ariel" and "Serica," sailed together on the 30th of May, and all arrived within a few hours of each other, on the 8th of September, the "Taeping" having won the "heat" of 14,000 miles in ninety-nine days, five hours, simply by being towed into dock before her competitors! Last year the race was won by the "Ariel," arriving on the 23rd of September in 101 days, 22 hours, 30 minutes, and beating her successful rival of the previous year by four and a half hours!

The ordinary voyages, however, range between four and five months.

The immense importance of the Eastern trade, in past centuries at once the coveted prize and grade of battle of all the great nations that have in turn claimed and exercised the maritime supremacy of the world, and have drawn from the profits of this commerce the sources of material power, has in the present age turned the attention of many thinkers among the statesmen and merchants of Europe and America to numberless projects for diminishing the length of the voyages and the time consumed in them. Prominent among these have been the schemes for inter-oceanic ship canals across the Isthmus of Suez, uniting the waters of the Red Sea with the Mediterranean, and across the Isthmus of Darien or Panama, connecting the Atlantic and Pacific Oceans. The one promises for the Eastern Hemisphere the same relative benefits that the other extends to the Western. The former, under the powerful stimulus of the Napoleonic policy and the French treasury, has gradually grown from the germ of an abstract idea into the fruit, now approaching ripeness, of accomplishment. M. Lesseps, the engineer of the work, promises that it shall be finally completed in October next. Already the canal is used for the transportation of cargoes by small vessels or lighters in inconsiderable draft; a considerable quantity of coal for the Abyssinian expedition having crossed the Isthmus in this way. Mr. Kelley estimated the value of the tonnage and trade of Great Britain, the United States and France, that would to-day pass through a ship canal across the Isthmus of Panama at \$450,000,000 per annum, and the yearly saving in freight, insurance and the like at no less than about \$50,000,000; but the canal has not been built, nor in spite of an occasional spasmodic agitation of the question, even begun. The Isthmus of Suez is now spanned by a railway, 252 miles long, constructed under the patronage of the Viceroys of Egypt; the Isthmus of Panama by the line, 47 miles in length, of the Panama Railway Company. These railroads and their maritime connections give us three great steam lines between Europe and America on the one hand and China and Japan on the other.

The first is that of the "Peninsular and Oriental Steam Navigation Company," of London, incorporated in 1840, which now performs a fortnightly service between Southampton and Marseilles and Yokohama, via Malta, Alexandria, Suez, Aden, Galle, Penang, Singapore, Hong Kong and Shanghai, with a weekly line to Bombay and Calcutta, and a monthly line connection at Galle with Australia. The distance between Southampton and Yokohama, 11,586 miles, is performed in five connecting steamers, the time occupied in the transit of mails and passengers between London and Hong Kong being about forty-three days, and the entire service is characterized by great regularity. This company, under a recent contract, is to receive from £400,000 to £500,000 a year for twelve years.

Next comes the China lines of the "Compagnie des Messageries Impariales," at present monthly, but promising soon to be semi-monthly. This Company receives an enormous subvention from its Government, rather difficult to calculate with accuracy, inasmuch as its ships were built by loans from the Imperial treasury, and it has absorbed the entire steam marine of France, except the General Transatlantic Company's lines to New York, Panama and Mexico. Its service is parallel with that of the Peninsular and Oriental Company, and its steamers, having been more recently constructed and from ampler means, are larger and more powerful, and consequently perform the service with somewhat greater speed.

The third line is that of the Pacific Mail Steamship Company between New York and Hong Kong, via Panama and San Francisco, making four trips a month between this port and California, and one a month thence to China, by way of Japan, with a branch to Shanghai. The extreme length of its route is 11,900 miles, the distance to Yokohama being 10,800, and the time occupied in the voyage is at present about 54 days to Hong Kong, 50 to Shanghai and 44 to Yokohama. The missing link between this port and Europe is filled by an endless chain of steamers owned by European companies. The Pacific Company receives \$500,000 a year from the Government in the form of a postal subsidy for the China mail service, which is proportionately less than that enjoyed by the British and French lines.

Thus it will be seen that the distance and time by existing routes to China is about as follows:

FROM NEW YORK.						
Sail,	via Cape of Good Hope.	Steam, via Suez.	Steam, via Panama.	Steam, via Panama.	Steam, via Panama.	
Miles.	Days.	Miles.	Days.	Miles.	Days.	
To Yokohama.....	21,000	120-180	14,940	65	10,3	0
Shanghai.....	20,000	110,150	13,840	60	11,400	50
Hong Kong.....	16,500	100-140	13,000	55	11,900	54

**FROM ENGLAND.**

Via New York and Panama.					
To Hong Kong.....	100-140	9,300	43	14,900	56
Shanghai.....	110-150	10,600	48	14,400	52
Yokohama.....	120-180	11,600	53	13,300	50

By the overland mail the time is already six days less than by steamer via Panama, so that even now the Japan mails are delivered most speedily to Great Britain by the American route.

To compare these distances which are given in nautical miles, to those of the land routes stated in statute miles, we add one-sixth to the former. Thus the distance between New York and Hong Kong via the Cape of Good Hope, 14,000 nautical miles, is equal to about 16,300 statute miles. The distance from New York via Chicago to San Francisco, is 3,250 statute miles, thence to Hong Kong by steamer, 6,700 nautical, or 7,800 statute miles, making the entire distance between New York and Hong Kong via the Pacific Railroad and China Mail Steamship route, 11,050 statute miles, as against 16,300 by sea. Again, the distance from London to Hong Kong, 13,000 nautical, is equal to 15,000 statute miles, while the entire distance between

the same points by the American route is 14,000 statute miles. But in reaching these great distances the world has again almost unconsciously returned to the primitive ways of measuring them by time instead of length, by days instead of miles. This is the ultimate test to which all commercial routes must be subjected. The duration of the voyage by the existing routes has just been given. In company with it, the time that will probably be occupied in the voyage by the Pacific Railway route, we take the present average performance of the mail and commercial steamship lines across the Atlantic as a standard for the entire sea route, and extend to the Pacific terminus the present rate of speed by railway hence to Chicago, which is about twenty-five miles an hour on the express passenger trains. This would give 130 hours for the entire journey over-land, although it is little likely that for some years after the first completion of the road, in about 1870, the trip will be made in less time than 150 hours, or six days and a quarter. Allowing ten days for the trans-Atlantic, and seventeen for the trans-Pacific voyage, with one day each for the connection at San Francisco and New York, and the entire journey would be made in the following time:

New York to Yokohama.....	24 days
"    "    Shanghai.....	29 "    "
"    "    Hong Kong.....	30 "    "
London to Yokohama.....	35 "    "
"    "    Shanghai.....	40 "    "
"    "    Hong Kong.....	41 "    "

This is no fancy, but a practical reality, the proof of which only awaits the development a few years hence of the favorable commercial conditions. Those who lament over the present "slow time" made by the China mail steamers of the American line need not be discouraged, for their so-called "slowness" is the salvation of the enterprise. They make all the speed that their trade now requires or justifies, all that was made under like circumstances on the Atlantic, and whenever a trade springs up which demands on the Pacific the same speed now made on the Atlantic it is demonstrable that the demand will be met.

