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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, DECEMBER 13, 1867.

No. 48.

ANGUS, LOGAN & CO.,
PAPER MANUFACTURERS AND
WHOLESALE STATIONERS, 373 St. Paul st.
1-ly

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN ALL KINDS OF
BOOTS AND SHOES 524, 526, and 528 St. Paul St.,
Montreal, invite the attention of Merchants and Job-
bers, from all parts of the Dominion, to our large and
varied stock of Boots and Shoes, specially adapted
for Fall and Winter.

Our stock consists of Men's, Boys' and Youths',
Ladies', Misses' and Childrens' wear, in all about 200
different patterns; also, a large assortment of Flannel
Lined Balmoral and Skating Boots, manufactured
from the best English and French Leathers.
Our extensive facilities, and long experience in
manufacturing, added to the fact that all our pur-
chases are made for cash, enable us to produce and to
offer to our customers, goods at the very lowest possi-
ble figures.

All goods warranted as represented
Orders personally or by Post, will have our prompt
and most careful attention. 1-ly

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

OFFER for sale several invoices of fresh
Teas, just received per Steamers from London
and Liverpool, consisting of Imperial Gunpowder,
Old Hyson, Young Hyson, Hyson Twankay, Twankay,
Japan, colored and uncolored, Oolong, Souchong
Also the cargo of the Brig. "Zeava," direct from
Malaga, consisting of Raisins in boxes, halves, qrs, and
kegs, kegs of Grapes, boxes and trails Figs, boxes
Oranges and Lemons, boxes and trails almonds, qrs, cks
Sherry Wine with a large and general assortment of
English and French Groceries, and balance cargo of
Sugar and Molasses ex St. Joseph, from Barbadoes,
West Indies. 1-ly

Established 1803.
LYMANS, CLARE & CO.,
CHEMISTS AND DRUGGISTS,
MANUFACTURERS OF LINSEED OIL,
Importers of



FOREIGN DRUGS, PAINTERS COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
82, 84, & 86 St. PAUL STREET,
MONTREAL, 10-ly

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

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

TO CHEESE VAT MANUFACTURERS.
Large Tinned Iron Sheets 6 x 2 1/2 feet x 24 and 26 Wtr
Gauge.

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

I. L. BANGS & CO.,
MANUFACTURERS OF FELT AND
COMPOSITION ROOFING, ENGLISH FELT
ROOFING, &c., Office: No. 9 Place d'Armes Hill,
opposite City Bank, Montreal. 3-ly

W. J. STEWART, 420 St. Paul St.
Sole Agent—for FINLAYSON, ROGSFIELD &
Co—Shoe, Thread, Gilling Twine, and all kind of
Machine and Linen Thread.
W. HOUNSELL & Co—Sena Twines.
G. & W. WAITES.—Colored and other Twines.
W. J. CLARKE & SONS.—Needles, &c.
J. & T. JOLLEY.—Lancashire Files and Tools.
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-ly

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

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

MCMILLAN & CARSON,
CLOTHING.
WHOLESALE.
148 & 150 MCGILL STREET, Montreal. 6-3y

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

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

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

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

CAMPBELL BRYSON,
LEATHER COMMISSION MERCHANT,
9 and 11 LEMOINE STREET,
MONTREAL, 38-ly

JAMES BOY & CO.,
IMPORTERS of DRY GOODS, including TABLE LINEN, SHEETING, &c., No. 506 St. Paul st. near St. Peter. 1-ly

ATNA LIFE INSURANCE COMPANY.

INCORPORATED, A.D., 1820.

Dividend for 1867, 60 per cent. of premium, thus reducing it one-half to those who pay all cash, and returning all notes given in 1867 by those who borrowed half the premiums of that year.

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

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

Montreal, 1867.

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

JAMES BAYLIS,
IMPORTER OF CARPETS AND OIL CLOTHS, MONTREAL, No. 74 Great St. James Street, No. 81 King Street East, Toronto. 9-ly

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

ROBERT MITCHELL,
COMMISSION MERCHANT AND BROKER, 21 St. Sacramento st., Montreal. Drafts authorised and advances made on shipments of Flour, Grain, Pork, Butter, and General Produce, to my address here. Advances made on shipments to Europe. The sale and purchase of Stocks and Exchange will receive prompt attention. 1-ly

CANADA VARNISH COMPANY
JOHN JAMIESON & Co., manufacturers of every description of Varnishes, Japans, &c., and dealers in Spirits of Turpentine, Benzine, &c., Factory: St. Patrick Street, Canal. Office: 4-9 St. Paul Street, Montreal. 9-ly

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

O'HEIR'S
WHOLESALE CLOTHING AND OUTFITTING ESTABLISHMENT. 63 AND 152 MCGILL STREET, MONTREAL. 83-ly Country Orders executed with Despatch

JAMES ROBERTSON,
126, 128, 180 and 182, Queen Street, Montreal, METAL MERCHANT, Manufacturer of Lead-pipe, Shot, Paints, and Putty 1-ly

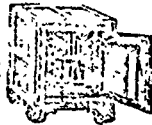
C. H. BALDWIN & CO.,
IMPORTERS AND WHOLESALE DEALERS IN WINES, GROCERIES, AND LIQUORS, 8 St. Helen Street. 31-17

KINGAN & KIRKSHAW,
IMPORTERS AND GENERAL WHOLESALE GROCERS, and Commission Merchants, corner St. Sacramento and St. Peter streets Montreal. Wm. KINLOCH. W. B. LINDSAY. D. L. LOCKERBY. 8-ly

ANDREW MACFARLANE & CO.,
Importers of STAPLE AND FANCY DRY GOODS, 253 & 260 St. Paul and 92 & 93 Commissioners Streets MONTREAL. 1-ly

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

KERSHAW & EDWARDS,
ESTABLISHED YEAR 1838.



IMPROVED FIRE PROOF SAFE.

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

GREENE & SONS
HATS AND FURS,
WHOLESALE.

FALL STOCK COMPLETE.
SPECIAL attention of the Trade is directed to our

NEW AND LEADING STYLES.

HATS,
CAPS,
FURS,
GREENE & SONS,
517, 519, 521, St. Paul Street, 1-ly Montreal.

AKIN & KIRKPATRICK,
PRODUCE COMMISSION MERCHANTS, MONTREAL.

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

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

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

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

HEAVY FORGINGS AND PLATE WORK.

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

Is prepared to furnish WROUGHT IRON PADDLE SHAFTS at 5c. per lb. RAILWAY AXLES at 4 c per lb PLAIN ROUND BOILERS & STRAIGHT GIRDERS at 6c. per lb., &c.

The work warranted to be fully equal to the best imported or manufactured here. 23-ly

DUNCAN & FORSTER,
IMPORTERS OF EAST & WEST INDIA PRODUCE AND GENERAL GROCERIES, 12 & 14 St. John Street, Montreal. 8-ly

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

J. Y. GILMOUR & CO.,
IMPORTERS OF BRITISH AND FOREIGN DRY GOODS WHOLESALE, NO. 376 ST. PAUL STREET, MONTREAL. 52-ly

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

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

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

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

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

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

AND DAILY EXPECTED:
Qts Primo Large Table Codfish
Hrds Pure Cod Oil, &c., &c.
Montreal, Oct. 17, 1867. 1-ly

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

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

LaRIVIERE & BOURDEAU,
IMPORTERS OF SHELF & HEAVY HARDWARE, PAINTS, &c., (Sign of the Sun) 233 and 235 St. Paul Street, MONTREAL. 36-3m

R. C. JAMIESON & CO.,
MANUFACTURERS OF VARNISHES, JAPANS, and Dealers in Spirits of Turpentine, Benzine, Oils, &c., &c., No. 3 Corn Exchange Buildings, ST JOHN STREET, MONTREAL 60-17

MONTREAL, 16th May, 1867.
IRONMASTERS' PRICE LIST
MONTREAL CUT NAILS.

In 100 lbs. kegs inclusive: a fair assortment with not over one-quarter, Shingles, under 25 tons.....\$3.22 per keg.
25 tons and over.....\$3.12 per keg
Shingle Nails, when sold alone, EXTRA over assortment.....20c. per keg.
2 lb and 5 lb Nails, when sold alone (five per cent being a lowest in assortment) 40c. per keg.
Terms 4 months, or 3 per cent for cash.

H. W. IRELAND, BROKER. 18

BUFFALO ROBES CIRCULAR.

GREENE & SONS,
MONTREAL.

1867 . BUFFALO ROBES. 1867

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

TARIFF OF PRICES:

No. 1. Regular assortment.....	\$ 9.50
1. Selected	10.50
2. Assorted	8.50
3. Fall and Summer	6.00

WHOLE ROBES:

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

TERMS CASH.

Orders promptly executed.

GREENE & SONS.

ROBERT WATSON,

ASSIGNEE, ACCOUNTANT, AUDITOR,

Commissioner for taking Affidavits for Upper Canada

OFFICE—MERCHANTS' EXCHANGE,

immediately over the Reading Room,

Montreal, May 30, 1867.

17

EAGLE FOUNDRY, MONTREAL,

GEORGE BRUSH, Proprietor.

Builder of Marine and Stationary

STEAM ENGINES,

STEAM BOILERS of all descriptions

MILL and **MINING MACHINERY,**

All kinds of **CASTINGS** in **BRASS** and **IRON,**

LIGHT and **HEAVY FORGINGS, &c.**

PATTERNS and **DRAWINGS** FURNISHED.

THOMAS PECK & CO.,

Manufacturers of

IRON, NAILS, SHIP AND RAILWAY SPIKES

No. 391 St. Paul Street

MONTREAL.

MULHOLLAND & BAKER,

IRON, STEEL AND GENERAL HARDWARE
MERCHANTS,

419 AND 421 ST. PAUL STREET,

MONTREAL.

YARD ENTRANCE, St. Frs. Xavier st.

M. H. SEYMOUR,
LEATHER COMMISSION MERCHANT,
231 St. Paul street, Montreal.

References:

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

Messrs. Thomas Thibaudeau & Co., Montreal.

" James Oliver & Co., Montreal.

" Thibaudeau, Thomas & Co., Quebec.

Hon. Wm. McMaster, Toronto, C. W.

Messrs. Denny, Rice & Co., Boston, Mass.

Austin Sumner, Esq., Boston, Mass.

Henry Young, Esq., 22 John street, New York.

Samuel McLean, Esq., Park place, do. 20-

JOHN ROUND & SON,

TUDER WORKS, SHEFFIELD,

CANADIAN BRANCH,

509 and 511 St. Paul Street, Montreal.

