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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, OCTOBER 15, 1869.

No. 42.

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

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

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

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

TEAS AND GENERAL GROCERIES
Fresh Goods regularly received. Stock and assortment large and attractive.
J. A. MATHEWSON,
202 McGill St.; Stores in rear 41 to 47 Longueuil Lane.
Montreal, May, 1869. 1-ly

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

GREENE & SONS—HAT MANUFACTURERS. See next Page. 1-ly

CRATHERN & CAVERHILL,
61 St. Peter Street.
IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES, &c., WINDOW
GLASS, PAINTS and OILS.
Agents:—Victoria Rope-Walk.
Vieille Montagne Zinc Company, 1-ly

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

THOS. D. HOOD,
FIRST PRIZE
PIANOFORTE MANUFACTURER,
MONTREAL.
Show Room:—79 Great St. James Street.
Factory:—52 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

CARGO OF MOLASSES FOR SALE.
THE Subscribers are now receiving, and offer for sale, the cargo of the
Brig "B. L. GEORGE
(Just arrived from Trinidad)

CONSISTING OF:
Hhds } Choice Bright Trinidad Molasses.
Tierces }
Bbls }
ALSO IN STOCK.
3,000 packages of new fresh Green and Black Teas.
Ex "Pallas," "Annie," and "Chinaman," from
Yokohama and Shanghai.
With our usual and general assortment of Groceries
TIFFIN BROTHERS.
Montreal, 20th May, 1869. 21

A. GIBERTON,
No. 7 Custom House Square,
MONTREAL,
IMPORTER of MILLING, WRAPPING & SHOP
TWINES, Patent Seamless Hemp Hose; Saddlers'
and Harness-makers' Tools, British and French
Plate Glass, &c., &c. 27

JOHN WATSON & CO.,
Importers of
GLASS, CHINA and EARTHENWARE
WHOLESALE,
5 and 7 Lemoine Street,
MONTREAL: 21-ly

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

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

KINGAN & KINLOCH,
IMPORTERS AND GENERAL
WHOLESALE GROCERS, and Commission Mer-
chants, corner St. Sacrament and St. Peter streets,
Montreal.
Wm. Kinloch. W. B. Lindsay. D. I. Lockery
9-ly

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS,
Importers of
WINDOW GLASS, &c.,
No. 18 Lemoine Street, Esplanade St. Helen Street,
MONTREAL. 1-ly

DAVIS BROS. & CO.,
COMMISSION MERCHANTS
MONTREAL.
Consignments of Flour, Grain, Leather, Ashea
Butter, &c., receive personal attention. 8

**GREENE & SONS—WHOLESALE
FUR DEALERS.** See next Page. 1-ly

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

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

I. L. BANGS & CO.,
MANUFACTURERS OF FELT
COMPOSITION and GRAVEL ROOFING,
and all kinds of Roofing Materials, Office: 733-Craig
Street, (West) Montreal. 8-ly

JOHN H. R. HOLSON & BROS.,
BREWERS and SUGAR REFINERS,
OFFER FOR SALE:
REFINED SUGARS
SYRUPS—Standard, Golden and Amber
INDIA PALE ALE
MILD ALE } in Wood & Bottle
PORTER }
OFFICE:
117 St. Francois Xavier Street, (Opposite the Post
Office), MONTREAL. 18-ly

B. HUTCHINS & CO.,
IMPORTERS of TEAS & GENERAL
GROCERIES, No. 188 McGill Street, Montreal.
B. HUTCHINS. 6-ly EWD. LUSHER.

**GREENE & SONS—BUFFALO
ROBES.** See next Page. 1-ly

DAVID TORRANCE & CO.
EAST AND WEST INDIA
MERCHANTS,
EXCHANGERS COURT,
MONTREAL. 1-ly

THOMPSON, HURRAY & CO.
GENERAL
COMMISSION MERCHANTS AND IMPORTERS
42 St. Sacrament Street,
MONTREAL.
Sole Agents in Canada for
J. Denis, Henry Moindis & Co., Brandies.
F. Motteux & Co. 1-ly

W. & F.J.F. CURRIE & CO.,
 100 GREY NUN STREET, MONTREAL,
 Importers of
PIG AND BAR IRON,
 BOILER TUBES, DRAIN PIPES,
 Roller Plates, Roman Cement,
 Gas Tubes, Quebec Cement,
 Horse Nails, Portland Cement,
 Paints & Putty, Pavling Tiles,
 Flue Covers, Garden Vases,
 Fire Clay, Chimney Tops,
 Fire Bricks. &c., &c., &c.

Manufacturers of Crown Sols, Chair, and Bed
 SPRINGS. 12-ly

THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.

WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.

Accumulated & Invested Fund - - \$18,909,350
 Annual Income - - - - - 3,376,953

This Company continues to do Business under the
 Insurance Act lately passed by the Dominion
 Parliament.

W. M. RAMSAY,
 Manager.
RICHARD BULL,
 Inspector of Agencies.

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

**LONDON & LANCASHIRE LIFE ASSURANCE
 COMPANY.**

Chief Office: Company's Building, Leadenhall Street,
 LONDON.

Directors, Canada Branch, Montreal.
WM. WORKMAN, Esq., ALEX. M. DELISLE, Esq.
 President City Bank. Collector of Customs.
JOHN KEDPATH, Esq., LOUIS BEAUDRY, Esq.
 Vice-President Bank of Montreal. Manager New City Gas
 Company.