There can be no question then, that the bulk of all the mails, passengers, and valuable merchandise passing between New York and Europe and Japan and China will cross the Pacific Railway. The course of exchange must inevitably follow the mails. But all except the more valuable cargoes must long continue to take the ocean routes, whether by sail or steam, for two reasons: 1st. They cannot pay any rate of freight at which the Pacific Railroad can take them, in view of the cost of transportation by railway as compared with that by steamship or sail, and especially of the heavy cost of the former west of the Mississippi; the probable railroad charge for a ton of ordinary merchandise between this port and San Francisco has been estimated at \$117, gold, while the entire charge for a ton of tea by steam from Shanghai to New York is only \$35, and by sailing ship \$15 to \$20. 2nd. The Pacific Railway cannot for some years be expected to furnish the facilities required for the movement of large bodies of freight, as will be seen by a simple calculation. Supposing the road to attempt to transport the 230,000 tons now carried between New York and San Francisco, at an average speed of 15 miles an hour; this would be about 700 tons a day, or 100 car loads, each train would reach its destination in 13 days, and, with only 2 days given for unloading and reloading at either terminus, would be at the starting point ready for a second trip in thirty days; thus not less than 3,000 cars would be needed for this trade alone, in addition to the vast number required for other through and local express, passenger and freight traffic.

## BOSTON WOOL MARKET.

(From the Commercial Bulletin, 27th June.)

THERE has been a moderate demand for wool during the past week, and the sales have been mostly confined to small lots wanted for immediate consumption. There is no material change to note in prices, which are relatively full and strong for the low and medium grades of both fleeces and pulled. The demand is somewhat restricted by the meagre assortment of staple offering, (as usual toward the close of the season,) and buyers have very little choice in making their selections.

In default of the low grades of domestic, most wanted, manufacturers are taking more fine wool wherever it can be had at a little concession in prices, and, at the same time, picking up all the Texas and California clip as far as received. To meet this special requirement of consumers, (which is probably due to the fact that coarse woolsens only are selling at a margin, and that popular economy creates a special demand for cheap fabrics,) our wool merchants are hurrying forward consignments of the new clip, to supply the deficiency of new and medium grades. These are quick of sale just at the present time. But as the season for the consumption of coarse wools is now far advanced, it would hardly be safe to encourage large shipments of these grades, predicted of a much longer continuance of the demand at current figures.

The new clip comes forward slowly, owing to the depressed condition of the great consuming markets, and the extreme caution of country buyers. There are said to be fair inroads on the way, however, and a few early lots of Michigan and Ohio fleeces have been received and sold here. But as these receipts come upon a dull market, and have to encounter the competition of old wool, which is much preferred by manufacturers, they necessarily realize comparatively low prices. In fact, wool prices here, upon the seaboard, at the opening of the season, are below the level of the West, and growers are holding their product at figures which must compel operators to stand aloof till the equilibrium is restored.

## THE RAILROADS OF THE UNITED STATES

(From the N. York Evening Post.)

MR. Henry V. Poor has compiled a very valuable manual of the railroads of the United States, and in a preliminary essay gives a variety of interesting information upon the growth and extent of the railroad system of this country, from which we take a few prominent facts.

The first railroad in the United States—the Baltimore and Ohio road—was chartered in 1827, and sixty-two miles of it were opened, but worked by horse power, in 1831. New York opened in the same year the second railroad—the Albany and Schenectady. The third was the South Carolina railroad, which was opened in 1835, and was at that time, Mr. Poor tells us, the longest continuous line in the world.

In 1831 we possessed but little over one hundred miles of railroad; in 1835 we had 1,038 miles; in 1837, 39,244. In 1837, 224 miles of new track were laid; in 1837, 2,227 miles of new track. In 1843, only 159 miles were laid; in 1856, 3,643 miles were opened, which is the largest number of miles of new track laid in any year.

In 1840 we had one mile of railroad to 7,415 people; in 1850, one mile to 3,298 people; and in 1860, one mile to 905 people. In 1870, Mr. Poor thinks, we shall have 45,000 miles of railroad opened, or one mile for every 837 inhabitants.

If we take geographical sections, we discover in Mr. Poor's tables that in 1839 the New England states had 322 miles of iron track laid, the Middle states had 1,463, the Southern states 473, and the western states only 44. In 1867 the New England states had 3,938 miles laid, the Middle states 9,552, the Southern states 10,037, while the Western states, excluding those on the Pacific slope, had 15,226.

Massachusetts has the greatest number of miles in proportion to her territory—one mile for every 5½ square miles. Connecticut comes next, and has one mile to 6¼ square miles; Rhode Island follows with one mile of track for 10¼ square miles of land. Pennsylvania is ahead of New York, having a mile for every 10 7/10 square miles, while we have only a mile for every 14 4/10 square miles. The states we have named above, and New Hampshire, Ohio, and Delaware, all have more miles of railroad, in proportion to territory, than New York.

Mr. Poor remarks that if all the New England states had a ratio of mileage to area equal to Massachusetts, this group of States would have 12,000 miles of iron track, instead of 3,938 they actually possess. If the Middle states equalled New Jersey, they would possess 15,640 miles instead of what they have, 9,552. If the Western states equalled Ohio, they would have 51,350 miles, while they have really but 15,226. From these comparisons we may form an idea of the probable extension of the railroad system in the future; for though it is improbable that the New England States, as a group, will soon reach the ratio of Massachusetts, it can scarcely be doubted that the Middle and Western states will, before many years, equal New Jersey and Ohio in the extent of their railroads. We had, according to Mr. Poor, in 1867, in the whole country, 39,241 miles of railroad; but if all the States, excluding the territories, were furnished as well as Ohio, we should have the enormous aggregate of 165,800 miles; and if all they all equalled Massachusetts, we should have 352,860 miles.