MANUFACTURERS OF ELECTRO-PLATED and **NICKEL SILVER GOODS,** importers of **HEAVY** and **SHELF** Hardware.

Agents for Wm. Jessop & Sons, Sheffield, Spring and Cast Steel; Harrison, Brother & Howson, Sheffield, Cutlery to Her Majesty; Ebbinghaus & Sons, Prussia, Brass Cornices. 45-3mos

KINGSTON, TELFER & CO.,

WHOLESALE IMPORTERS OF FANCY AND STAPLE DRY GOODS, &c., 479 St. Paul and 397 Commissioners Streets, Montreal. Best Southern Yarns and all kinds of Canadian Fabrics. 36

J. G. MACKENZIE & CO.,

Importers of

BRITISH AND FOREIGN DRY GOODS,

381 & 383 St. Paul Street,

MONTREAL.

8-1y

JOSEPH MACKAY & BROS.,

Importers of

BRITISH AND FOREIGN STAPLE AND FANCY

DRY GOODS,

170 McGill Street.

9

JAMES DONNELLY,

IMPORTER OF BRITISH AND FOREIGN DRY GOODS, 3 Dominion Buildings, McGill Street, Montreal. 36-3m

FOULDS & McCUBBIN,

IMPORTERS AND WHOLESALE CLOTHIERS, 370 St. Paul Street, Corner St. Sulpice Street, Montreal. 36-1y

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.

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

JAMES P. CLARK & CO.,

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

JAMES BAILLIE & CO.,

WHOLESALE DRY GOODS,
480 ST. PAUL STREET,
MONTREAL. 5-1y

W. & R. MUIR,

DRY GOODS IMPORTERS,
166 McGill Street, Montreal.

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

DAVIS, WELSH & CO.,

Importers of
STAPLE AND FANCY DRY GOODS,
No. 479 St. Paul Street,
MONTREAL. 8-1y

WM. J. McMASTER & CO.,

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

JOHN ANDERSON & CO.,

SHIPPING AND COMMISSION MERCHANTS,
IMPORTING, FORWARDING,
Ship and Insurance Agents and Brokers
MONTREAL AND QUEBEC. 42-1y

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

100 GREY NUN STREET, MONTREAL,
HAVE FOR SALE—
BOILER TUBES, | **DRAIN PIPES,**
Oil Wall Tubes, | **Roman Cement,**
Gas Tubes, | **Water Lime,**
Paints and Putty, | **Portland Cement,**
Fire Bricks, | **Gaving Tiles,**
Fire Clay, | **Garden Vases,**
Flue Covers. | **Chimney Tops, &c., &c.**
Manufacturers of AMERICAN Sofa, Chair, and Bed
SPRINGS. 12-1y

FOULDS & HODGSON,

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

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

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

BAKER, POPHAM & CO.,

WHOLESALE CLOTHIERS

No. 514 ST. PAUL STREET

MONTREAL.

J. R. BAKER,
B. POPHAM.

25-1y

McCULLOCH, JACK & CO.,

WHOLESALE IMPORTERS OF
FANCY AND STAPLE DRY GOODS,

426 & 428 ST. PAUL STREET,

corner St. Francois Xavier Street.

MONTREAL.

3-1y

McLACHLAN BROS. & CO.,

IMPORTERS OF BRITISH AND
FOREIGN FANCY & STAPLE DRY GOODS,
and Small Wares, No. 468 St. Paul St., Montreal. 35-1y

R. DUNN, FISH & CO.,

DRY GOODS COMMISSION MERCHANTS, MANUFACTURERS' AGENTS, &c.,
85-3m 470 St Paul Street, Montreal.

A. ROBERTSON & CO.,

IMPORTERS OF
STAPLE AND FANCY DRY GOODS

478 St. Paul, and 399 Commissioners Streets,

MONTREAL.

Montreal, 16th January, 1867.

1-1y

JOSEPH MAY,

IMPORTER OF
FRENCH DRY GOODS,
489 ST. PAUL STREET,
MONTREAL. 51-1y

WADDELL & PEARCE,
 HARDWARE COMMISSION MERCHANTS,
 AND IMPORTERS OF
 ROY STEEL, METALS, AND RAILWAY SUPPLIES,
 No. 27 St. John Street, Montreal, C. E.,

Sole Agents in Canada and British Provinces of North America, for Charles Cammell & Co. (limited), "Cyclops," Steel and Iron Works, Sheffield; the Bowling Iron Company (near Bradford, Yorkshire; Patent Shaft and Axle Tree Company (limited), Brunswick Iron Works Wednesbury; Lloyd & Lloyd, Albion Tube Works, Birmingham; Sim & Coventry, Pontpool Tin, and Pontypool "Cold Rolled" Canada Plates and Metals, Best Refined Bar Iron, &c.; the Yorkshire Engine Company (limited), Sheffield; Green's Patent Tube Company (limited), Sole Manufacturers of Green's Patent "Solid Drawn" Brass Tubes; S. Mouton & Co., Kingston India Rubber Mills, Bradford; Walker & Hall, Electro-Plate Works, Sheffield; Hockley Bolt, Nut, and Rivet Company, Birmingham, John Trippett & Brother, Shipping Agents, Liverpool and New York; the Hart Manufacturing Company, successors to Bliven, Mead & Co., New York.

N.B.—A stock of Charles Cammell & Co.'s Warranted Cast and Spring Steel, and "Cyclops" Files, constantly on hand.

HIDES, WOOL, &c., &c.

J. H. MOONEY,
 85 GREY NUN STREET,
 DEALER IN HIDES, WOOL, SHEEPSKINS, &c
 Highest Cash Price paid for the above Goods.
 Tanners and Woolen Manufacturers at a distance, supplied at short notice.

THOS. D. HOOD,
 FIRST PRIZE
PIANOFORTE MANUFACTURER,
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 Show Room:—79 Great St. James Street.
 Factory - 82 Champ-de-Mars Street
 Constantly on hand, a superior assortment of Pianos, Square and Cottage.
 Second-hand Pianos taken in exchange. Repairing and Tuning promptly attended to. 42

ROBERT MILLER,
 (late R. & A. Miller)

WHOLESALE MANUFACTURING STATIONER,
 PUBLISHER AND BOOKBINDER.
 Importer and Dealer in
 SCHOOL BOOKS, WINDOW SHADES & WALL PAPERS,
 AGENT FOR Lovell's Series of School Books, Canadian School Slates.
 Printing and Wrapping Paper and Strawboard Manufacturer.
 397 NOTRE DAME STREET,
 MONTREAL. 10-52

PHOENIX
MUTUAL LIFE INSURANCE COMPANY,
 HARTFORD, CONN.

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

ISSUES ORDINARY LIFE,
 TEN YEAR NON-FORFEITING LIFE,
 AND,
 ENDOWMENT POLICIES,
 At the rates annually charged by responsible Companies, and returns all profits to the Insured, who are now receiving a return of 50 per cent, or half their premium.
 Parties at a distance can insure from blanks, which will be furnished on application.
 Usual restrictions as to residence and occupation abolished.
ANGUS R. BETHUNE,
 General Agent
 1/4 St. Francois Xavier Street.
 Active and Influential Agents and Canvassers wanted throughout the Dominion. 40

HUA & RICHARDSON,
LEATHER IMPORTERS AND
COMMISSION MERCHANTS, have always in Stock an excellent assortment of FRENCH CALFS KIDS and PATENTS, &c. Also a large supply of O. L. Richardson & Sons' Spanish Sole and Slaughter Leather, for which they are agents in Canada.
 Consignments of leather respectfully solicited.
 Sole Agents for Alexander's Kid Gloves.
 1-1y St. Peter st., Montreal

F. SHAW & BROS.
TANNERS AND DEALERS IN
HIDES AND LEATHER,
 Importers of
ENGLISH OAK SOLE LEATHER and STRAP
BUTTS for Belting.
 Agents in Canada for sale of
MILLER'S PATENT EXTRACT OF HEMLOCK BARK.
 No. 14 LEMOINE STREET. 4-1y

CONVERSE, COLSON & LAMB,
 PRODUCE AND GENERAL COMMISSION MERCHANTS,
 Tea Dealers and Importers of Groceries;
LIQUORS, CIGARS, &c.
 Corner Hospital and St. Bennett's Wharf,
 John Streets, Halifax,
 Montreal, Canada. | Nova Scotia. 15-1y

THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.
 WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.
 Accumulated & Invested Fund - - \$18,006,690
 Annual Income - - - - - 3,286,300
W. M. RAMSAY,
 Manager.

RICHARD BULL,
 Inspector of Agencies.
ASSURANCES effected on the different systems suggested and approved by a lengthened experience, so as to suit the means of every person desirous of taking out a Policy. Every information on the subject of Life Assurance will be given at the Company's Office, No. 47 Great St. James Street, Montreal, or at any of the Agencies throughout Canada. 12-1y

ROYAL
INSURANCE COMPANY
 Of Liverpool and London.
FIRE AND LIFE.
 CAPITAL TWO MILLIONS STERLING.
H. L. ROUTH, Agent, Montreal.
HAVILLAND, ROUTH & CO.,
 GENERAL COMMISSION MERCHANTS AND SHIPPING AGENTS,
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HENRY McKAY & CO.,
COMMISSION MERCHANTS
 Shipping and Insurance Agents,
 No. 1 Merchants' Exchange, MONTREAL. 4-1y

COAL OIL.
 200 Barrels favourite brands, in lots to suit purchasers.
 Cash Orders from the Country executed at lowest wholesale rates.
AKIN & KIRKPATRICK,
 47 Corner Commissioners and Port Streets
O. DORWIN & CO.,
BANKERS AND EXCHANGE BROKERS,
 46-1y 38 St. Francois Xavier st., Montreal

WM. STEPHEN & CO.,
 Importers of General
DRY GOODS,
 and Dealers in
CANADIAN TWEEDS, COTTONS AND LINENS,
 19, 21, 23, & 25 LEMOINE STREET,
 AND
 2, 4 & 6 St HELEN STREET.
 MONTREAL. 5-1y

DRY GOODS.
OGILVY & CO.,
WHOLESALE IMPORTERS,
 495 St. PAUL STREET,
 MONTREAL.
 Just received:
 100 pieces Hop Sacking.
 300 pairs Blankets.
 30 bales American Cotton Yarn.