Every description of Life Assurance business trans-
 acted at moderate rates. Claims promptly settled.
 Special attention is drawn to the 10 year non-forfeit-
 ing plan on the half loan system.

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

MARINE & FIRE INSURANCE.

**WESTERN ASSURANCE COMPANY
 OF CANADA.**

MONTREAL BRANCH:
 102 Francois Xavier Street,
 (Up-stairs.)

Risks taken against loss and damage by Fire, and
 Marine risks on Hulls and Cargoes at customary rates
 of premium. Losses promptly adjusted and paid.

1-ly A. R. BETHUNE, Agent.

**PHENIX
 MUTUAL LIFE INSURANCE COMPANY,
 HARTFORD, CONN.**

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

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

At the rates annually charged by responsible Com-
 panies, and returns all profits to the insured, who are
 now receiving a return of 50 per cent, or half their
 premium.

Parties at a distance can insure from blanks, which
 will be furnished on application.
 Usual restrictions as to residence and occupation
 abolished.

ANGUS R. BETHUNE,
 General Agent
 104 St. Francois Xavier Street
 Active and Influential Agents and Casavers
 throughout the Dominion. 40

F U R S .
 Fall Styles
 1869.

Complete Stock now ready.

NOVELTIES IN
 LADIES' FURS, SCOTCH CAPS,
 GENTS' FURS FELT HATS,
 YOUTHS' FURS. CLOTH CAPS.

BUFFALO ROBES.

BUCK GLOVES, KID MITTS, &c.
 WOLF AND COON ROBES.

GREENE & SONS
 MONTREAL.
 517, 519, 521 and 523 St. Paul Street 1-ly

S T . P E T E R S T R E E T .
 WHOL' SALE

H A T , C A P A N D F U R
 ESTABLISHMENT.

HAEUSGEN & GNAEDINGER,

WOULD call the attention of Country
 Merchants to their large stock of Hata, Caps
 and Ladies' and Gents' manufactured furs.

All of the latest Novelties, also, Buck and Kid
 Gloves, Mittens, Gauntlets, &c. &c.

Having made arrangements to meet the still in-
 creasing demands for our Ladies' and Gents' Furs, all
 of which are manufactured under the special super-
 vision of the proprietors.

Our special attention given to all early orders.
 H. & G.

N.B.—Having assumed a large Bankrupt Stock of
 Ready Made Clothing, principally for Fall and
 Winter, Merchants would find it to their advantage
 to examine the above before purchasing elsewhere, as
 inducements will be given to secure sales.
 H. & G.

BUFFALO and WOLF ROBES always on hand;
 also **RACCOON COATS.** 30-ly

S. GREENSHIELDS, SON & CO.

DRY GOODS, WHOLESALE.

COVILLIER'S BUILDINGS, ST. SACRAMENT ST.,
 Montreal. 50-ly

SUTHERLAND, FORCE & CO.

Importers of

BRITISH & FOREIGN DRY GOODS

450 St. Paul Street,
 Montreal. 13-ly

STIRLING, McCALL & CO.,

IMPORTERS OF

**BRITISH AND FOREIGN
 DRY GOODS, WHOLESALE,**

Corner of St. Paul and St. Sulpice streets,
 7-ly MONTREAL.

**J. D. ANDERSON,
 MERCHANT TAILOR**

AND

GENTLEMEN'S HABERDASHER,

ALBION CLOTH HALL,

No. 124 Great St. James Street,
 MONTREAL. 12-ly

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

ROBERTSON, STEPHEN & CO.,

MONTREAL,
 Are now receiving their

FALL IMPORTATIONS,

which will be fully completed by the
 30th INSTANT,

When they will be prepared to exhibit a large and
 varied selection of

STAPLE AND FANCY

DRY GOODS.

August 27th. 5-ly

PLIMSOLL, WARNOCK & CO.,

Importers of

STRAW AND FANCY DRY GOODS,

Joseph's Block,

18 St. HELEN STREET,

MONTREAL. 9-ly

1869 FALL IMPORTATIONS 1869

LEWIS, KAY & CO.,

WILL HAVE OPENED BY THE 4th SEPTEMBER

their Entire Stock of

FANCY and STAPLE DRY GOODS

Buyers will oblige by an early call.

1-ly

OGILVY & CO.,

Importers of

STAPLE & FANCY DRY GOODS,

455 St. Paul, Corner St. Peter Street,

MONTREAL.

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

THOMSON & CO.,

CANADIAN WOOLLENS

4 Lavoisier Street,

MONTREAL.

Advances made on Con Cm-C7

JAMES MITCHELL,

OFFERS FOR SALE:

SUGARS—Primo Barbadoes, Trinidad, Demerara, Porto Rico, Cuba and Jamaica, in Hhds., Tons, and Brls.

MOLASSES—Chocolo Retailing, in Puns.

COFFEE } Jamaica, in Bags and Brls.
PIMENTO }

CODFISH—Green, in Brls.

HERRINGS—Causo in Hh. Brls.

ARROWROOT—Barbadoes, in Tins.

No. 7 St. Helen Street.