The whole railroad system of the United States has cost, according to Mr. Poor's estimate, \$1,600,000,000—about two-thirds the amount of our national debt. If, then, the slaveholders had not rebelled and tried to destroy the Union, we could have afforded to build, since 1861, twice as many miles of track as all we now possess, and yet have owed no more than we now owe. An impressive lesson of the folly and cruel wastefulness of war could be read from this text; and when we consider what the country might have accomplished with the means spent on our side alone in the late war, not to speak of the million of picked men whose lives were sacrificed in the struggle, it becomes difficult to forgive the demagogues whose restless ambition caused that war.

The gross earnings of the railroads for the whole country are said to equal about twenty-one per cent. of their cost; those of the northern states about twenty-three per cent.; and this ratio of earnings to cost, Mr. Poor reports, is steadily increasing. The ratio of expenses to earnings is fully seventy per cent.; and Mr. Poor states the net earnings of the northern roads at six and a half per cent. of their total cost.

No one can doubt that the extension of the railroad system is of the utmost importance to this country, where the distances are so great, and the demands for intercourse so large. Our progress in population, wealth and circulation depends largely upon this, that we shall rapidly increase the miles of railroad, and that we shall do so economically, so as to be able to run trains cheaply, and afford transportation for merchandise and natural products at the lowest possible rates. When we consider alone the enormous unnecessary expense to which our railroad companies have been put for the last six years, for their rails and machinery, by reason of the artificially high price of iron, produced by an unjust tariff, it is startling to find that—the cost of moving one ton a mile being now one and a half cents—if this cost could be reduced only one-eighth of a cent on the whole railroad tonnage, the people of the United States would save not less than twelve millions of dollars per annum. This is but a small part of the profit unjustly taken from millions of consumers and put into the pockets of a few wealthy iron makers, every year, by the iniquitous protective tariff on iron.

To build and run our railroads cheaply, we must have cheap iron. This does not need argument—for almost the whole outfit of every railroad is of iron. Its track is iron, its locomotives are iron, the cars themselves would be of iron were not that material rendered artificially dear by the protective tariff. But instead of cheap iron, which we might have, if

the tariff laws were just, and enacted for the general benefit, instead of for the particular profit of a small but favoured class, we have now dear iron; and as a result we must have poor and unsafe roads, or unnecessarily high rates of transportation, or both. Thus the farmer's grain brings him a less price, that the wealthy iron masters may get more money; thus the manufacturer must pay more for his raw material, that the greedy iron masters may get rich faster. Thus the whole community is robbed, and its prosperity sapped, because a few unscrupulous and grasping men claim and get what they call "protection," which mean to rob their fellow men.

## MINING NEWS.

(From the Belleville Intelligencer.)

THE Union Mining Company have had an assay made on some quartz taken from their mine in Madoc. The following is the report thereon of Mr. H. White, Assayer:—

Gentlemen,—I have made a careful and patient assay of 5 lbs. of rock from your mine, consisting of carbonate of lime, magnesia, quartz, iron, and copper pyrites, which gave 4 grains of gold, equal to \$67.70 per ton of rock, and about 5 grains of silver, equal to \$5.60 per ton of 2,000 lbs. of rock.

Apart from the above, this rock carries a very large quantity of copper, which—in the extraction of the other metals—can be made available, and be of considerable commercial value.

I have also made a careful and patient assay of 11,260 grains dry, iron and copper pyrites from your mine, which gave one grain of gold, equal to \$44 per ton of 2,000 lbs., and 4 grains of silver, equal to \$14 per ton of 2,000 lbs. of the ore.

It is no more than right to state here, that about one-half of this ore had been previously washed by Mr. Degraisi, and reduced in a crucible, and from from which I saw him take one grain of gold and a small globule of silver, probably weighing two or three grains. I used the trailings left from his washings in the assay I made, and from which I obtained the above result.

Apart from the above, this ore is very rich in copper, and if the vein is sufficiently large, would pay the expenses of working the mine independent of the other metals.

It will be observed, by adding the two results of assays made from this ore, that it is very rich both in silver and gold, and will probably yield over \$120 gold and \$28 of silver per ton of ore, besides the copper.

HENRY WHITE,  
Assayer.

Canada Assay Office, Toronto, June 10.  
The rock from which the assays were made, it is said, were brought from the mine by the President, who had no thought of having an assay made at the time. Since his return to Toronto, the contracts write:—"As far as we can judge the vein is five feet wide, and its compound is as follows: Quartz, feldspar, sulphates and copper; its direction so far as we can see, is north-east and south-west, with a southerly dip." Mining men say its position is that of all good gold-bearing veins.

Prof. Chapman, of the Toronto University, made an assay of gold rock from the township of Elzevir, the property being that of Messrs. Coe and Macpherson. The assay was most satisfactory. The following is the certificate—

Results of assays of gold-bearing quartz from lot 6, concession 2, township of Elzevir, Messrs. Coe and Macpherson, proprietors.

	Oz.	Dwt.	Grs.	
1—Gold.....	1	3	8	} In ton of 2,000 lbs
Silver.....	8	12		
2—Gold.....	1	19	15	} In ton of 2,000 lbs
Silver.....	5	20		
3—Gold.....	2	19	12	} In ton of 2,000 lbs
Silver.....	8	4		
4—Gold.....	1	5	16	} In ton of 2,000 lbs
Silver.....	4	16		

Mean of the 4 assays per ton of 2,000 lbs.  
Oz. Dwt. Grs.  
Gold..... 1 17 1—\$33 26  
Silver..... 4 16—00 36 } \$33 62

E. J. CHAPMAN, P. H. D. W.

Professor in University College, Toronto, and Consulting Mining Engineer, Assay Office, Toronto, 11 King Street West.

NOTE—I could have picked out fragments of quartz from the sample sent to me by Messrs. Coe and Macpherson, which if examined separately, would have yielded larger returns than the above, but the pieces taken for assay represented fairly the average richness of the sample.—E. J. C.  
Toronto, June 23, 1868.