OGILVY & CO.,
 Agents for
STEWART'S SCOTCH WHISKY,
BERNARD'S OLD TOM,
 AND
BERNARD'S GINGER WINE

PLIMSOLL, AUBIN & CO.,
 Importers of
STRAW AND FANCY DRY GOODS,
 Joseph's Block,
 18 St. HELEN STREET,
 MONTREAL. 9-1y

WINNING, HILL & WARE,
 383 to 396 St. PAUL STREET,
 MONTREAL,
 Importers and Wholesale Dealers in
WINES, LIQUORS, CIGARS
 &c., &c., &c.,
 AND
 Manufacturers of Choice FRUIT SYRUPS,
TOM GINS, GINGER WINES, BITTERS, &c.,
 For which the Paris Exposition of 1867 awarded a BRONZE MEDAL.

BLANKETS ! BLANKETS ! !
FIFTY BALES
 Grey, Brown, and White
WITNEY BLANKETS.
 For sale low to the trade, by the bale of 50 or 100 pairs
WINNING, HILL & WARE,
 389, 391, 394 and 396 St. Paul Street.

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

LIFE ASSURANCE—FIDELITY GUARANTEE

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

1867—NOVEMBER 18th.—1867

T. JAMES CLAXTON & CO.
 ARE weekly receiving large additions to
 their stock, at present low prices.
 Large Lines of Staples.
 Large Lines of Fancy Goods; all the newest styles.
 Orders carefully attended to,
 CAVERHILL'S BUILDINGS,
 59 St. Peter Street, MONTREAL.
 1-ly

THE ST. LAWRENCE GLASS COMPANY
 MANUFACTURERS
 COAL OIL LAMPS, various styles and sizes.
 LAMP CHIMNEYS of extra quality.
 LAMP SHADES, plain, ground and cut glass.
 GAS SHADES, do do do
 Sets of TABLE GLASSWARE, consisting of
 GOBLETs
 TUMBLERS,
 SUGAR-BOWLS,
 CREAM JUGS,
 SPOON-HOLDERS,
 SALT-CELLARS,
 CASTOR-BOTTLES,
 PRESERVE DISHES
 NAPPIES,
 WATER PITCHERS,
 &c., &c.
 Hyacinthe Glasses, Steam Gauge Tubes, Glass Rods,
 Reflectors, or any other article, made to order in white
 or colored glass.
 Kerosene Burners, Collars and Sockets will be kept
 on hand.
 FACTORY—ALBERT STREET. Orders received at
 the Office, 338 St. Paul street.
 41-ly A. McK. COCHRANE, Secretary.

REMOVAL.

WEST BROTHERS
 Have removed to 144 McGill Street,
 GROCERIES, WINES, LIQUORS AND CIGARS
 WHOLESALE. 14-ly

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

SINCLAIR, JACK & CO.,
 WHOLESALE GROCERS AND COMMISSION
 MERCHANTS,
 Importers of EAST & WEST INDIA PRODUCE,
 MEDITERRANEAN GOODS,
 &c., &c., &c.,
 413 St. PAUL STREET, opposite Custom House,
 MONTREAL.
 Sole Agents for "Cootes'" celebrated ground
 Rock Salt, for Table and Dairy use,
 Montreal, May 30, 1867. 1-ly

WM. McLAREN & CO.,
MANUFACTURERS and Wholesale Dealers in
BOOTS AND SHOES, 15 & 17 Lemoine Street,
 Montreal. We invite the attention of Merchants and
 other dealers throughout the Dominion, to our large
 and varied stock of Boots and Shoes, especially
 adapted for Fall and Winter. In manufacturing for
 the Western markets, much care has been bestowed,
 and having made the width and proper form of the
 goods a speciality for years, enables us to produce and
 to offer to our customers Boots and Shoes of the best
 description. All goods warranted as represented.
 Personal or Letter Orders will have our prompt and
 careful attention. 33-ly

TO TANNERS.
 ALL kinds of LEATHER received on Commission,
 and sold to best advantage.
 Best COD OIL always on hand.
BLACK & LOCKE,
 LEATHER AND GENERAL COMMISSION
 MERCHANTS,
 Montreal.

HUNTER, DUFFY & JOHNSON,
 WHOLESALE MANUFACTURERS OF
BOOTS AND SHOES,
 29 ST. HELEN STREET,
 MONTREAL. 49-ly

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

Commercial Bank Stock continues to advance.
 Sales have taken place at 30½, but it is now held
 firmly at 32 to 33. The bills of this bank are saleable
 here at 93c., and are intrinsically worth 100 cents on
 the dollar.

The Postal Bill has passed a third reading in the
 Senate, with trifling alterations from its original form.
 We trust it will not pass in the House, in its present
 shape. The direct tax on the spread of intelligence,
 namely the postage charged on newspapers, the whole
 proceeds of which are a bagatelle, ought to be stopt,
 and we think while the letter postage is being lowered,
 it ought to be lowered to two instead of three cents.
 Nor should pre-payment be left optional. The system
 of enforced pre-payment works satisfactorily in the
 United States, and we see no reason why it should not
 do so here.

THE GRAND TRUNK RAILWAY.
 PUBLIC notice has long since been given that the
 G. T. Railway Company intended applying to
 Parliament for power to raise additional funds to
 increase its rolling stock and thereby its capacity for
 carrying freight and earning increased profits.

We print, in full, on account of its importance, the
 statement made by the Managing Director to the
 Committee on Railways, &c., and desire especially to
 direct the attention of our readers to the facts set forth
 in this statement. We shall briefly summarise them.

The affairs of the Company are in a very different
 condition now to what they were in 1861, previous to
 the passage of "The Grand Trunk Arrangements Act"
 in 1862. The following statement shews the gross
 traffic and net profits for the years ending June 30,
 1861, and June 30, 1867:—

	Gross Traffic.	Net Profits.
1867.....	£1,828,491	£264,089
1861.....	714,956	138,207
Increase.....	£1,113,535	£125,882

This is an increase of about 85 per cent. in the traffic
 and 90 per cent in net profits, a rate of progression
 which, if continued, would, ere very many years, make
 Grand Trunk securities worth much more than their
 present market value.

A very large amount of money has been expended
 in repairs, renewals of rails, sleepers, &c., all out of
 earnings.

The loss by the depreciation of United States cur-
 rency, and by the increased expense of working the
 U. S. part of the line is set down as not less, since the

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

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

breaking out of the American war, than £750,000
 sterling.

The rates on through freight are not greater, but in
 some instances less per mile than on local, and accord-
 ing to Mr. Brydges, Canada gets her produce and her
 people carried more cheaply by rail than is the case in
 any other country of the world.

For the details of the foregoing, we refer our readers
 to the statement itself, and claim for it their attention.

PERSONAL.

WE neglected some weeks ago to notice the appoint-
 ment of Mr. R. J. Dallas to the management of
 the Canadian Bank of Commerce at Toronto, which
 position he has recently assumed. The ill health
 of Mr. Greer, very much deplored by all who know
 him, necessitated the selection of a new man with
 whom to entrust the affairs of the new bank. It is no
 small compliment to Mr. Dallas, that he, of all others,
 should have been named for a position which promises
 to be of so much importance. The new bank has a
 prospect before it of very great usefulness and influ-
 ence. The failure of the Bank of Upper Canada and
 the Commercial, and the restricted policy that the
 Bank of Montreal has adopted, opens a wide field for
 the new institution, which he will not fail to efficiently
 fill. Mr. McMaster, the President, is one of the most
 sagacious and successful men in Western Canada, and
 the position the bank has already assumed, indicates
 the confidence felt in its prospective prosperity. Mr.
 Dallas is admirably adapted to aid in this result. He
 has had good experience in the Bank of Montreal and
 more recently as Manager of the Bank of Toronto in
 this city, in which position he has been very successful.
 To good natural ability, he joins keen observation and
 an affable manner, elements that, in conjunction with
 the favouring circumstances under which he assumes
 his new office, cannot fail in securing decided success.

THE CANADIAN BANKS.

THE several Banks of Ontario and Quebec, acting it
 would seem in concert, give notice that they will
 apply to Parliament for an extension of their charters.
 The combined influence of the Banks, East and West,
 is very great, and its exercise now will probably result
 —the Bank of Montreal and its General Manager to
 the contrary notwithstanding—in their obtaining the
 desired extension of their charters and the continuance
 of their right to issue notes.

Any attempt to extend the privileges the Govern-
 ment Bank at present enjoys should and will meet
 with determined opposition, and we do not believe the
 Government could, without endangering its existence,
 press in Parliament any measure looking to such an
 end.

The Merchants' Bank also gives notice that it will
 apply to increase its capital to \$6,000,000. This would
 lead to the conclusion that the rumours which have
 been afloat concerning the possibility and even prob-
 ability of an amalgamation of this Bank with the
 Commercial are based on fact, and that so soon as the
 requisite legislation shall have been accomplished, the
 arrangements between them will be made public.

PROGRESS OF THE COUNTRY.

THE Finance Minister closed a two hours and a half speech with an explanation of the reasons why the volume of Canadian trade was less this year than the preceding one, and gave statistics showing the general progress of the country. The falling off in our total exports last year arose from the great decline in our sales of cattle, horses, &c., to the United States, which decline was no less than \$10,000,000. The counterbalancing feature to this is the fact that our transactions with the Maritime Provinces increased largely during the year. In 1863 we sold them only to the value of \$935,000, but last year our exports to them ran up to no less than \$3,418,000. This is a very gratifying fact, and affords grounds to hope that in future the trade between the eastern and western parts of our new Dominion will swell to still larger dimensions.

We are glad to learn that so far during the present fiscal year, the exports of the Dominion have been satisfactory. During the three months ending the 30th Sept., 1866, the amount of our exports was \$10,172,142; during the same period this fall, they were \$10,946,114—showing an increase of \$773,972. This is a good start, and we hope it is an earnest of a prosperous year.

THE COMMERCIAL AND FINANCIAL PROSPECTS IN THE UNITED STATES AND IN CANADA.