Montreal, 16th Sept., 1869. 1-ly

JAMES ROBERTSON,

126, 123, 120 and 132, Queen Street, Montreal,

METAL MERCHANT,

Manufacturer of Shot, Lead-pipe, Paints, and Putty 1-ly

FRANCIS FRASER,

HARDWARE COMMISSION MERCHANT,

23 St. Sulpice Street, Montreal.

Agent for French and German Manufacturers of Window Glass, Glass Ware, Fancy Goods, &c., Birmingham Hardware, Sheffield Electro-Plate Goods, Tools, Cutlery, Files, Steel, &c. 3-ly

WHEELER & WILSON,

Awarded, over eighty-two competitors, at the Paris Exhibition, 1867, the HIGHEST PREMIUM, the

GOLD MEDAL,

For perfection of

SEWING MACHINES.

S. B. SCOTT & CO., Agents,

345 Notre Dame Street, MONTREAL.

ALSO,

AGENTS for the celebrated **LAMBE KNITTING MACHINE.** 5-ly

REFRIGERATORS & ICE CHESTS

MEILLEUR & CO., Manufacturers,

620 CRAIG STREET,

Also IMPROVED COOKING RANGES,

Family and Hotel Sizes. 15-5

W. CLENDINENG,

(Late Wm. Rodden & Co.)

FOUNDER, & MANUFACTURER OF STOVES, &c.

Works, 105 to 119 William Street,

City Sample and Sale Room, 118 and 120 Great St. James Street,

and 432 Craig Street,

MONTREAL, P.Q.

MONTREAL BUSINESS COLLEGE,

Corner of Notre Dame and Place d'Armes.

THE Course includes Book-keeping, Penmanship, Arithmetic, Telegraphing, Phonography and French. The College is connected with the Bryant and Stratton International chain, and the Scholarships issued by the Montreal branch are good either in Toronto, or any of the principal cities of North America.

Circulars sent on application.

J. T. BAKER,
Principal.

THE CITIZENS' INSURANCE COMPANY

(OF CANADA)

AUTHORIZED CAPITAL.....\$2,000,000
SUBSCRIBED CAPITAL.....\$1,000,000

DIRECTORS:

HUGH ALLAN, President.
GEORGE STEPHEN. C. J. BLYDGES.
ADOLPHE ROY. HENRY LYMAN.
EDWIN ATWATER, N. B. CORSE.

Life and Guarantee Department:

Office - - - 71 Great St. James Street.

This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and Bonds of FIDELITY GUARANTEE.

Applications can be made to the Office in Montreal or through any of the Company's Agents.

EDWARD RAWLINGS, Manager.

PHENIX FIRE ASSURANCE COMPANY

OF LONDON.

(Established in 1732.)

Insurances effected at current rates.

JAMES DAVISON, Manager.

GILLESPIE, MOFFATT & CO., General Agents for the Dominion. 6-ly.

NELSON, WOOD & CO.,

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

&c. &c. &c.

MANUFACTURERS OF

Brooms, Matches, Painted Pails, Tubs, Wash-Boards, and Dealers in

WOODEN-WARE of every description.

29 St. Peter Street, Montreal.

AND

74 York Street, Toronto. 23-3m

THE TRADE REVIEW

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, OCTOBER 15, 1869.

See Advertisement of Moccasins for sale.

Purchasing Department of the **TRADE REVIEW.**

See Advertisement.

REVENUE AND EXPENDITURE OF CANADA.

The following is a statement of the Revenue and Expenditure of the Dominion of Canada for the month and three months ended 30th September, 1869:—

Revenue—Customs.....	\$970,410
Excise.....	222,527
Post Office.....	10,446
Public Works, including R'ways....	123,422
Bill Stamp Duty.....	7,628
Miscellaneous.....	57,259
Total.....	\$1,463,092

Revenue—July..... 1,163,920

August..... 1,339,239

3 months to Sept. 30..... 4,002,642

Expenditure—July..... 624,672

August..... 731,837

September..... 659,997

3 months to Sept. 30..... 3,758,176

WHOLESALE FUR MERCHANTS.

JAMES CORISTINE & CO.,

Successors to

G. LOMER & CO.,

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

Specialties of our own Manufacture:

Ladies' and Gentlemen's Furs, Sleigh Robes, Lined Buffaloes, Buck, Kid, and Sheep Mitts and Gloves, Cloth Caps, etc.

BUFFALO ROBES.

MOCASSINS specially manufactured for the LUMBER TRADE.

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

THOMAS LIBERAL.

THE MANITOULIN ISLAND.

FROM a return recently issued by the Indian Department at Ottawa, we learn what progress has been made in selling the lands on the Manitoulin Island. Sales have been effected to seventy-eight different persons, principally in the townships of Bidwell, Howland and Shaftesbury. The number of acres disposed of sums up to over 8,000 and upon the lots which have been sold, sums varying from \$10 to \$200 have been paid. By an Order-in-Council, the price of the lands was changed in May, 1867, from 50c. to 25c. per-acre to actual settlers. The purchaser must occupy and improve the land within six months of his purchase, and can receive his patent at the end of three years. The greater part of the Island is unfit for agricultural pursuits, but there are other sections which are quite fertile, and in which farmers can do well. Six companies, most of them composed of well-known public men, have obtained licences from the Department to explore and bore for oil on unceded portions of the Island. All but one of these were obtained in 1863. So far as we are aware, none of these companies succeeded in finding oil in paying quantities. Timber licences have been granted over 85 square miles—upon all of which only \$400 have yet been paid. As our route to the North-West lies along the shores of the Manitoulin, we doubt not it will soon increase in population more rapidly than many have heretofore deemed possible.