## CANADA ASSAY OFFICE.

Toronto, June 24, 1868.

I certify that I have made the following assays from rock brought from lot No. 6, 2nd concession of Elzevir, owned by Messrs. Coe and Macpherson.

1—From 5 lbs. 4 oz., 9½ grs. gold—\$155.75 per ton of 2,000 lbs.  
2—From 4 lbs 6 grs. gold—\$126 per 2,000 lbs.

And from a blue rock containing silicate of magnesia and carbonate of lime, of the same lot:—  
From 6 lbs. 2 grs. gold—\$27.99 per 2,000 lbs.

(Signed,) HENRY WHITE, P. L. S.,  
Assayer.

N.B.—I may add that there was silver in traces, but not collected in above assays Nos. 1 and 2. Specimens of rock can be seen and obtained at the office of Mr. A. Degraisi, 53 King Street East, Toronto.

A day or two ago, Mr. J. G. O'Doherty exhibited at this office several exceedingly fine shows of gold bearing quartz from lots 6 and 8 in the third concess.

sion of Elzevir. One large piece which weighed probably thirty or forty pounds, contained not less than forty distinct "shows" of the precious metal, while in all the smaller pieces, of which he had a large number, gold was distinctly visible. This quartz he said he obtained about six feet from the surface. The quartz resembled in appearance that which is obtained from the Fregal mine in Marmora.

**DUCASSE, CLAVEAU & CO'S MONTHLY PRICE CURRENT.**

6 MINING LANE, LONDON, 20th June, 1868.

**TEA**—We have but little change to report in this market since the date of our last. Congous of the ordinary shipping qualities may, however, be quoted as somewhat easier, in consequence of a lessening demand, arising from the fact of most of our country dealers having largely supplied themselves lately, in anticipation of increased duties, and finding themselves now fully stocked. Notwithstanding that the market has at present a downward tendency, we doubt not that a renewal of purchases will again cause an advance, and late rates be fully maintained, the smallness of stocks in the United Kingdom effectually preventing, in our opinion, any reduction of importance taking place for some considerable period. Souchongs and Olongs remain without alteration, the latter being, compared with other descriptions, remarkably cheap. Green Teas continue dull of sale, although holders are somewhat firm in their demands, and prices are without change. A few lots of Uncolored Japan have been disposed of at 1s. 3d. to 1s. 4d per lb, but the enquiry is very limited. The entire cargo of the "Conrad," which lately arrived, has been re-shipped to New York, but several parcels remain on hand, which are freely offered at prices ranging from 1s. to 1s. 5d. per lb.

**COFFEE**—A good business has been done in this article and large quantities have been brought forward, the result being that, notwithstanding a continuation of a steady home trade and some considerable exports, any advance in prices has been checked.

**SUGAR**—The market for raw kinds has declined slightly, and prices of nearly all colonial sorts may be quoted 6d. to 1s. per cwt. below our quotations of last month.

**FRUIT**—The small quantities of dried kinds that have been offered have been disposed of at prices slightly in favor of buyers, although Valencia Raisins have again improved 1s. per cwt.

**WINE AND SPIRITS**—The market for most descriptions continues dull, and quotations are unaltered, the present fine weather preventing any advance, particularly in Brandy. Geneva, however, as will be seen from our price list, is now offered at reduced prices.

**NEW YORK MARKETS.**

NEW YORK, July 8.

Cotton quiet and steady at 31c. Flour more active; receipts 1,500 bbls; sales 18,000 bbls at \$6.80 to \$7.25 for Superfine State and Western; \$8 to \$8.70 for common to choice extra state; \$8 to \$10 for common to choice extra western.

Rye flour lower at \$7.90 to \$9.90. Wheat very quiet; receipts 58,000 bush; sales 5,000 bush at \$2.22 for choice Amber Green Bay; \$2.00 for common Miancoeta Spring.

Rye quiet. Corn in moderate demand; receipts 55,000 bush; sales 66,000 bush at \$1.12 to \$1.13 for mixed Western abroad; \$1.15 to \$1.16 for White Western.

Barley dull. Oats very quiet at 85c to 86c for Western in store. Pork quiet and steady at \$27.80 to \$27.90 for new mess; \$27.75 to \$28 for old do.

Lard firmer at 15c to 17c for steam, and 17c for kettle rendered.

**LONDON MARKETS.**

LONDON, July 30, —1.20 P.M.

Consols for money 94½ to 95, for account 95; Bonds 73½ to 73; Erie 46; Ill. Cent. 102; A. & G. W. 36. Tallow 4s. Lined Oil 43d.

**LIVERPOOL MARKETS.**

LIVERPOOL, July 8, —1.20 P.M.

Cotton buoyant. Beet dull at 107s 6d. Lard bought at 61s. Cheese 53s.

**MONEY MARKET.**

**FINANCIAL** affairs are without change, and money continues in good supply.

Sterling Exchange is in moderate demand, but the rate having advanced in New York to 110½, the Banks of this city are unwilling to draw below 110½, and accept that figure only for round amounts. Gold drafts on New York are selling at par.

Gold in New York has fluctuated very slightly, the range having been between 140 and 141, closing at 140½.

Silver is unchanged. The movement commenced in Toronto to abate the silver nuisance by an agreement between merchants not to take large silver except at 4 per cent discount, nor small except at ten per cent discount, has not led to the adoption of any similar plan here. We do not believe it amounts to anything in Toronto, and believe it to be much easier for the

retail dealer to protect himself from loss by putting on a corresponding per centage of profit on his goods.

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

Bank on London, 60 days sight	110½ to 110½
" " " " " " " "	111
Private, " " " " " " " "	None.
Bank in New York, 60 days sight	110½
Gold Drafts on New York	par.
Gold in New York	140½
Silver	4½ to 4½ dis.

**THE GROCERY TRADE.**

Baldwin, C. H., & Co.  
Chapman, Fraser & Tylee.  
Childs, George, & Co.  
Converse, Colson & Lamb.  
Frank, J. C., & Co.  
Gillespie, Moffatt & Co.  
Jeffery, Brothers & Co.  
Kingan & Kinloch.

Mathewson, J. A.  
Mitchell, James.  
Robertson & Beattie.  
Robertson, David.  
Tibb, Bros.  
Thompson, Murray & Co.  
Torrance, David, & Co.  
West, Bros.  
Winning, Hill & Ware.