GREAT financial and commercial depression exists in the United States. One of the best Journals of New York, in a late issue, says:—"Money is scarce, confidence is greatly impaired, and the general markets are almost in a state of paralysis. One or two heavy failures have occurred, and this has served materially to heighten the depression." Another reliable paper presents an equally gloomy view. "Since 1857, a year of failure," it says, "failures have not been so common as at present; and business men are of the opinion that if the newspapers were to adopt the system adopted at that time, of printing the daily list of firms that have gone into insolvency, universal distrust and panic must speedily follow." All kinds of trade are dull—especially dry goods. Many of the smaller manufactories in New England are stopped, and almost all the rest are running upon half time. "Tens of thousands of operatives through the country," says an authority, "are either deprived of their resources altogether, or are working on half time." The same journal represents the greatest distress as existing among all the wholesale and retail merchants. The *Shipping List* is one of the best commercial papers in New York, and it speaks in the same tone. A few days ago it held this language:—"The state of trade was never more unsatisfactory than at present. And after speaking of the universal distrust of the future that prevails among all classes, and the tremendous fall in prices and consequent ruin of merchants who have enormous stocks on hand, it thus concludes:—"This state of affairs is the inevitable reflex of that fictitious prosperity which the country enjoyed during the war—the inexorable penalty affixed to the violation of the natural laws of finance and political economy." Many more extracts of the same nature might be quoted, but enough has been said to show that the financial and commercial interests of the States are in a critical position. And that is a fact of vital importance to Canada. For, it is needless to observe that a crash in the States would not fail to be followed by a collapse in Canada, unless timely precautions were taken on our part. In order to judge of our condition we will now turn and take a brief and comprehensive survey of the financial and commercial prospects of Canada.

At the outset, it must be remembered that 1867 in the Dominion presents a marked contrast to 1857. Ten years ago the reciprocity treaty existed with the United States, and consequently our business transactions with our neighbours were infinitely greater than they are to-day. So that if now a commercial panic was to break out in the States, and was to spread to Canada, it would not have such a wide-spread and disastrous result as the panic of '57 had. Again, over-trading has not been carried on to the same extent for the past few years as it was during the few years that preceded '57. Our merchants and business men had their fingers badly burned that year, and the lesson has not been altogether lost on any of them—the burnt child dreads the fire. Again, there has not been the mad speculation—the unholy haste to get rich—this year that there was a decade ago. True, in most of the important

cities of Canada an advance has of late taken place in real estate but it has been a legitimate increase in value. It has been caused by the increase in population and wealth in those cities. There has been no transmutation of bogs and fens into villages and towns on paper, and no auctioneering off of hundreds of acres of brush and swamp under the captivating description of town and park lots. Hundreds and thousands were ruined by the purchase of such real estate ten years ago, and the wholesome lesson has not been forgotten yet.

Besides this, the crops for the past few years have been very good. The repeal of the reciprocity treaty, it was feared, would have been a great blow to the farming community; but, thank Heaven, that fear has not been realized. New markets have been opened up to Canada, and farmers never received a better price and more constant demand for their grain than they have since the repeal of that treaty. So greatly have the agricultural classes been blessed within the last four years, that they have been enabled to emerge from under a cloud of debt; and from being impoverished debtors, they are now prosperous and independent yeomen. Nor has the ground yielded bountiful harvests alone; the wealth of our mines has at last been brought to light. Iron and copper mining never paid better than they do at present. The gold regions of Madoc are said to yield a hundred dollars to the ton, and less than ten dollars per ton would pay; and this is a discovery of yesterday. The Godrich salt wells is producing an unlimited supply, and its quality, as tested at the Paris Exhibition, is unsurpassed in the world. This, also, is a new discovery. Then there are the oil regions, where fortunes have been lost and made by grasping speculators; but the wealth that has been produced there, has diffused itself over the entire Dominion, and the amount lost to producers by the cheapness of oil has been more than counterbalanced by the gain to consumers. Silver mines of great value are also said to have been discovered in the Superior country. In all these discoveries the country has been a gainer, and if there has been speculation in mineral and oil lands, still wealth enough has been got out of those lands to save the public from harm. The land operations of 1867 were of a different character. Then there was all loss and no gain.

It is not alone the agricultural and mining interests that are better off to-day than they were four years ago, but the same may be said of the mercantile and business men. As a general thing, all the various branches of trade and commerce have been active during the past year. What are known as "smashing" businesses have not been carried on to any extent. Moderate profits and quick returns have been the order of the day, and consequently trade is sounder and better able to exist through dull times and to face a crisis, should one be precipitated upon us from the States, than if it had been carried on recklessly as in former years. With a prosperous and independent farming community behind their backs, shop-keepers will have no fear but that they will be able to pay their way and to carry sufficient amount to profit. They must, however, continue to display prudence and economy in their transactions, both with their customers and in their dealings with wholesale houses. With regard to wholesale houses, they have done a fair remunerative business during the past year. It must be borne in mind, however, that large houses are generally the first to feel a commercial crisis. They have already felt their discounts curtailed by the disturbance of the money market produced by the suspension of the Commercial Bank; and should a crisis happen in the States, they would be the first to feel it in Canada. It is also correct to say that even in such a case a liberal discount policy on the part of the banks would enable the wholesale houses to weather the storm without suffering any material damage. That such assistance as is required should be promptly extended if necessary, is the opinion of all who would wish to avert calamity from the most important mercantile interests of the country. At present, although the banks are chary in discounting, money is plentiful, and may be had at low rates. In fact there are more parties seeking good investments for their money at from seven to nine per cent than are borrowing at those rates.

In reviewing the various causes which have effected trade and commerce during the last year the bankrupt laws must not be overlooked. The effect of those laws has so far been apparent in the number of traders and non-traders who have taken advantage of them. Every *Gazette* for the year past has set forth its list of bankrupts from every village, town and city in the

Provinces of Ontario and Quebec. The presumption is that those were all honest but unfortunate men, the victims of imprudence and the hard times that came in with 1857 and following years. It is not to be supposed that any of them were fraudulent, or that they took advantage of the act to cheat their creditors. We may draw the inference, then, that these men, being freed from their embarrassment, and having learned wisdom by sad experience, will prove useful members of society and profitable and safe business men. Starting anew, they are not likely to be entangled in over-trading and speculation, and they ought to regulate their conduct on sound business principles.

We have now concluded our survey of the present position of affairs in Canada and in the United States. It is with great pleasure and with thankfulness to Him who is the author of the success of a nation as well as of an individual we conclude that 1867 promise to the last to see the Dominion enjoying peace, plenty and prosperity. Whether, indeed, we compare this year with 1857, which was a year of failures and losses, or to years that we considered fortunate, we must admit that 1867 ought to be marked with a white stone. Notwithstanding this pleasant conclusion, however, it must be remembered that now more than ever ought our business men, wholesale and retail, and all of our agriculturists to act prudently and economically. The port is in sight, but it may not be gained without a storm. But even if it is, it is well known that prosperity following on the heels of adversity is apt to lead weak-minded people into extravagance and reckless living, and when this happens invariably the last state of such is worse than the first. The dull times and the tight times are not all past yet, and those only will live and thrive through them who act prudently and properly in the day of prosperity.

WORTH KNOWING.

QUITE a number of valuable statistical returns have recently been laid before the Parliament at Ottawa. Among these is the second part of the "Miscellaneous Statistics," prepared by Mr. Langton, the Auditor-General. It will be remembered that a number of articles were published in the *Trade Review* on the first part of these statistics, which appeared several months ago. The present "blue book" is altogether devoted to showing the number of ratepayers, assessed value of real estate, the debts due by municipalities, and similar facts relating to them. In our limited space we cannot give the details of these statements, but we have prepared the following tables for Ontario and Quebec respectively, which we think will be interesting to our readers—

I.—Total Municipal Returns of Ontario for 1866.

Assessed Value Real Estate . . .	\$238,201,657
" " Personal Property . . .	26,235,087
Total Liabilities . . .	17,779,885
" Annual Revenue . . .	4,471,879
" " Expenditure . . .	4,850,987
Number of Acres Assessed . . .	19,017,722
" Ratepayers Assessed . . .	296,995

As a general thing, all of the above items are larger in 1866 than in the preceding years. This fact affords satisfactory evidences that the country is not standing still, but is making steady progress forward. The returns given for the Province of Quebec are by no means so full and complete as those of Ontario. Their accuracy is open also to some doubt, for it is found very difficult to get the officials of the different municipalities to send full and correct returns to the Department when such information is not paid for. This has always been a defect in our statistical information, and it is to be hoped that some means will be found hereafter to get the returns of Quebec in full. The following is all the information which the "blue book" under consideration gives—that is, the totals of the information:—

II.—Total Municipal Returns of Quebec for 1866.

Assessed Value Real Estate . . .	\$163,922,711
" " Personal Property . . .	1,147,107
Number Acres Assessed . . .	13,878,201
" Ratepayers Assessed . . .	201,653

The items of personal property given above does not include Montreal and Quebec, and cannot be taken to indicate the real amount of personal property in Quebec, but simply the amount which is assessed. As to the value of real estate given both for Ontario and Quebec, it is doubtless much greater than the figures given above, for it is notorious that in nearly all our municipalities property is assessed by assessors below its actual value.

THE FINANCIAL STATEMENT.

WE have not space to give in full the speech of Hon. Mr. Rose in laying before the House the statement of the financial condition of the Dominion, but we shall endeavour to give to our readers in as few words and figures as possible, the information therein contained. We shall, for the present, refrain from any comments on the modes in which the Minister of Finance proposes to raise funds to meet the heavy floating debt of the country; we shall only agree with the majority of those who listened to his speech—as well those on the opposition benches as the supporters of the Government—in stating that it was clear, concise and candid, dealing with the affairs of the country as they are, and meeting the conditions of things fully and squarely.

We shall commence by giving the statement of the Receipts and Expenditure of Canada proper for the year ending June 30, 1897, its last year of separate existence, which were as follows:—

RECEIPTS.