MUTUAL FIRE INSURANCE.

WE have seen the draft of an Act proposed to be brought before the Local Legislature of Ontario at its approaching session, to consolidate all the laws relating to Mutual Fire Insurance Companies. We consider this a subject upon which legislation is required. There are now quite a number of different Acts relating to this subject on the statute books of that Province, and there are scarcely any two charters of such companies containing the same provisions. If the whole could be consolidated into one general law, it would, undoubtedly, be of great advantage. To effect this end, we learn that several meetings of the officers of the principal Mutual Fire Insured Companies of the Province of Ontario have recently taken place, and that all the principal features of the proposed Act have been agreed upon. This is a very important question not only to Insurance Companies but to the public at large, and we should think that a subject of so much importance ought to be taken up by the Local Ministry. It is just possible that the gentlemen who drew up the measure may have regarded the subject more from the side of the Companies than we represent than that of the great body of insurers, but whether this is so or not, we think a consolidation of the laws relating to Fire Insurance too important to be entrusted to any private member, and that it is a subject which the Government only ought to assume the responsibility of legislating upon. It is to be hoped, therefore, that this proposed measure will be laid before the Attorney-General of Ontario, and then, if the Ministry takes it up, the public will know where to place the blame if anything goes wrong.

THE PUREST NONSENSE.

IT is most absurd to imagine that Canada would be in any respect benefitted by annexation to the United States, or by even the less close connection implied by a commercial Zollverein. The only possible way in which Canada could obtain advantage from the markets of the United States is precisely the way which the Government of that country will take good care not to offer to us. If we could retain our present tariff and general scale of taxation, and still have free access to the markets of say forty millions of consumers, we could compete—aye, and successfully compete—with their heavily taxed manufacturers. This they know full well; and the wealthy interests involved have quite political power enough to prevent any general sweeping away of custom houses between us and our neighbours, unless we agree to leave customs and internal taxes on a scale similar to theirs. The competition under present circumstances would, from their point of view, be altogether an unequal one, and they are not the people to make a bargain so apparently hostile to their own interests. It might be possible to negotiate a treaty admitting into the States such of our products as are absolutely required, and on which there can be no question of doubt that the consumers pay the duty that goes into the U. S. Treasury.

For instance, our lumber will find a market in the United States at whatever price our lumbermen choose to ask. That is to say, if only a certain amount of lumber were got out this winter, and the owners of it decided—and remained firm to their decision—that they would not sell except for a particular price there is no doubt the price in the United States would be governed by the price established here, and would be sufficient to pay duty, and a profit besides, to the dealer. Of course, if a surplus were got out and thrown on the market by weak holders, there might be a heavy decline, and, for the moment, prices seem to be regulated by the will of the consumers; but this would not last long. The price having fallen to an unprofitable point, our lumbermen would get out less, some of them, perhaps, not be in a position to get out nearly the usual quantity; and the following season, the supply being short, or, at all events, not in excess of the demand, prices would advance to the point at which there would be profit to all concerned. So that, on the average, it is evident that the consumer in the United States must pay the duty on our lumber, collected by his Government.

With regard to another article of large export from Canada to the United States, namely, butter, it will be seen, on due consideration, that the duty is paid not by our farmers, but by the people of Boston, New York, or elsewhere, who are in the habit of spreading it on their bread as "Vermont Dairy." It will be found by observation that, generally speaking—there are exceptional years, but on an average of seasons—the price of butter, both here and in the United States, is regulated by the price in the English markets. Consequently, as we will not ship to the United States if we can dispose of our butter more profitably in England, American buyers must give us our price or go without. And paying us our price, they must also pay the duty levied on it when it enters the United States. No sane Canadian would send butter to New York or Boston unless he felt certain of being able to realize not merely the same price he could get in Canada, but that price *plus* duty, freight, commission, and a margin for extra profit. And so we might go on through a list of the articles we now export to the United States.

The truth of this doctrine of political economy is being slowly recognized by our neighbours; and it is possible that just as soon as they can afford to do with smaller revenues than they now find it necessary to raise, they will be willing to enter into a commercial treaty on the basis of the old treaty, but on no more favorable terms to us.

With annexation, of course there would be freedom of trade; but, after a year or two, what would that be worth? There would probably be an advance in our markets, and the advance might be permanent; but the profit would be only on stock on hand at the time of making the change. Prices of everything advancing, it would immediately begin to be more costly to carry on business of any kind whatever. Living would be dearer, labour would cost more, and we should work at a disadvantage as compared with our present position. If we enter the United States, we will not be admitted on exceptional terms. We will have to help pay the war debt, and we will find

it a heavy burden, even our share of it, which would be about treble our present public debt. We would find that all our visions of prosperity to be obtained under the stars and stripes were simply delusions, and however the United States might gain in territory, wealth and dignity, that we had sold ourselves exceedingly cheaply.

And it must not be overlooked that, politically, we should be still greater losers by giving ourselves over to democracy. There will be corruption to some extent wherever there is party government; but there is no country where there is more of it than in the United States; and official dishonesty is so common as hardly to call for remark from those who have anything to do with politics. We do not mean to assert that a democratic form of government is necessarily accompanied by corruption, but we do say that the particular form of it which exists in the United States is undoubtedly marked by the most unblushing political profligacy, and it will be a sorry day for our Dominion when anything tempts us to ask for annexation, no matter how promising that temptation may appear.