**BUSINESS** has been dull during the past week, as is usual at this season of the year. Some few Western customers, however, have been down, and orders given have been for lots of fair amount. For general groceries there has been no marked demand. Sugars have shown a disposition to advance, but no actual change has taken place.

**TEAS**—Have received fair attention, particularly for uncolored Japans. Sales of fair quality, in lots of about 600 half-cheats, are reported at 56c. to 59c. Of medium quality no sales are reported, still the feeling is favourable to holders. Twankays are much in request and very scarce. Good, say from 37c. to 39c. are almost unobtainable. High-priced Twankays (China) are now held for 42c. to 45c. firm. Gunpowders, Imperials and Hysons of good quality are not so much enquired for, but firm. Lower grade Young Hysons are in better demand. Javas are scarce. Blacks are in fair demand; some sales of Congou have been made for medium grade at 45c.

**COFFEE**—Is in only retail demand, and stocks quite adequate to the wants of the trade, consequently holders are somewhat willing to meet the views of buyers.

**SUGAR**—Has received good attention, especially for our local trade. Porto Rico seems to find readiest sale, though Barbadoes and bright Cubas also are well enquired for. Stocks continue somewhat low for this season, and holders maintain their prices freely.

**MOLASSES**—Has been in good demand especially for good clayed. Sales amounting to about seventy-five puncheons are reported at from 36c. to 38c. No bright Muscovado in the market, and other grades becoming scarce.

**FRUIT**—Raisins have had only ordinary demand. Very little change in price, if any; holders views look perhaps to obtaining from 2½c. to 3c. advance on last week's quotations.

**RICE**—Has had a fair demand, and even in the face of large arrivals, prices have held up firmly. Good samples of Rangoon are held for \$1.50; Arracan \$4.55 to \$4.60. Ordinary lots can only be bought at a shade less than these prices, holders being unwilling even in present absence of demand to sell at less than cost of importation. We understand some lots of Siam rice are expected to arrive, which will be offered at a shade under.

**SALT**—Is at present in fair demand for the local trade, but few orders are being received from the West. The market is somewhat easier in point of prices, though the stock is by no means large. On the wharf coarse is worth about 65c., and *ex store* 70c. to 72c.

**SPICES**—Are in ordinary demand, and without change in price.

**CHEMICALS**—Are now in fair demand. Carbonate of Soda is held firmly in lots at \$3.70 to \$3.75. Sulphate at the present time is scarcely quotable, but from the short imports an advance is probable, as may also be the case with soda ash and caustic soda.

**THE HARDWARE TRADE.**

Fraser & Caverhill.  
Evans & Evans.  
Evans, John Henry.  
Hall, Kay & Co.  
Ireland, W. H.

Morland, Watson & Co.  
Mulholland, & Baker.  
Robertson, Jas.  
Round, John & Sons.  
Waddell & Pearce.

**GOODS** have been moving off quietly, the principal demand, in anticipation of the approaching harvest, being for various kinds of agricultural implements.

In general and heavy hardware business is light, and prices are quite unchanged, but steady at quotations, the tone of the market being towards increased firmness.

**THE LEATHER TRADE.**

Black & Locke.  
Bryson, Campbell.  
Hux & Richardson.

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

**THERE** is still a general dullness in this branch of trade. A slight improvement, however, is to be noted in the demand for Buff and Pebble, while other kinds are hard to move, even at weak figures. Receipts are light, as tanners are not anxious to finish their stock in the face of low prices.

**THE BOOT AND SHOE TRADE.**

McLaren, W. & Co.

**SPRING** stock rapidly decreasing; business has been quite good this week; prospects good for fall trade, though we do not look for much until next month.

**MONTREAL PRODUCE MARKET.**

Akin & Kirkpatrick.  
Black & Locke.  
Buck, Robertson & Co.  
Converse, Colson & Lamb.  
Crawford, James.

Dawes Brothers & Co.  
Hannan, M., & Co.  
Hudson, Thomas, & Co.  
Mitchell, Robt.  
Raphael, Thomas W.

**FLOUR**—With small receipts and a steady local demand, we have to note a firm and buoyant market for the leading grades. The supply of strong, fresh ground Super is barely adequate to the city wants, and for favorite brands comparatively high rates are paid. We note an advance on the week of 20c to 25c, the range at the close being \$6.40 to \$6.80, according to merit. A fair business has been done in the lower grades at a corresponding advance, Fine and No. 2 being in most request. The higher grades are only moved by retail, and the offerings still exceeding the requirements of the trade, no advance of importance can be noted, though in view of the general improvement, holders look for higher rates. Bags may be quoted a shade higher, though the advance has been barely in proportion to Super.

**OATMEAL**—The demand continues of a retail character, rates ranging from \$5.50 to about \$5.90, according to quantity and sample. Cornmeal continues neglected, sales being mostly restricted to small lots for local use. There are still sundry parcels of Western kiln-dried, which holders, though anxious to realize, and prepared to make concessions on late rates, have been unable to quit.

**GRAIN**—Wheat—Sales of one or more cargoes have recently been reported at \$1.52½ to \$1.53, while to supply immediate wants \$1.55 has been paid for car loads by millers. The supplies in store have been gradually wearing down, and the little now remaining is held firmly at current rates. Nothing doing in Peas, arrivals having ceased, and all the stock having passed from first hands, there is none offering. Coarse Groins engage little attention, and rates may be considered nominal.

**PROVISIONS**—Pork—The steady reduction of stocks has tended to assure holders, who are now firm at some advance. Mess sells slowly at \$23.50 to \$24. Other grades, though held for an advance, have not met buyers to any considerable extent, and to effect sales, old rates would have to be accepted, but holders seem content to await the probable necessities of buyers a little later on, confident in the small supplies forcing consumers into their views. Cutchmeats met a good demand at gradually improving rates. Quotations are necessarily various, owing to the great diversity of cut, quality, &c. Lard scarce, but only in retail demand. Butter—The recent heat stopping the supplies, the stock is gradually wearing down, and descriptions previously neglected are, from scarcity of choice coming more into notice, and commanding more satisfactory rates. The general range is, however, the same, as there are still several parcels of heated Butter in stock, which nothing but positive dearth will force into consumption, and which, it may be feared, will have to lie by till frosty weather. Good lots reaching market in suitable condition, would readily sell at fair rates, but where there is much risk of heating, it had better not be moved. We are still without export demand, and what the fall rates may be, it is yet premature to guess.