Customs.....	\$ 6,873,261 77
Excise.....	1,950,701 62
Post-Office.....	479,025 65
Ocean Postage.....	67,434 27
Public Works.....	408,168 92
Provincial Steamers.....	38,164 30
Territorial.....	778,379 81
Casual.....	16,498 01
Quebec Loan.....	86 00
Interest on Investments.....	87,627 30
Premium and Discount.....	16,210 69
Bank Imposts.....	18,042 42
Law Fees, 12 Vic., Cap. 63 and 64.....	25,891 77
Fines and Forfeitures.....	12,991 15
Bill Stamps.....	104,022 16
Law Fees, L.C., (Con. Stat. L.C., Cap. 93).....	84,039 70
Do. U.C. (County Attorneys).....	34,003 10
Tonnage Duties, (Quebec River Office).....	9,839 27
Do. (Mariners' Fund).....	9,097 05
Passenger Duty, (Emigration & Contin.).....	22,641 00
Railway and Steamboat Inspection.....	5,769 70
Fisheries.....	10,450 90
Cullers Fees.....	61,004 81
Penitentiary, Reformatories, &c.....	67,135 88
Hospitals and Charities.....	6,298 55
Militia.....	32,856 69
Trinity House, Quebec.....	200 00
Registration, L.C.....	3,910 69
Municipal Loan Fund, L.C.....	189,782 60
Do. do. L.C.....	81,888 85
Quebec Fire Loan.....	3,556 72
Law Society.....	14,355 03
Court Houses, L.C.....	33,969 63
Building and Jury Fund, L.C.....	18,023 68
Upper Canada Building Fund.....	23,615 05
Municipalities Fund, U.C.....	17,708 48
Do. do. L.C.....	16,632 62
Educational do. L.C.....	26,678 05
Do. do. L.C.....	31,690 48
Common School Fund.....	124,596 48
Copy right Duties.....	295 26
Indian Fund.....	92,422 45
Great Western Railway (Interest Acct.).....	1,878 26
Northern Railway, do. do.....	20,000 00
Tug Steamers.....	16,190 00
Trust Fund Investment.....	5,400 00
Consolidated Fund Investment.....	1,066,647 07
Receipts from Sales of Public Works.....	24,302 17
Tavern Licences applicable to Municipalities, L.C.....	4,960 02

Revenue proper.....	\$12,313,239 50
Debentures and Stock.....	\$ 873,200
Provincial Notes.....	3,113,700
	\$ 3,986,900 00
	\$16,400,139 50

PAYMENTS.

Interest on Public Debt.....	\$ 3,631,788 56
Charges of management.....	183,476 35
Sinking Fund.....	243,333 34
Premium, Discount and Exchange.....	54,166 12
Civil Government.....	639,760 11
Administration of Justice East.....	412,900 63
Do. do. West.....	379,438 79
Police.....	39,373 08
Penitentiary, Reformatories and Prison Inspection.....	243,813 64
Legislation.....	885,962 15
Education East.....	273,647 63
Do. West.....	349,721 25
Literary and Scientific Institutions.....	14,862 60
Hospitals and Charities.....	847,335 71
Geological Survey.....	23,278 94
Militia.....	1,412,832 04
Arts, Agriculture and Statistics.....	67,912 88
Agricultural Societies.....	108,078 25
Emigration and Quarantine.....	52,798 74
Pensions.....	51,485 48
Indian Annuities.....	35,420 00
Public Works and Buildings.....	610,165 03
Rents and Repairs.....	109,056 65
Roads and Bridges.....	145,103 60
Ocean and River Service.....	370,322 06
Light Houses and Coast Service.....	116,454 34
Fisheries.....	39,807 34
Seigniorial Tenure redemption.....	290,777 25
Township Indemnity.....	105,863 94
Culling Timber.....	65,643 29
Railway and Steamboat Inspection.....	10,548 52
Advances and Repayments.....	148,622 67
Removal to Ottawa.....	7,750 68
Indian Fund.....	150,825 22
Municipalities Fund, East and West.....	109,242 41

Secret Service.....	41,601 17
Miscellaneous.....	103,836 17
The Collection, &c., of Revenue:—	
Customs.....	627,012 68
Excise.....	141,677 69
Post Office.....	569,185 25
Public Works.....	207,600 23
Territorial.....	163,443 68
Stamps.....	6,149 02
Fines and forfeitures.....	5,152 26
Minor revenues.....	1,023 81
Special Funds.....	76,344 49

Expenditure proper.....	\$12,016,973 37
Redemption of Public Debt.....	1,813,117 17
Total Payments.....	\$14,729,090 54

According to these figures, there is an apparent deficit of \$662,733 for this year, but the items included large amounts for exceptional accounts, which commenced last year, and had to be continued this year, and also for public works, which would not be likely to occur again, and which might fairly be deducted from the ordinary expenditure of the year.

Concerning the fixed debt of the Dominion, the Minister of Finance said:—

"This brings me down to the consideration of the state of affairs when, on the 1st July last, we entered on our present constitutional arrangements, and it is perhaps necessary that I should refer for one moment to those features of the Union Act which affect the money dealings of the Dominion. As the House is aware, the Dominion, when taking possession of the revenue and of certain property of the four Provinces, also assumed certain obligations of those Provinces. It is stipulated in the Union Act that the amount of debt with which the Provinces should go into the Dominion should be:—

For Ontario and Quebec.....	\$62,600,000
For Nova Scotia.....	8,000,000
For New Brunswick.....	7,000,000
	\$77,600,000

It is further provided that the Dominion shall be liable for the obligations of the several Provinces at the time of the Union, no matter to what sum they may amount. Clause III. says that "Canada shall be liable for the debts and liabilities of each Province existing at the Union," which, of course, means liabilities in excess of stipulated debt. The Dominion is bound, in addition, to pay the interest of this public debt of \$77,600,000; also to pay the stipulated subsidies of 50 cents per head of the population of each Province, and besides, the supplementary grant of \$80,000 to the Province of Ontario, 70,000 to the Province of Quebec, 60,000 to the Province of Nova Scotia, 50,000 to the Province of New Brunswick.

\$260,000 New Brunswick receiving in addition the sum of \$63,000 per annum for the consideration mentioned in the Act. Besides all this—and I mention these details that the House may correctly understand the difficulty which exists in making up exact statements to be laid before it, of the outlay for which it will be my duty to ask a vote at its hands—the Dominion is bound to defray certain expenses of Civil Government—the salaries of the Local Governors, of the Judges, and of all officers in the various Provinces who become officers of the Dominion. From these payments we have, of course, to deduct the interest on the excess of debt assumed on behalf of any of the Provinces.

I now come to the next point in my programme—an account of the sums that have been received by the Dominion from the 1st July last, up to the latest hour to which I could place them in possession of the House, and also of the sums expended by the Dominion on "Dominion account"—a phrase I shall hereafter often have to use. The statements of these amounts were finished late last evening and are now in the hands of honourable members. With your permission, sir, I shall refer to the total sums in order that the House may see the condition of the income and expenditure of the Dominion as nearly as possible. I say as nearly as possible, because there, no doubt, are on both sides of the account some items which do not properly belong to the Dominion, but to the several Provinces. The machinery of Government has, in many cases, been carried on since 1st July last by Dominion officers, both for the Dominion and for the local governments, and items of revenue and expenditure belonging to the several Provinces have found their way into the accounts of the Dominion. These will, however, all have to be accounted for when a final adjustment is made, and have to be refunded to the Provinces, as being either arrears belonging to them, or proceeds of local property or included in the debt. This is peculiarly the case in regard to the Provinces of Ontario and Quebec, for which the Dominion officers at the head of the government have performed to some extent functions which may hereafter have to be performed by their own officers. For example, the Crown Lands accounts for these Provinces have been brought into the Dominion accounts, but they will all form the subject of adjustment when the arbitration between Ontario and Quebec takes place. (Hear.) The first account, marked A, is an abstract of the cash receipts and expenditure from all sources from 1st July to the 20th November, 1897, that is, a statement of all the cash which has gone into the public chest, whether on Dominion account proper, or on account of the Dominion as acting for local funds. The totals show that the amount received since the 1st July is..... \$7,427,615 while the total amount paid out during the same period is..... 6,223,035 leaving an apparent surplus of revenue over expenditure..... \$2,104,580

but in this expenditure, it will be perceived, all the large payments which occur periodically are not included, of which the principal is the interest on the Public Debt, payments which have since, in a great measure, absorbed this surplus."

The following is the condition of the floating debt of the Dominion, as it stood on the 31st of October:—

"There was then due to the fiscal agents in England on Canada account—on account of what are now Ontario and Quebec.....	\$2,404,115
There was due to the fiscal agents of the Province of Nova Scotia.....	1,312,740
There was due to the fiscal agents of the Province of New Brunswick, one account of.....	\$112,010
and another, since paid, of.....	161,970

Making together, on account of New Brunswick.....	263,980
Being a total sum due to the fiscal agents in England of.....	\$3,980,835

There was due in Canada, to the Bank of Montreal.....	2,575,900
And a further sum on the redemption of circulation of.....	\$336,066

From which however, are to be deducted bonds the Province receives on paying that amount.....	206,080
Making the total sum due to the Bank of Montreal.....	2,724,086

Then there is on account of the Sinking Fund, which is of course properly chargeable to revenue, but which has found its way into the accounts of the fiscal agents, the sum of \$206,980.

The floating debt then is as follows:—	
Due fiscal agents.....	\$3,980,835
Due Bank of Montreal.....	2,724,086
Sinking Fund account.....	206,980

Total..... 6,911,901 exclusive of the Provincial notes and debentures.

I will now state to the House the mode in which the Government propose to deal with this floating debt. In the first place, there are certain assets, which the Government of Canada have and which ought properly to be realized, in order to go in liquidation of that debt. There are £250,000 sterling of bonds of the Province of Nova Scotia, now in the hands of the fiscal agents in England, that one item representing about a million of dollars. Then there are due to the Dominion of Canada certain sums by various corporations, institutions, and municipalities—forming a very considerable amount in the aggregate, which, if all collected, would reduce in a very considerable degree this floating debt. I do not presume that it is possible with due regard to existing interests to force unduly or harshly the payment of those large amounts. Still there is a very considerable sum. I am satisfied, which will be available from those sources within a not very remote period. And I think it is the duty of the Dominion when it has to pay a high rate of interest on its floating debt, to realize those assets as rapidly as they can be realized, with a due regard to the interests involved." (Hear.)

Mr. Rose then proceeded to indicate the course Government meant to take to provide for this floating debt, after realizing the various assets of the Dominion, such as the debts due by the Great Western and Northern Railways, &c. He stated that it was proposed to take power to create a Dominion stock, in which trustees, executors, corporations, the Court of Chancery and others might be able to make their investments. He believed a very large amount might be got in that way. It was also proposed to give facilities for the purchase of terminable annuities. A third way to obtain money would be by the extension of the principle of Savings Banks. He believed a very much larger amount of money would be deposited if the savings were guaranteed by the Government, instead of only by private companies. This was proved by the larger proportion per head of deposits in Nova Scotia and New Brunswick, where the Savings Banks were administered by Government, than in Ontario and Quebec under their system. Still another mode by which it was believed a large amount of money might be obtained, would be by compelling the Life Assurance Companies doing business in Canada to give the same guarantees now exacted from the Fire Companies. Another way in which some portion of the debt might be met was by the gradual extension of the circulation of Provincial Notes. There was still another way, which he, Mr. Rose, could only hint at as yet, namely, by the use of Exchequer Bills, on certain conditions connected with some provisions with reference to silver. In reference to the time which could be obtained in which to meet the floating debt, Mr. Rose stated that the \$2,500,000 due the Bank of Montreal had matured on the 1st of December, and had been renewed up to the 30th June next. He thought that there would be no difficulty with the fiscal agents in England in carrying the floating debt there for such time as was necessary to make the arrangements he had referred to.