ABOUT OUR FISHERIES.

THE Minister of Marine and Fisheries, the Hon. Mr. Mitchell, has recently issued his annual report of the operations of his Department for 1868. The report contains a good deal of matter relating to the organization of the Department, not of much interest to the general public. The reports of the Inspectors of Fisheries for Nova Scotia and New Brunswick, and the Province of Quebec, however, contain much valuable information in regard to our fisheries in their respective districts, as also the remarks of Mr. Samuel Wilmot, of Newcastle, Ontario, whose breeding establishment is now under Government control, and well deserves to be sustained.

Mr. Wilmot points out very clearly the causes which have led to so many of our Canadian streams becoming denuded of fish, the greatest injury being done by means of nets, and the taking of fish during the spawning season. These evils he speaks out very strongly against, and there can be no doubt that the Government are now fully alive to the importance of carrying out the law in this respect, and are determined to prosecute all those who violate it if they can be detected. Mr. Wilmot mentions another way in which great havoc is made among that fine fish, the trout. That is, by persons cutting holes in the ice in winter and catching them. Not only should these fish not be taken throughout the winter months, but during that time they are more voracious than at other seasons, and will eagerly take any kind of bait. This winter fishing is most destructive upon trout, and in many parts of Ontario, where the trout is the only really good fish to be found in the streams, the community ought to aid the Government in punishing those who break the fishery laws in any particular.

We are glad to observe, from the report of Mr. W. H. Venning, the inspector for Nova Scotia and New Brunswick, that the means taken by Government to protect the fish in those Provinces are proving successful. It is claimed by the inspector that the number of fish in the waters under his supervision is now increasing, whereas a few years ago, when little or no attention was paid to the matter, the streams were fast becoming depopulated. In this view he is sustained by Mr. Roger, who gives his experience whilst inspecting the principal streams of Nova Scotia. This gentleman complains bitterly of the wanton way in which fish have been destroyed in that Province, but considers that the present machinery in force to put down "the wicked slaughter of fish in the spawning season by poachers, in the use of traps, spears and nets," will succeed in re-stocking the Nova Scotia streams in five years. In the reports of these two officers, the grievances of our eastern fishermen in regard to American poachers, could hardly escape mention, and it must be admitted that they make out a pretty good case for some action being taken by our Government to prevent the illegal encroachments of American fishermen upon our fishing grounds. It is certainly rather hard for Canadian fishermen to see themselves almost elbowed off their own fishing stations by foreigners who have no right there, whilst the fish they catch are shut out from the American market, except on payment of heavy duties. This state of things requires a remedy, and our Government had better see to it promptly, or the sturdy fishermen of the Maritime Provinces may lose respect for

"powers that be," which are either unwilling or unable to protect them in the possession of their acknowledged rights.

The result of the fisheries of Quebec during last year, is well reported by Mr. Alfred Blais, the overseer. The year was, upon the whole, not a very favourable one, the number of seals and mackerel taken being less than in 1867. The number of seals captured in 1868 is set down at only 848, whilst in the previous season 10,410 were killed. The overseer says "never before had this fishing proved such a failure." The cause given to account for this, was the prevalence of strong north-westerly winds which constantly blew in March and April, driving the seals out of the Gulf. The mackerel taken only amounted to 980 bris against 2,974 in 1867. The herring fishery at the Magdalen Islands, however, was better than usual—the catch being double that of the previous season. The report gives the returns as follows:—

QUANTITY OF HERBING TAKEN.		Barrels.
In 1867, by the inhabitants.....	3,810	
In 1867, by strangers.....	11,820	
Total.....	15,630	
In 1868, by the inhabitants.....	9,055	
In 1868, by strangers.....	29,930	
Total.....	38,985	

Summing up the result of the whole year's operations of the Quebec fisheries, the value of the yield for 1868 is placed at \$651,296, whilst in 1867 it was \$1,070,622—a falling off of no less than \$419,326. The report of Mr. Blais is quite interesting, and seems to indicate that he takes great interest in the success of the fisheries of Quebec, and, consequently, in the prosperity of the hardy men and their families who follow that hazardous calling.

Among a great deal of other useful information contained in this blue book, the Hon. Mr. Mitchell promises to bring a new and important measure before Parliament next session. It will relate to the shipping of seamen and apprentices in Canada. It is proposed to assimilate the laws upon this subject, and to provide for the remuneration of shipping masters by fees; the bill will also provide for the proper examination of persons as masters and mates, and the granting of certificates of competency. Up to a recent period the British Government would not consent to recognize any such certificates granted by our Government, and even the master of his own vessel could not proceed to sea from Great Britain without undergoing examination there. When Messrs. Cartier and McDougall were in England, the Minister of Marine got them to bring this matter before the President of the Board of Trade, and the British Government have now agreed to pass a measure through the House of Commons to recognize Canadian certificates in future. Mr. Mitchell's bill will provide that this examination of masters and mates shall hereafter take place in Canada, and be of such a character as the circumstances require.

THE JUNTA AND THE HORNET.