**ASHES**—Pots have been in more active competition during the greater part of the week, and rates have slightly improved, closing at \$5.55 to \$5.65 for firsts. Pearls continue neglected, only occasional sales being noted at \$5.40 to \$5.50, according to rates, heavy tars alone finding favour.



WEEKLY PRICES CURRENT.—MONTREAL, JULY 9, 1868.

JULY 4, 1868. HALIFAX. ST. JOHN.

Main table containing weekly prices for various commodities including Groceries, Hardware, Soap and Candles, Boots, Shoes, Produce, and Market Prices of Country Produce. Columns include Name of Article, Current Rates, and Current Rates in different currencies.



**JOHN HENRY EVANS,**  
Importer of  
**IRON & GENERAL HARDWARE,**  
SADDLERY AND GARRIAGE 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

**MULHOLLAND & BAKER,**  
IRON, STEEL AND GENERAL HARDWARE  
MERCHANTS,  
419 AND 421 ST. PAUL STREET,  
MONTREAL.

VAUD ENTRANCE, ST. FRA. XAVIER ST 1-17

**LEWIS, KAY & CO.**

HAVE JUST RECEIVED

100 Pieces HOP SACKING.

69 Bales ENGLISH COLTON YARN.

100 " BEST SOUTHERN YARN.

100 " CANADIAN COTTON BAGS.

500 Pieces GREY COTTONS.

500 " DARK Madder PRINTS.

300 " LILAC PRINTS.

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

**THE** undersigned, being about to return to England and take up his residence in Manchester, is desirous of entering into an arrangement with one or more Houses in the DRY GOODS TRADE in Canada, to attend to their purchases in the British Markets, with which, from long experience, he is well acquainted.  
Communications, addressed Box 94, Post Office, Quebec, will receive immediate attention.

D. A. CALLAM

Quebec, June 22, 1863

**ASSIGNEES APPOINTED.**

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Baker, W.	Aldborough	S. Price.
Burgubarus, John	Whitby	James Holton.
Conners, S.	St. Johns	Wm. Coote
Kewell, W.	Walterton	W. Collins
A. Mear	Brighton	R. Murray.
Leeson, R.	Georgetown	Alex. Martin.
Perkins, A. M.	Georgetown	T. Bullock
Scott, G. L.	Knowlton	W. White.
Swartz, P.	Southill	M. Swartz.
Swartz, P.	Hamilton	T. J. Mason.
Thompson, E.	Walerloo	W. White.
Williams, T. P.	Napace	W. S. Williams.

**APPLICATIONS FOR DISCHARGE.**

NAME.	RESIDENCE.	DATE.
Arthur Wm	Goderich	June 30
Booth, A.	Toronto	" 10
Cooper, John	Montreal	July 30
Mitchell, William Henry	London	June 30
McDonald, J.	Goderich	" 30
McMillan, N.	Napace	" 30
Sutherland, D.	Toronto	" 30
Townley, W.	London	July 30
Tygart, John	London	June 30

**STOCK MARKET.**

	Closing prices.	Last Week's Prices.
<b>BANKS.</b>		
Bank of Montreal	12 1/2 a 130	12 1/2 a 130 1/2
Bank of N. A.	99 a 100	99 a 100
City Bank	105 a 105 1/2	105 a 105 1/2
Barque du Peuple	108 1/2 a 109	107 1/2 a 109
Molson Bank	91 a 93	91 a 93
Ontario Bank	11 1/2 a 12	11 1/2 a 12
Bank of Toronto	97 a 99	97 a 99
Quebec Bank	105 a 106	105 a 106
Bank Nationale	42 a 44	42 a 44
George Bank	99 a 100	99 a 100
Banque Jacques Carlier	99 a 100	99 a 100
Eastern Trust Co. Bank	101 1/2 a 103	101 1/2 a 103
Merchants Bank	100 1/2 a 101 1/2	100 1/2 a 101 1/2
Union Bank	94 1/2 a 97	94 1/2 a 97
Mechanics Bank	101 1/2 a 103	101 1/2 a 103
Royal Canadian Bank	99 a 100	99 a 100
Bank of Commerce	99 a 100	99 a 100
<b>RAILWAYS.</b>		
G. T. N. of Canada	15 a 16	15 a 16
A. & St. Lawrence	10 a 11	10 a 11
G. W. of Canada	9 1/2 a 10 1/2	9 1/2 a 10 1/2
C. & St. Lawrence	60 a 70	55 a 70
Do. preferential		
<b>MINES, &amp;c.</b>		
Montreal Coal	\$2.00 a \$2.25	\$2.00 a \$2.25
Canada Mining Company	42 a 50	42 a 50
Huron Copper Bay	42 a 50	42 a 50
Lake Huron S. & C.		
Quebec & L. S.		
Montreal Telegraph Co.	112 a 114	112 a 114
Montreal City Gas Company	106 1/2 a 107	106 1/2 a 107
City Passenger R. R. Co.	114 a 114 1/2	114 a 117
Richelieu Navigation Co.	107 1/2 a 109	107 a 108
Canadian Inland Steam N. Co.	100 a 100 1/2	112 a 113
Montreal Elevating Company	50 a 50	50 a 50
British Colonial Steamship Co.	95 a 96	95 a 96
Canada Glass Company		
<b>BONDS.</b>		
Government Debentures, 3 p. c. 1873	90 a 90	87 1/2 a 90
" " 6 p. c. 1878, 1879	99 1/2 a 100 1/2	99 1/2 a 100
Montreal Water Works 6 per cent.	99 1/2 a 100 1/2	99 1/2 a 100 1/2
Montreal City Bonds, 6 per cent.	99 1/2 a 100 1/2	99 1/2 a 100 1/2
Montreal Harbour Bonds, 7 p. c.	99 1/2 a 100 1/2	99 1/2 a 100 1/2
Quebec City 6 per cent.	80 a 80	81 a 80
Toronto City Bonds, 6 per cent., 1860	92 1/2 a 95	92 1/2 a 93
Kingston City Bonds, 6 per cent., 1872	93 a 93	93 a 93
Ottawa City Bonds, 6 per cent., 1860	90 a 91	90 a 91
Champlain R. R., 6 per cent.	70 a 70	70 a 70
County Debentures		
<b>EXCHANGE.</b>		
Bank on London, 30 days	110 a 110 1/2	110 a 110 1/2
Private do	109 1/2 a 109 1/2	109 1/2 a 109 1/2
Private, with Documents	109 a 109 1/2	109 a 109 1/2
Bank on New York	23 1/2 a 23 1/2	23 1/2 a 23 1/2
Private do	23 1/2 a 23 1/2	23 1/2 a 23 1/2
Gold Drafts do	1/2 p. c. to par	1/2 p. c. to par
Silver do	4 1/2 a 4 1/2	4 1/2 a 4 1/2
Gold in New York	160 1/2 a 160	160 1/2 a 160

**CANADIAN SECURITIES IN ENGLAND.**

LONDON, June 24th, 1863.