Mr. Rose next proceeded to give the estimates of

revenue and expenditure for the present fiscal year.

They are as follows:

Revenue, estimated.....	\$14,457,400
Expenditure, ".....	14,301,301
Estimated surplus.....	\$ 156,099

The following are the principal items of revenue and expenditure, as estimated:

EXPENDITURE.

Interest on Public Debt.....	\$4,368,000
Civil Government.....	521,000
Administration of Justice.....	429,000
Legislation.....	575,000
Militia, Marine, and defensive expenditure.....	1,600,000
Marine expenditure.....	622,625
Collection of Revenue.....	2,228,000
Subsidies to the Provinces by Union Act.....	\$2,797,446
Less interest payable by Quebec and Ontario.....	435,000
	2,362,446
Indemnities under Seigniorial Act of 1859.....	290,000
Indian Fund and Indian Annuities.....	181,000

REVENUE.

Customs, Railway imposts and Excise.....	\$12,121,900
Post Office.....	669,000
Public Works.....	837,200
Interest and Investments.....	128,400
Bill Stamps.....	100,000
Indian Fund.....	100,000

Mr. Rose then went on to show the resources with which this Dominion was prepared to meet its heavy annual expenditure, and pointed out the very gratifying increase which had taken place in the export trade of all the Provinces during the last ten years, and also in their revenues during the same time; the Internal trade, he also stated, was more than double in 1866-'67 what it had been in any previous year, a source of very great satisfaction.

THE GRAND TRUNK RAILWAY.
MR. BRYDGES' STATEMENT.

HOUSE OF COMMONS—STANDING COMMITTEE ON RAILWAYS, CANALS, AND TELEGRAPH LINES—PROCEEDINGS OF THE COMMITTEE.

RAILWAY COMMITTEE ROOM,
Ottawa, Dec. 3rd, 1867.

A Quorum being present, the Committee proceeded to the consideration of Bill No. 10, to amend "The Grand Trunk Arrangements Act (1862)," and for other purposes.

The Preamble being read,

C. J. BRYDGES, Esquire, Managing Director of the Grand Trunk Railway, appeared and made the following Statement in support of the Preamble:—

With reference to the Bill now before the Committee it may perhaps be convenient, as all the gentlemen present are not fully acquainted with the matter, that I should state the history of the Grand Trunk Railway Arrangements Act of 1862, and the proceedings which have since, from time to time, taken place, in order that the present Bill, which is in the main a supplement to the Act of 1862, may be fully understood.

I suppose it is very well known to all the gentlemen here that the Grand Trunk Railway Company was, in the beginning of the year 1860, opened throughout. Parts of it had been previously running—some for a good many years—and upon those parts considerable wear and tear had taken place, rendering large outlays immediately necessary. The traffic anticipated when the line was undertaken, did not come up to the expectations, the trade of Canada not being sufficient to support the line, and it was not possible to secure sufficient through traffic to supply the deficiency which existed in the local trade of Canada. The result of these combined causes was, that in the year 1860, and the early part of 1861, the Company became entirely unable to meet its obligations. The interest upon its securities could not be paid, and the debts of the Company became most pressing and embarrassing. The Company, in the middle of 1861, owed upwards of £2,500,000 sterling. Judgments were obtained against the Company to very large amounts; the wages of the staff were frequently in arrear; accounts for supplies could not be promptly paid; the Company's credit in consequence was gone—and at that time the closing of the line was imminent. In this state of affairs the bond and share holders of the Company fully and completely examined into the position of their affairs, and after very lengthy discussions amongst themselves, agreed to certain arrangements which they asked the Parliament of Canada to enact, and which formed the Arrangements Act of 1862, the preamble of which was as follows:—

"Whereas the interest on all the Bonds of the Grand Trunk Railway Company of Canada is in arrear, as well as the rent of the Railways leased to it, and the Company has also become deeply indebted, both in Canada and in England, on simple contracts, to various persons and corporations, and several of the creditors have obtained judgments against it and much litigation is now pending; and whereas the keeping open of the Railway for traffic, which is of the utmost importance to the interests of the Province, is thereby imperilled, and the terms of a compromise have been provisionally settled between the different classes of creditors and the Company, but in order to facilitate and give effect to such compromise the intervention of the Legislature of the Province is necessary. Therefore, &c."

The clauses of that Act arranged an agreement between the holders of the different securities, that the interest which was not earned in cash should, during a period of ten years, be paid in certain securities defined in the Act itself. It was supposed by all parties

who agreed to the compromise that it would take ten years for the gradual improvement of the property, so that it would, at the end of that time, earn enough profit to meet its interest obligations.

The mode of settling with the then creditors was all provided for in the Act.

After the Act was passed, the creditors were settled with. All the judgments obtained were released, and ever since the interest not earned in each year has been paid in securities, as provided by the Act. The Act also gave authority to the Company to raise as a preference charge the sum of £500,000, to increase the accommodation of the line in the shape of stations, sidings, warehouses, &c., and to provide additional rolling stock.

For the year ending 30th June, 1861, the net profit earned was only £103,469, which was only enough to pay a portion of the money due to the leased lines.

The bonds for £500,000 authorised by the Act of 1862, have nearly all been issued, and the proceeds used in supplying increased facilities all along the line, and in making the following additions to the rolling stock, viz:—

In engines, an increase of.....	18 per cent.
In passenger cars, do.....	34 do.
In freight cars, do.....	22 do.

With the aid of this outlay the gross traffic has been very largely increased indeed.

For the year ending 30th June, 1861, it was...£ 714,956
Whilst for the year ending June, 1867, it was...1,328,491

An increase of.....£ 613,535
Equal to about 85 per cent.

In the net profit earned there has also been a very large gain indeed.

For the year 1861, adding the profit earned by the Buffalo and Lake Huron and Champlain Lines, the profits amounted to £138,207.

Whilst for the year ending June, 1867, the same system of lines worked together earned a profit of £264,069.

Showing an increase of £125,862, or upwards of 90 per cent.

In arriving at these results of net profit, it is right that I should state the fact that out of the earnings of the line, and from that source alone, there has been expended, in addition to all the usual expenses of working, railway from 1861 to 1867 inclusive (a period of seven years) upon maintenance and repairs and improvement of the roadway, no less a sum than £1,269,078 sterling. That expenditure has amongst other things, enabled the Company, in these seven years, to relay 718 miles of their railway with new iron, and to put in 2,465,000 new sleepers, the latter having amounted to an entire renewal of road, as regards that item.

In addition again to that large outlay, and what has really been the main cause of the company's embarrassment, the line has had to bear a frightful loss caused by the American war. No one could have foreseen when the Arrangements Act was agreed to, that the American war would have assumed such vast proportions and produced such gigantic losses. The amount which the Company has lost by the depreciation of the American currency, in which alone their through traffic could be paid for, has amounted up to the 30th of June last to no less than £311,000. And in addition the Company has had to pay, in the shape of increased price for all labour and materials on the United States part of the line, and the consequent increase in the prices in Canada also, a further sum of £440,000. This amount represents the increased expenses thrown upon the cost of working the railway, and is arrived at after deducting the increased rates, which, in some instances, the Company has been able to charge in part to meet the effects of the depreciated currency. The total loss sustained by the Company since the breaking out of the American war has been, therefore, no less than £750,000 stg., the whole of which has come out of the net profits of the line.

I notice in reading the debate, which took place upon the second reading of this Bill, that a statement was made that not only was no interest paid on any portion of the money expended in constructing the railway, but that the expenses actually exceeded the receipts.

So far from that being the case it is the fact that during the seven years which ended upon the 30th June, 1867, the Company has paid in cash, out of its net earnings, for dividends and interests upon various classes of the Company's securities no less a sum than £1,568,993 sterling.

As I mentioned some little time ago, in the year before that in which the Arrangements Act was passed, the amount of the net profit was only £103,469, which only covered the interest upon a capital of £872,000, whilst for the last year, ending the 30th June, 1867, the last date to which the accounts have been made up, interest has been paid upon different securities amounting in the aggregate to £5,500,000.

[At the request of Hon. Mr. Holton, Mr. Brydges then read a statement shewing the amount of the different securities making up this sum.]

I may also add that but for the loss caused by the American currency, and the increased expenses which it involved, the Company would now be paying interest upon a capital of between £9,000,000 and £10,000,000 instead of between £5,000,000 and £6,000,000.

At the time the Arrangements Act was passed in 1862, it was perfectly understood that hardly any interest was then being earned, and that securities for a certain length of time should be issued for interest which was not due but earned. Ten years was the time allowed, and half of that period has expired. You now see what progress has been made, and it must rest, of course, with the results of the next five years, to see if the anticipations formed when the Arrangements Act was passed will be all realized.

The Company has now no floating debt; all its supply, accounts and wages, are promptly paid as due, and its credit in Canada is entirely re-established.

The equipment bonds, authorized by the Act of 1862, having now been nearly all issued, the Company desires to add still further to its rolling stock, hoping

and believing that if it is better able to supply the wants of the trade of the country, and secure a larger share of through traffic as well, that it will in the next five years be able to pay interest upon a still larger proportion of the capital invested in it. To obtain this additional rolling stock, powers are required from Parliament, and I will now proceed to show that the present Bill is desired by those interested in the securities of the Company, and on whose behalf I now appear before the Committee to advocate its passage.

The discussion of the terms of the present Bill has been carried on for some time amongst the bondholders, &c., the necessity of raising more capital being admitted. The discussions were brought at length into a definite shape by the Board, in their report for the half-year ending 31st December, 1866, inserting the following clause upon the subject viz:—

"Looking to the heavy loss which has during the last five years arisen from the condition of the American currency, to the pressure of the excessive outlay for renewals of the permanent way, to the impossibility of the Railway earning even the amount of revenue now become obtainable without an increasing quantity of rolling stock, and to the realization of the expectations so long formed of the construction of the Intercolonial Railway, the Board consider that the time has arrived for maturing a plan under which the progress of the traffic and the resources of the undertaking—now destined to become an integral portion of a great continental highway—shall be fully kept pace. They will be prepared at the meeting to lay their recommendations before the bond and stockholders for discussion. Any further legislation required will give an opportunity for obtaining power in reference to the general capital account, and if thought fit, as to the conversion of the Postal and Military Bonds also."