OUR American cousins have something like an *Alabama* case on hand just now. The revolutionists in New York, known as the Cuban Junta, have, for some months, been plotting how they could get a privateer afloat to aid the Cuban insurgents by preying upon Spanish commerce. For this purpose they obtained possession of a vessel known as the *Hornet*, a craft not of large size, but one which, when well equipped, might have been a thorn in the side of Spain. This vessel sailed from Philadelphia a few weeks ago, and was shortly afterwards heard of at Halifax, where she was detained by the authorities on information that something was wrong. After an examination, however, the vessel was released, no proof of anything wrong being found upon her. This visit to the capital of Nova Scotia seems to have been part of the plan of the Cuban Junta, for, shortly after leaving Halifax, the *Hornet* was met upon "the high seas" by two other vessels,—one from the same city as herself, having started before her, and the other vessel it is not said where. From the one vessel the *Hornet* shipped a number of formidable-looking seamen, and from the other a complete supply of arms and ammunition. As soon as this was satisfactorily accomplished, a new and strange flag was soon run up to the breeze, which proved, on inspection, to be that of the Cuban insurgents. Here was an *Alabama* all rigged, afloat, and ready for action,—one, too, which had come from an American

port. The captain of the *Hornet* immediately started in pursuit of Spanish vessels, and brimful of the renown which his exploits would win for himself and crew, and of the excitement which they would cause among the maritime nations. Providence seems, however, to have frustrated all their hopes. As in the case of the renowned Spanish Armada many centuries ago, a dreadful storm came on, and so injurious was this to the *Hornet* that her officers were at last forced to run into the harbor of Wilmington in distress, where, sad to relate, her career as a Cuban man-of-war came to an end by an ignominious seizure on the part of the American officials. These gentlemen, no doubt by instructions from Washington, professed to regard the *Hornet* as a pirate—a name not overly pleasant to the officers and crew. The question is now before the American Courts, and the Press and people of the United States are very much divided in opinion as to how far the owners of the vessel are guilty in the course they have pursued. All parties are strongly in favor of the Cuban rebels, but some maintain that their neutrality laws must be upheld, and those engaged in fitting out this privateer punished as the laws direct, whilst others hold, in sad forgetfulness of their position on the *Alabama* question, that the Cuban insurgents have been recognized by several Powers, and consequently, had a right to fit out vessels of war! The matter is a very pretty quarrel as it stands, but we cannot doubt what the course of the American Government will be. The action of the Junta in fitting out the *Hornet* is so clearly an infringement of American law, that no Government could wink at it without palpable injustice; and besides, if President Grant and his Cabinet did so, what would be thought of the position they have taken up on the *Alabama* matter. We are, consequently, inclined to think that the *Hornet* and her crew will have to account for their breach of United States law, although we doubt not the bulk of the American Press and people wish she had been successful in destroying Spanish commerce, and thus aiding the Cuban rebels. It is amusing to think what sympathy our American cousins have for these rebels, and then contrast it with their feelings towards the Southern rebels, even a few months ago. The Cuban rebels have taken up arms against the successful revolutionists who now govern Spain. These statesmen have given their country a most liberal, if not a democratic constitution; they have taken steps to abolish slavery and seem determined to make the people of Spain free and happy. But notwithstanding all this, the people of the United States strongly sympathize with the Cuban rebels, and they have been the main cause and support of the insurrection. The difference is easily accounted for. During the late civil war it was their own bull which was gored; now it is Spain's! That makes all the difference.

THE NORTHERN RAILWAY.

Mr. Legge's Report.

THE ROUTES AVAILABLE.

The following is a condensation of Mr. Legge's report to the Provisional Directors of the Montreal Northern Colonization Railway Company:—

Having been requested by you to assume the duty of conducting the preliminary surveys of the proposed wooden railway from Montreal to the districts lying north of the city, I have now the honour to inform you that those instructions have been complied with.

The terminal point at Montreal for the proposed railway was provisionally located at Mile End, a site which presented peculiar facilities for the accumulation of large quantities of cord wood.

The terminal station at Hochelaga, or the eastern end of Montreal, will fulfil a greater number of conditions required, especially with reference to the lumber interests and connection with the future lines of railway to the east and south. The cord wood trade with the city, as well as the ordinary traffic, will also be served at Mile End, or at a point on the city's boundary about half way in its greatest length—from this point, the wood and other traffic can be brought into the city

in the line of its minor axis by several convenient streets, and distributed to the right and left over its area.

With Mile End as a wood and traffic station, provided with suitable siding accommodation, and the main line carried *via* Bulmer and Shepheard's brick field direct to Hochelaga, all the various advantages to be reaped from the successful carrying out of the enterprise will be realized.

Having decided on Hochelaga and Mile End as the points of departure from the city, the Committee, after having visited and examined the various points to the north, with claims on their attention, finally selected St. Jerome, a flourishing village situate on the North River, about twenty-seven miles in a north-westerly direction from Montreal, as the other terminal point at the present time. At this place the existing price of firewood is but one dollar per cord, while in Montreal, at the other end of the twenty-seven mile line, the prices range from six to seven dollars per cord—an ample margin for profit to the producer, freight and profit to the railway company, with reduction to the consumer.

From this point extensions can be made westerly to Laclute and Granville, to connect with the Canada Central Road; or easterly to New Glasgow or other important points tapping all the trade flowing down from the parishes in the rear. A leading advantage possessed by St. Jerome is the opportunity of extension northward through the Laurentian range of mountains, by following the course of the North River, and in this manner reaching the unconceded lands in the rear also, drawing traffic from the fertile land bordering on the River Rouge; in fact, forming the most direct outlet for that important agricultural, mineral and lumber country to the city of Montreal. Through information derived from responsible parties, the committee is led to believe that on the construction of a lock at an expense of about \$5,000, the North River would be rendered navigable for a distance of at least six leagues above St. Jerome. This being the case, the river at a cost of about one mile of railway, would become a practical extension of the road to a distance of about eighteen miles, and thus act as an efficient feeder.