Consols for money 91 1/2; for account, 94 1/2 to 95; Exchange Bill, 14 to 18 pm

**GOVERNMENT SECURITIES.**

British Columbia 6 p. c., 31st Dec, 1872	105 to 107
Canada 6 per cent. Jan. and July, 1877	105 to 107
Do 6 per cent. Feb. and Aug.	103 to 105
Do 6 per cent. March and Sept	103 to 105
Do 6 per cent. Jan. and July	93 to 95
Do 6 per cent. inscribed stock	93 to 95
New Brunswick 6 per cent. Jan. and July	105 to 107
Nova Scotia 6 per cent., 1875	101 to 106

**RAILWAYS.**

Atlantic and St. Lawrence	55 to 57
Buffalo and Lake Huron	3 1/2 to 2 1/2
Do preference	5 1/2 to 6 1/2
Buffalo, Brant, and Goderich, 6 p. c.	60 to 60
Grand Trunk of Canada	18 to 16 1/2
Do equip. mort. bds., charge 6 p. c.	77 to 79
Do 1st preference bonds	43 to 45
Do 2nd preference bonds	33 to 35
Do 3rd preference stock	24 to 26
Do 4th preference stock	17 1/2 to 18 1/2
Great Western of Canada	14 1/2 to 14 1/2
Do 6 without option, 1873	87 to 99
Do 5 1/2 do 1877-78	90 to 92
North. R. E. of Canada 6 p. c. 1st prf. bds.	80 to 82

**BANKS.**

British North America	49 to 51 x d
<b>MISCELLANEOUS.</b>	
Atlantic Telegraph	52 to 55
Do do 3 per cents	100 to 105
British American Land	35 to 17
Canada Company	63 to 60
Colonial Securities Company	— to —
Canadian Loan and Investment	21 1/2 to 1 1/2 dis
Hudson's Bay	16 1/2 to 16 1/2
Trust and Loan Company, U. C.	1 to 1 1/2 dis

**NORTHERN RAILWAY.**

Traffic receipts for week ending 29th June, 1863.

Passengers	\$ 2,463.38
Freight and live stock	1,153.65
Mails and sundries	331.29
Total	\$4,748.32
Corresponding week, 1867	13,182.47
Increase	\$1,633.85

**GREAT WESTERN RAILWAY.**

Traffic for the week ending 5th June, 1863.

Passing	\$50,217.78
Freight	69,081.23
Mails and sundries	1,153.98
Total receipts for week	\$120,452.99
Corresponding week, 1867	69,470.67
Increase	\$ 50,982.32

DAVID TORRANCE & CO.

**EAST AND WEST INDIA MERCHANTS.**

Exchange Court,

1-17, MONTREAL.

THOMSON, MURRAY & CO.

GENERAL

COMMISSION MERCHANTS AND IMPORTERS

42 St. Sacramento Street,

MONTREAL.

Sole Agents in Canada for

J. Denis, Henry Mouton & Co., Brandies.

F. Mestreau & Co.

Wolff's Schiedam Schuapps. 1-17

JOHN WATSON & CO.,

Importers of

GLASS, CHINA AND EARTHENWARE

WHOLESALE,

5 and 7 Longine Street,

MONTREAL. 21-17

ST. JOHN, N. B.

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,

41-17 St. John, N. B.

**TORONTO.**

THE MERCANTILE AGENCY,

Established 1841.

FOR THE

PROMOTION AND PROTECTION OF

TRADE.

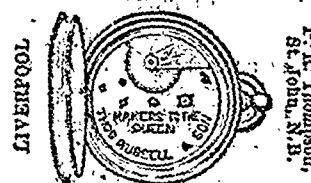
DUN, WIMAN & CO.,

Proprietors.

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

44

THOS. RUSSELL & SON,



LONDON AND LIVERPOOL

Branch House—17  
King Street, Toronto.  
W. L. Armstrong, Agent,  
Montreal.  
P. H. Thompson,  
St. John, N. B.

WATCH MANUFACTURERS.

THE CHEAPEST BAGS IN THE DOMINION OF CANADA.

100,000 SEAMLESS LINEN BAGS.

Price reduced to 27 1/2 cents.

These Bags are the product of the Streetsville Linen Mills, and are made from pure Canadian flax.

For sale by the principal Wholesale Merchants, and by the subscribers.

GOODERMAN & WOETS,

10 and 11 Exchange Buildings,

Toronto, Ont.

**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.

33-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 FISHER & CO.,**

**ROCK OIL**

AND

**GENERAL COMMISSION MERCHANTS**

18 Corn Exchange,

MONTREAL,

AND

69 Yonge Street,

TORONTO.

39-3m

**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

**STATIONERY, ACCOUNT BOOKS, &c.**

**BROWN BROTHERS,**

**WHOLESALE & MANUFACTUR-**

**ING STATIONERS, Dealers in BOOKBIND-**

**ER'S MATERIALS, &c.** King Street, Toronto, have

now received a large and complete assortment of

General and Fancy Stationery, selected personally

from the producers, which they can confidently recom-

mend, both as regards quality and price. They

continue to manufacture and keep on hand a full as-

sortment of Account Books, comprising all sizes and

styles. Also, Pocket-books, Wallets, Purses, Diaries,

&c., &c. On hand a full supply of Binder's Leathers,

Cloth, Board, and other materials, at low prices.

42-3m

**GROCERS.**

**TEAS! TEAS! TEAS!**

FRESH ARRIVALS NEW DROP TEAS

Ex steamships *Nova Scotia, Nestorian & Belgian*

SPECIAL INDUCEMENTS GIVEN TO PROMPT

PAYING PURCHASERS.