The whole question was very fully discussed at the meeting at which that report was submitted, held in London, on the 18th April, 1867, when the following resolution was unanimously adopted, viz:—

"That the Board be requested to consider whether any and what arrangement can now be made with advantage to the company, in regard to the General Capital Account, and the position of the Postal and Military Bonds, reporting to an adjourned meeting to be held at this place, on Thursday, the 30th day of May, next, at 9 o'clock, and that the Board be requested in the meantime to confer on these important subjects with some of the largest holders of each class of Bonds and Stocks, and that the meeting be adjourned accordingly."

After that resolution was passed, the Board called a meeting of the holders of the Postal and Military bonds, and the plan for the arrangement of those bonds was agreed to. Subsequently a meeting of holders of all classes of securities was called, the parties present representing an aggregate sum of about £4,000,000 sterling of the company's bonds, &c., and after considerable discussion and several meetings, the following resolution was unanimously adopted, viz:—

"That it be recommended that powers be applied for in the ensuing session of the Canadian Parliament to convert the Postal and Military Bonds (say) £1,200,000 into Equipment Mortgage Bonds, bearing a fixed rate of interest of (say) six per cent., and to raise a further sum of £480,000 Equipment Funds for the purposes of the Company; the whole issue of these Equipment Mortgage Bonds then being £1,700,000, payable 1st, out of the Postal and Military Revenue; and 2nd, if need be, out of the general net income."

"That the Act be subject to the consent of the Postal and Military Bond holders, and to a vote of three-fifths of the Bond and Stockholders present at a special meeting."

"Also that powers be applied to change the name of the Company to the 'Canadian Railway Company'."

The above resolution was afterwards made the subject of a special report by the Board to the adjourned meeting on the 30th May, 1867, when a large number of holders of all classes of securities being present, a resolution almost identical with that passed by the committee which I have just read, was adopted, with only nine dissentients.

The Board then proceeded to draw the bill to carry out the arrangements agreed upon, and amongst other things included clauses, as recommended in their report in April, 1867, for the re-arrangement of the capital account of the Company. The bill was then referred to in the next report, that for the half-year ending 30th June last, which was laid before a general meeting of the Board and Shareholders, on the 30th October last. At that meeting it appeared that a considerable number present objected to the clauses relating to changes in the capital account of the Company, contending that the arrangement came to in 1862 was a compact which ought not to be disturbed until the ten years for which it was made had at any rate run its course. After considerable discussion a deputation was appointed by the meeting to confer with the Directors, and endeavour to arrive at a decision which should be satisfactory to all parties interested. The deputation then met the Board on the 6th November, and after a full discussion arrived at the conclusion which is recorded in the minute I hold in my hand, but which it is not necessary for me to detail the committee by reading at length. The bill now before the committee is unanimously agreed to, and I am instructed to urge its speedy passage.

All the reports I have referred to were printed, and on the face of each a copy of the notice convening the general meetings was printed. A copy of each report and notice was posted to every bond and shareholder according to his registered address, so that the fullest notice has been given to every person interested.

I find I omitted to notice a matter which was referred to in the debate on the second reading, and which has very frequently been made the subject of remark in the press. I refer to the question of the comparative charges made for through and local freight. I see it was stated by one member one cause of the embarrassments of the Company was that it carried through freight at rates which did not pay for the cost of carriage.

I am very glad indeed to have the opportunity of setting the entire mistake under which those statements are made, being as they are entirely opposed to the actual facts. For the last two years, at any rate, this Company has given in every way preference to the carriage of local freight as against through, although in doing so, in many cases, the through freight pay is best, both as regards the actual rates received and the long distances over which the through freight is earned. But the fact is, that through freight is only carried when sufficient local business does not exist to fully employ the Company's rolling stock, as happens to be the case at the present time.

And now I will quote some figures to show what the relative rates are for through and local freight. Of course in summer when the local trade is very small, and there is no demand for our cars, we carry at lower rates from Sarina than during the busy seasons of fall and spring. But during last month, when freights were heavy all over the continent, our rate on a barrel of American flour, from Sarina to Portland was \$1.50 a barrel or \$16 a ton. The distance is 725 miles, which makes the rate very nearly two cents per ton per mile or, deducting the difference between gold and green backs, upwards of one and a half cent per ton per mile in gold.

Now the winter rate on Canadian flour, from Toronto to Portland, is 85¢ a barrel or \$8.50 a ton, and the distance being 627 miles, the rate is about one and a third cent per ton per mile.

From Guelph to Portland, a distance of 677 miles the rate is about the same per ton per mile.

For shorter distances the rate is usually higher per mile, but between Toronto and Montreal the rates are slightly lower per mile.

The causes of those rates being so low is mainly in the fact that the Grand Trunk runs for nearly its entire length alongside the most splendid water communication in the world, and higher rates, owing to that competition, cannot be obtained.

These low rates constitute the main reason why the per centage of the working charges of the railway to its receipts is so high, and why its profits are so small for the amount of work it performs for the public.

I have carefully examined into the fact, and I make the statement advisedly, that in addition to all the advantages which Canada has derived from the money expended in constructing the Grand Trunk Railway, that she gets her people and her produce carried by railway at lower rates than is the case in any other country in the world where railways exist.

I will now briefly refer to the two other clauses in the Bill relating to the Buffalo and Lake Huron and Champlain Companies.

The first is simply to do what is always done in English Railway Acts, to authorize the two Companies, whose union has been approved by Parliament, to mutually agree upon any changes that may be considered desirable in the internal arrangements of their terms of partnership.

The clause which power is asked to change, with the consent of both Companies, relate only to the terms of their partnership, some points in which experience has shown may from time to time need alteration.

With regard to the Champlain Company, the clause proposes simply to enact that the option already possessed to purchase the shares of the Champlain Company at a certain price may, with the consent of the shareholders of that Company, be extended from five years to ten.

The committee deliberated, and ordered that the statement made by Mr. Brydges be printed for the use of the committee.

The committee then adjourned until Thursday next, at 12 o'clock noon.

REPORT OF THE MINISTER OF AGRICULTURE FOR 1866.

(Continued.)

Mr. Dixon, of the Liverpool agent, also gives evidence in favour of free grants being made to intending settlers, stating that constant applications had been made to him for free grants of land. He suggests that his agency should be authorized to give warrants to the applicants, on receiving a certificate from their clergyman or local magistrate vouching for their respectability. We consider the idea a good one, and hope Mr Dixon's suggestion may be adopted.

Mr. J. H. Daley, Montreal agent, thus summarises the industry of this city, and the openings for skilled and unskilled labour—

INDUSTRY OF MONTREAL.

On the important subject of Emigration the first question is what class of mechanic or laborer is required for the Province generally, and secondly, the class wanted in this immediate vicinity Montreal and its surroundings, coming especially under my direct supervision.

The first and most important on the island, may be termed Agricultural labor, not only because it affects Montreal, but the openings in every direction are such that there need be no hesitation in those skilled in agricultural pursuits making this neighborhood their home. Nearly all the branches of the manufacturing interest offer very lucrative employment for the skilled laborer, and even hard-working uneducated men can earn good wages. There are two dangers attending all working men, the first is that at certain periods of the year the demand for labor is far in excess of the supply, and secondly, that money earned comparatively easily is spent quickly in a manner that generates bad habits.

Before closing my general remarks I may state that what we term *educated labor* is very much at a discount here, such is the excellent education given to our young men that the surplus of those who do not care

about farming pursuits study either for the Bar, Medicine or Commerce, and having local connections generally supplant any foreign competitor.

I would therefore strongly advise the educated class of the middle rank in England, to think well before emigrating to this country unless they have some certain prospect of a good start.

AGRICULTURAL INTEREST.

There has been a larger demand for farm laborers this year than ever known in Canada. This arises from the excellent regulations made by the United States Government for passing emigrants not only over their own railroads but also by the Grand Trunk Railroad to the westward.

On the island of Montreal, and all up the valley of the Ottawa, never was labor so dear. Indeed at times it could not be had at any price. This is a fact to which special notice ought to be called as there is a large opening for working farm laborers, and in connection with this I may mention that all conversant with gardening can readily secure work at fair wages. The rate of pay of course entirely depends on the skill of the workman, but taken altogether, we can show a brighter prospect to the hard-working, sober man than Great Britain.

DOMESTIC SERVANTS.

These are steadily in request, and the rate of wages comparatively high. A good cook or housemaid need never be out of employment, and judging from my experience, I would state that there is an excellent opening for some few hundreds.

BOOT AND SHOE TRADE.

This branch of business has been steadily on the increase, and now forms one of the most important in the Province.

The number actually engaged in the manufacture ranges from 3,000 to 4,000 men and women, but taking their families into account, between 6,000 and 7,000 souls rely on it for their bread.

During the past year the demand for labor in the different factories has been unusually great, and very high wages have been paid to all skilled hands. This is not a branch of industry to attract British or European emigrants, as the manufacture by machinery of boots and shoes is comparatively new, but our American friends would find plenty of excellent openings for skilled workmen. The value of boots and shoes manufactured in Montreal is rather over \$2,500,000 per annum. As regards the wages earned, my remarks of December 1865 apply fully to the year 1866.

ANNING TRADE.

The bulk of this business is carried on in the Eastern Townships, and a large portion of our supplies come from the west.

There are no openings in this neighbourhood.

SUGAR REFINING.

Under the new Tariff this has grown to be an important branch of manufacture and bids fair to rapidly increase.

We have two large Refineries in this City, which give employment to over 400 persons, and there is nearly always an opening for clever, steady young men, acquainted with the business.

FLOUR MILLS.

This has been a dull season for this branch of business, and I cannot hold out any encouragement to working millers to emigrate to Montreal. Western Canada is decidedly preferable.

COOPERS.

The remarks in my last report apply equally to this year; but for skillful men there is generally an opening, as our Breweries and Distilleries always give considerable employment.

SOAP AND CANDLE FACTORIES.

I have to call attention to a steady increase in the amount manufactured in Montreal, and the excellent quality of both.

Although the amount of labor employed is not large, still I consider that there is a fair opening for skilled labor in this branch of trade, at present some 60 hands being employed at about \$1 per day.

FURNIERS.