This gorge through the mountains made by the river in question, is also the most convenient outlet for some 18,000 people residing in the rear parishes, and who, no doubt, would give the road considerable traffic on mutually advantageous terms.

St. Jerome, while situated in the midst of a fine agricultural country, also possesses an almost unlimited water power, to which special reference will be made in an after part of this report. A line drawn from the village to the centre of the city divides the country equally between the Ottawa navigation on the west, and the Rawdon and Industry line of railway in the east, thereby equalizing the advantages to the lateral traffic created on both sides.

Considerations like the foregoing almost irresistibly compelled the adoption of St. Jerome for the present northern terminus of the road. The attention of the committee was next directed to the examination of several routes available for uniting the two extreme points.

To carry on the survey I selected Mr. Leclaire, of St. Therese, and Mr. Malsburg, of this city. That portion of the route between Hochelaga and Mile End, amounting to 2.71 miles, being uniformly agreed on, it will not be necessary on each occasion to travel over or refer to it, we will therefore confine description to the balance of each route, from Mile End.

Route No. 1.—From Mile End *via* Village of Sault aux Recollets, St. Rose and St. Therese to St. Jerome.

The total distance between the two extreme points of this route is 28.14 miles, or 0.97 miles in excess of an air line.

The length of straight line is 21.83 miles!

the balance, 6.31 miles, consisting of curved line, ranging from 1° (5,730 feet radius) to 4° (1,424 feet radius), with a total curvature of 560°.

The estimated cost, including bridges, rolling stock, and other equipments, is \$609,609, or \$21,663 per mile. The grades descending on both sides to the first branch of the Ottawa, at Sault-aux-Recollet Village, are very heavy, being 90 and 105 feet per mile, respectively, while the rail level is carried 47 feet above the surface of the water in the river. The work on the north side consists of rock cutting to be extent of about 30,090 cubic yards, while on the south, or Montreal side, an embankment of some 40,000 cubic yards is required, carrying the rail at a height of 35 feet above the crossing of the macadamized road.

The length of bridge at this point is 1218 lineal feet, of which 712 feet span the main channel, of the extreme depth of thirty feet, with a rapid current.

The length of this line is 27.72 miles, or 0.55 miles in excess of an air line. Of the total length 23.56 miles are straight and the balance of 4.16 miles made up of curved line, ranging from 1° (5,730 feet radius) to 4° (1,424 feet radius.) The total curvature is 18, and will cost \$523,298, including bridges equipments, &c., or \$18,844 per mile.

This route, while taking advantage of the improved site for crossing the Back River at Vinet's Bridge, still labours under the disadvantage of the St. Rose crossing.

Route No. 3.—From Mile End, *via* Vinet's Bridge, St. Martin, Moulin a la Dalle, St. Therese, to St. Jerome.

The line could be somewhat shortened by striking direct from Moulin a la Dalle to St. Jerome; but by so doing it would leave the important village of St. Therese some distance to the east, and probably the ballast hill before referred to, additional surveys would be required to determine these points with precision. The distance from Mile End to St. Jerome, by this route, is 31.33 miles or 4.16 miles in excess of the air line. Of this distance, 20.60 miles are straight, and the balance of 4.73 miles made up of curved line ranging from 1° [5,730 feet radius]; to 3° .30 [1,637 feet radius]; the total curvature being 456°; and cost, including bridges, equipments, &c., \$444,654, or \$14,224 per mile.

The most noticeable feature in the construction of this line is the reduction in cost of bridges over the two rivers or branches of the Ottawa, as well as the more favourable gradients obtained at those places.

The following table will present at a glance the salient points of each route, and give facilities for determining the respective merits of each:

Routes	Total length Miles	Total cost	Cost per mile complete
No. 1.....	28.14	\$609,609	\$21,663
No. 2.....	27.72	523,298	18,884
No. 3.....	31.33	444,655	14,224

Routes	L'ngth straight line Miles	L'ngth curved line Miles	Total am'nt of curvature Degrees	Total l'ngth of bridges Feet
No. 1....	21.83	6.31	593	3588
No. 2....	23.56	4.16	318	3322
No. 3....	26.60	47.8	450	1972

In the meantime, in view of financial considerations, we are forced to adopt the longer line, *via* Moulin a la Dalle, but with the saving of \$78,000, in first cost. The objection to this route is the extra 3½ miles over which the through freight will have to pass for all time, lessened to some extent, however, by the easier gradient to be traversed. On the other hand, the railway will, if passing in this direction, obtain an increased amount of traffic from the large and flourishing village of St. Eustache, and from the other villages and populous country to the north of it, which might find its way into Montreal over

the ordinary macadamized roads were the nearest railway station located at St. Rose or still further east.

The plateau on which Mile End is situated, being elevated one hundred and twenty feet above the principal part of Montreal, no direct railway connection with the heart of the city could be had, except at a cost too great to be entertained, even were it prudent to allow engines to traverse crowded thoroughfares.