All Goods sold at the very Lowest Montreal Prices

W. & B. GREFFITH,

Corner of Church and Front Street,

TORONTO.

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. BURNING.

37-ly

**TORONTO.**

**DRY GOODS.**

**A. R. McMASTER & BROTHER,**

Importers of

**BRITISH & FOREIGN DRY GOODS**

And Manufacturers and Dealers in

**CANADIAN FABRICS,**

32 YONGE STREET, TORONTO, CANADA.

102 Cross Street, Albert Square,

MANCHESTER,

Alexandra Building, James Street,

LIVERPOOL,

ENGLAND

37-ly

**FIFTY PER CENT DISCOUNT.**

**JOHN MACDONALD & CO.**

Are now closing out their entire stock of

**STRAW GOODS**

OF THIS SEASON'S IMPORTATIONS

AT THE

ABOVE DISCOUNT.

**JOHN MACDONALD & CO.,**

21 and 23 Wellington Street,

28 and 30 Front Street,

TORONTO.

Toronto, 15th June, 1868.

37-ly

**NEW FALL GOODS.**

**JOHN CHARLESWORTH & CO.,**

Wholesale Importers of

**BRITISH & FOREIGN DRY GOODS**

MILLINERY, &c.,

44 Yonge Street, Toronto.

37-ly

**MILLINERY AND STRAW GOODS.**

**HENDERSON & BOSTWICK,**

Importers and Wholesale Dealers in

**MILLINERY & STRAW GOODS,**

MEN'S FELT HATS,

Manufacturers of Mantles, Hats, Caps, and Straw

Goods.

18 and 20 Wellington Street, Toronto.

**COX & COMPANY,**

Wholesale Importers of

**MILLINERY & FANCY DRY GOODS,**

and Manufacturers of

Mantles, Millinery, and Straw Goods,

23 Wellington Street East, Toronto.

44-ly

**TORONTO AUCTION MART.**

Established 1834.

**WAKEFIELD, COATE & CO.,** Manu-

facturers' Agents, Auctioneers and Commission

Merchants, King Street, Toronto.

WILLIAM WAKEFIELD. FREDERICK W. COATE.

39-ly

**TORONTO.**

**DODGSON, SHIELDS & CO.,**

Wholesale and Retail

**GROCERS**

AND

**PROVISION MERCHANTS,**

And Manufacturers of

BISCUITS, CONFECTIONERIES, &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.**

**HORRIS BLACK,**

No. 18 King Street East, Toronto,

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

No. 2 IMPERIAL MACHINE,

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

**NEW FAMILY MACHINE**

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

Norris Black is also Agent for the

**NEW ENGLAND WAX THREAD MACHINES**

A supply always on hand.

Address Box 1,101, Toronto. 41-ly

**LYMAN & MACNAB,**

(Successors to the late JOHN HARRINGTON.)

Wholesale Dealers in all kinds of

**SHELF and HEAVY HARDWARE**

36 King Street East,

TORONTO.

WILLIAM LYMAN.

JOHN MACNAB.

39-ly

**J. GILLESPIE & CO.,**

**HATS, CAPS & STRAW GOODS**

WHOLESALE,

64 Young Street, Toronto.

40-ly

**HURD, LEIGH & CO.,**

IMPORTERS AND DEPOSITORS OF

**FRENCH CHINA.**

Hotels supplied.

72 Yonge Street, Toronto.

39-ly

**TORONTO SKIRT FACTORY.**

**ROBERT H. GRAY,**

Manufacturer of

**HOOP SKIRTS AND SKIRT MATERIALS,**

No. 43 Yonge Street

37-ly

TORONTO.

**HAMILTON.**

**D. McINNES & CO.,**

**CANADIAN MANUFACTURES**

**EXCLUSIVELY.**

Hamilton, June, 1868.

**WE HAVE NOW IN STOCK**

BEAVER MILLS CANADIAN COTTON YARN.

PERCY " " " "

AMERICAN COTTON YARN.

PERCY MILLS COTTON BAGS.

DUNDEE BAGS, in all qualities.

**McINNES, CALDER & CO.**

Hamilton, 6th July, 1868. 44-ly

**SANDFORD, McINNES & CO.,**

Manufacturers of and Wholesale Dealers in

**CLOTHING,**

37 and 39 King Street East,

44-ly Hamilton, Ontario.

**YOUNG, LAW & CO.,**

HAMILTON,

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

**DRY GOODS,**

including

**CANADIAN**

- Tweeds, Flannels,
- Hosiery, Yarns,
- Grey Domestic, Twilled Sheetting,
- Cotton Bags, Cotton Yarn.

DUNDAS COTTON MILLS AGENCY. 44

SPRING 1868.

**WHOLESALE MILLINERY,  
STRAW GOODS, MANTLES,  
&c., &c., &c.**

Our Stock for the Season now on hand.

**G. H. FURBER & CO.**

Hamilton, March, 1868. 44-ly

**MARTIN & FERGUSON**

**BARRISTERS AND ATTORNEYS  
AT LAW, SOLICITORS IN CHANCERY,  
CONVEYANCERS, NOTARIES PUBLIC, &c.**

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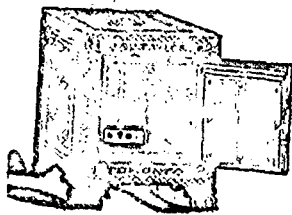
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PARTIES intending to make application to the  
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or Local Bills, either for granting exclusive privileges,  
or conferring corporate powers for commercial or  
other purposes of profit, for regulating surveys or  
boundaries, or for doing anything tending to affect  
the rights or property of other parties, are hereby  
notified that they are required by the Rules of the  
Legislative Council and Legislative Assembly respec-  
tively, (which are published in full in the *Canada  
Gazette*), to give TWO MONTHS' NOTICE of the  
application (clearly and distinctly specifying its nature  
and object), in the *Canada Gazette*, also in a news-  
paper published in the District affected, sending copies  
of the first and last of such notices, to the Private  
Bill Office of each House.

All Petitions for Private Bills must be presented  
within the "first three weeks" of the Session.

BOUCHER DE BOUCHERVILLE,

Cik. Leg. Council.

G. M. MUIR,

Quebec, 15th June, 1863. Cik Leg Ass 26-3

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