I have nothing to add to my remarks in the last report. The business is so entirely restricted to the local demand, that it does not now stand out as one of the leading trades of Montreal; at the same time some thousand people are employed in making up Furs for the local markets, some 100 first-class hands who earn \$8 to \$9 per week, second-class \$5 to \$7 women skilled \$3 to \$5, and so downwards. For skilled workmen there is an opening.

BREWERIES AND DISTILLERIES.

The brewing trade of Montreal has rapidly developed itself during the past few years and all our local establishments are in full work. They employ over 500 men, at wages ranging from \$1.25 to \$2.50 per diem. There is a steady demand for skilled labor.

OIL AND PAINT WORKS.

Messrs Lyman, Clare and Company, have a large factory on the Canal for grinding paints, plasters, and for manufacturing linseed oil. They employ 35 men at a rate of \$1.50 to \$2 per day for skillful men, and \$5.50 to \$7 per week for unskilled.

To show the growth of Montreal manufactures, I need simply state that these mills produced in 1865, about 50,000 gallons of oil, in 1866, about 90,000 gallons, and from 900 to 1,000 tons linseed cake, and the extension of this branch of our commerce would be greatly increased if the production of Flax seed were extended in the Province. In fact we now successfully compete with the Hull manufacturers of raw and boiled linseed oils.

PRINTING.

This branch of business is steadily on the increase and there are always openings for good hands. As a

rule the printing establishments in the United States pay better wages than we in Canada, but generally speaking good compositors can always find plenty of employment at remunerative wages. A good compositor can easily earn \$10 per week and the average range of wages is from \$5 to \$8 per week. Taking into consideration the comparative cheapness of living here, these wages are relatively higher than those paid in the United States.

TOBACCO MANUFACTORIES.

This branch of business has not increased, or can I recommend the encouragement of any further bringing in of either skilled or unskilled labor. Our present factories employ some seventy-five skilled hands and about 250 men and children. Since the close of the American War this branch of business has decreased. The wages paid, however, are fair, and like in other trades, there are always openings for steady hands.

IRON AND NAIL WORKS.

This branch of our business is about the most important of all our manufacturing interests and employs the largest amount of men's labor. I regret to have to report a very large falling off in the number of hands employed, and I fear that there will be a still further reduction, so that I cannot hold out any encouragement for either skilled or unskilled workmen at present, especially in the face of the high rates of wages now prevailing in England.

There are three Rolling Mills and Nail works, which at present give employment to skilled workmen—say 429—at wages from \$2 to \$6 per day, and apprentices and laborers 164, from 80 cents to \$1.20 per day.

Notwithstanding my previous remarks, I do not discourage the emigration of skilled mechanics in this branch of trade. The fact is, that the manufacture of not only nails, but also of tools of all descriptions for agricultural purposes, must every year increase largely. At present our manufacturers of axes, scythes, and other necessary agricultural implements surpass the English, and, with a fair amount of capital placed in our trade, three times the amount of labor might be fully employed.

There are several manufactures of saws and edge tools, such as axes, chisels, augers, &c., &c. These give employment to rather over 200 men, but the greatest proportion of the skilled labor comes from the United States, the workmen there being more accustomed to the peculiar tempering of the steel required for our cold climate. I cannot, therefore, advise any foreign emigration. Wages for skilled men run high, and there are frequent opportunities for obtaining employment.

There are several other trades which I do not enumerate, owing to the demand for labor in each department being very limited, but, generally speaking, as mentioned before, the skilled mechanic can always procure employment, and at remunerative wages; and any possessing talent, combined with energy and sobriety, cannot fail to realize a fair independence in Canada.

ST. JOHN TRADE REPORT.

ST JOHN, N.B., Dec. 2, 1867.

THE most striking characteristic of the business of the month has been the inconsiderable amount transacted. The fall trade is generally admitted to have been much under the usual amount, and very greatly, indeed, under that of last year. This is, in a great measure, owing to the uncertainty felt about the state of the lumber market. It happens, most unfortunately, that lumber is our principal, and, indeed, almost our only article of export, consequently depression in that, paralyzes every other branch of business. Nevertheless, we believe the general condition of the country to be sound, and the agricultural classes, especially, are steadily advancing in the road to comfort and independence.

One of the principal subjects of discussion and anxiety has been the probable change in the tariff. In the early part of the month opinions were pretty equally divided as to whether the Canadian tariff would be extended to the Maritime Provinces without material alterations, or whether a compromise would be effected between the two. Latterly the former opinion has been gaining ground, and, as a consequence, very large sums have been paid for duties on those articles, which would be principally effected by the change and intelligence of the introduction of the resolutions in Parliament has been looked for with no little anxiety. The operations in tea, especially, have been very extensive, the difference between Canadian and New Brunswick duties being on an average about 7c. per pound, which is a pretty good margin for the speculators, if their anticipations should prove to be correct.

The withdrawal of these large amounts from general circulation, and their deposit in the Bank of Montreal, where, for all ordinary purposes of trade, they are locked up and rendered unavailable, tends to aggravate the prevailing dullness. No matter how promising or legitimate the particular branch of business may be in which a man desires to engage, (and there are hundreds which, under a more liberal monetary system, would be successfully carried out,) he dars not touch it for fear of consequences. The apology for banking reserves which the trading and

NAME OF ARTICLE.		CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.	CURRENT RATES.	
GROCERIES.										
Coffee.			Alo.			Canned.			Coffee—(in bond.)	
Laguira, per lb.		0 19 to 0 22	English.		2 50 to 2 60	Gannan.		1 85 to 1 90	0 14 to 0 16	
Rio.		0 16 to 0 19	Montreal.		1 20 to 1 60	" 6 1/2 x 7 1/2		1 25 to 1 30	0 21 to 0 22	
Java.		0 23 to 0 26	Porter.			" 7 1/2 x 8 1/2		1 50 to 2 00	0 17 to 0 19	
Mocha.		0 20 to 0 30	London.		2 00 to 2 25	" 8 x 10		1 25 to 2 00	0 10 to 0 11	
Ceylon.		0 22 to 0 25	Dublin.		2 30 to 2 35	" 10 x 12		1 75 to 2 00		
Cape.		0 22 to 0 25	Montreal.		0 7 to 1 50	" 10 x 14		1 75 to 2 00		
Marsabou.		0 20 to 0 23	HARDWARE.			" 10 x 16		2 00 to 2 10		
			Anvil.			" 10 x 18		2 00 to 2 10		
Fish.			Common, per lb.		0 66 to 0 04	" 12 x 18		2 00 to 2 10		
Herrings, Labrador.		4 00 to 4 50	Foster or Wright.		0 62 to 0 10 1/2	" 12 x 18		2 00 to 2 10		
Prime.		1 50 to 3 00	Block Tin, per lb.		0 24 to 0 25	" 12 x 18		2 00 to 2 10		
Ribbed.		2 00 to 3 50	Copper—Tub.		0 23 to 0 24	" 12 x 18		2 00 to 2 10		
Round.		2 00 to 3 50	Sheet.		2 29 to 0 30	" 12 x 18		2 00 to 2 10		
Mackerel, No. 1.		8 00 to 8 50	Cut Nails.			" 12 x 18		2 00 to 2 10		
Salmon.		18 50 to 20 00	Assorted, 1 Shingle.			" 12 x 18		2 00 to 2 10		
Dry Cod.		3 60 to 4 21	per 100 lbs.		2 00 to 3 13	" 12 x 18		2 00 to 2 10		
Green Cod.		5 50 to 0 00	Single alone, ditto.		3 20 to 3 30	" 12 x 18		2 00 to 2 10		
			Lath and dy.		3 40 to 3 0	" 12 x 18		2 00 to 2 10		
Fruit.			Galvanized Iron.			" 12 x 18		2 00 to 2 10		
Apples, Layers.		2 25 to 2 30	Assorted stock.		0 08 to 0 09	" 12 x 18		2 00 to 2 10		
" " "		2 00 to 2 10	Best No. 24.		0 09 to 0 10	" 12 x 18		2 00 to 2 10		
Valencia, lb.		0 08 to 0 08	30.		0 09 to 0 10	" 12 x 18		2 00 to 2 10		
Currants, per lb.		0 03 to 0 08	No. 10.		0 10 to 0 10 1/2	" 12 x 18		2 00 to 2 10		
			No. 11.		0 10 to 0 10 1/2	" 12 x 18		2 00 to 2 10		
Molasses.			W. or F. No. 9.		0 19 to 0 20	" 12 x 18		2 00 to 2 10		
Clayed, per gal.		0 37 to 0 40	No. 10.		0 18 to 0 19	" 12 x 18		2 00 to 2 10		
Muscovado.		0 40 to 0 43	No. 11.		0 18 to 0 19	" 12 x 18		2 00 to 2 10		
Centrifugal.		0 34 to 0 33				" 12 x 18		2 00 to 2 10		
						" 12 x 18		2 00 to 2 10		
Rice.			Iron.			" 12 x 18		2 00 to 2 10		
Aracan, per 100 lbs.		4 10 to 4 35	Oils—Gartaherrie.			" 12 x 18		2 00 to 2 10		
" "			No. 1.		22 00 to 23 00	" 12 x 18		2 00 to 2 10		
" "			No. 2.		20 00 to 21 00	" 12 x 18		2 00 to 2 10		
" "			No. 3.		19 00 to 20 00	" 12 x 18		2 00 to 2 10		
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JOHN HENRY EVANS,
Importer of
IRON & GENERAL HARDWARE,
SADDLERY AND CARRIAGE HARDWARE,
No. 463 and 465 St. Paul Street,
and 12, 14, 18, 20, 22, and 26 St. Nicholas Street,
MONTREAL.

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

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

Offer for Sale:

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

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

CAMERON & ROSS.

NELSON, WOOD & CO.,
Importers and Wholesale Dealers in
EUROPEAN & AMERICAN
FANCY GOODS,
PAPER HANGINGS,
CLOCK,
LOOKING-GLASSES, and
PLATES,
STATIONERY,
COMBS,
BRUSHES,
MATS,
TOYS,
&c., &c., &c.
MANUFACTURERS OF
Brooms, Matches, Painted Pails, Tubs, Wash-
Boards, and Dealers in
WOODEN-WARE of every description.
29 St. Peter Street,
36-3m Montreal.

QUEBEC.

TRIBAUDEAU, THOMAS & CO.,
Wholesale Importers of
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The Trade Review and Intercolonial Journal of Commerce, printed and published for the Proprietors every Friday, by the Montreal Printing and Publishing Company, Printing House, 67 Great St. James Street, Montreal.