It has, therefore, been thought desirable to reach the level of the harbor by an extension of the main line from near Coteau St. Louis road, curving to the east, and passing in nearly a direct course to the division line between Shappard and Peck's properties, and from thence, curving slightly to the south, it strikes the river a short distance above the present Hochelaga wharf.

The length of line from its point of departure, at Mile End, to the harbor of Montreal is 2 7/10 miles, of which 1 3/8 miles are straight, and the balance of 1.33 miles in curves, 5,730 feet. The total cost of this section will be about \$45,000, or \$16,695 per mile, without taking into account its proportion of rolling stock or equipment. The wharf, it is presumed, would be constructed by the Harbor Commissioners, the company doing the fitting, with the excavations from the line.

With reference to the necessity of making this short extension of the line, I may be permitted to express an opinion strongly in favor of its immediate construction, when the company will at once find a large traffic in lumber for exportation, either by water or by the line of railway projected from Longueuil to unite with the American lines on the south. This trade is soon designed to be largely increased by the junction of our line with the Canada Central Road from the great lumber producing region of the Dominion. In the meantime, the Hochelaga extension is urgently required for supplying cord wood to the extensive brick and lime kilns, and to a large portion of the eastern suburbs of the city, receiving in return a considerable amount of freight in the form of bricks, lime, &c.

The bridges are designed on the "Howe-Truss and Arch" principle. The timber work of the bridges is roofed, and entirely covered in by boarding or sheeting to prevent decay.

The average width of land taken is 30 feet, sufficient for a double track at the future period. The gauge adopted is the narrow one, or 4 ft. 8 1/2 in. The wooden permanent way recommended that known as the "Foster wooden Railway." An estimate of the cost of the equipment, reaches the sum of \$149,000, which has been embraced in the estimates, or \$3231 per mile, from Hochelaga to St. Jerome via Moulin a la Delle.

The style of engine strongly recommended for a road of this character is the "Fairlie Eaton Engine."

Mr Hulbert states that the track, or permanent way on the Clinton road cost \$1,500 gold, per mile. Mr Foster, will be prepared to lay the new style down on the road complete at \$1,650 per mile, or one dollar per yard. Two serious objections, in my opinion, exist to the Clinton system of wooden track, and are as follows—

1st. The rails are laid longitudinally, exposing the fibre of the timber in the weakest condition to the traction causing it to "cup" or "broom up."

2nd. The joints in the rails occurring at short intervals of 12 to 14 feet, without assistance of the chairs or fish plates of the ordinary iron rail, cause an uneven surface to the road. The engines and rolling stock, in passing over the line, at each inequality, impinge on the rails to a greater extent, than if they were uniform and continuous, and thus increase the destroying agencies, while at the same time, acting prejudicially on the rolling stock itself.

These two leading objections have been surmounted in the "Foster system." It is a

well known fact, that the fibre of timber, when placed endways, is capable of resisting a much greater amount of strain, or wear and tear, than if exposed horizontally to the same force, wooden steps for supporting the shafts of the water wheels being cases in point, are used in preference to metal bearings, and last for many years.

At St. Jerome the present price of cord wood is one dollar per cord, and at St. Saeveur, but seventy-five cents per cord. The aggregate supply of wood from these districts will amount to the enormous sum of 46,612,000 cords, capable of supplying this city with its present consumption, for 288 years.

In the Townships of Oxford, Doncaster, Carrick and so on North, there is reported to be abundance of good pine timber.

Collecting our computed annual revenue from the three items enumerated we have—

Traffic charges on transport of 80,000 cords of wood at \$1.50 per cord.....	\$120,000
Traffic charges on transport of 450,000 bushels of grain at 2 cents.....	9,000
Traffic charges on transport of 24,000 passengers at \$0.50....	12,000

Making a total annual revenue of \$141,000 Of which we will allow the large margin of 80 per cent, to cover working expenses and renewals, and there will remain \$28,200 for interest account.

The amount of money required to build and equip the line from Hochelaga to St. Jerome is.. \$489,654

Which at 7 per cent per annum will require..... \$34,275

To meet this amount are the proceeds of the Government guarantee of 3 per cent, on \$5,000 per mile for 34.04 miles=\$170,200 at 3 per cent.....\$5,106

Cost of bridges over Ottawa \$107,058, at 3 per cent 3,211

Estimated profit on traffic....28,200

Leaving a balance of.....\$ 2,241

After paying 7 per cent, on the total investment, and allowing 80 per cent. for working expenses and renewals.

The foregoing figures all err on the safe side, and should convince the most sceptical of the great importance of the work, both to the country and city.

Taking the saving effected to the city in the reduction in price of the single article of cord wood, and the gain to the country by the enhanced price of the same, with the increased price of agricultural products, and we have a sum of \$286,000 per annum realized by the operation of the road, a saving which in two years would more than build and equip the line.

Or in the event of the Corporation of Montreal, and the various municipalities interested, agreeing to become responsible for the annual sum required as interest on the total cost, less the amount of the Government guarantee, \$8,317, it would only amount to \$25,958. We have shewed that the city and municipalities will each year save, on only two items of the traffic, the sum of \$236,000 from which deduct the amount of interest on cost of railway, \$25,958, for which they would be liable, and a net yearly balance of \$210,042 is in their favour.

It is considered that any further comment is unnecessary.

The figures and facts are now before you, and it is for you to decide whether the deductions drawn therefrom are reasonable or otherwise.

I have the honor to be, Gentlemen, Your obedient servant,
CHARLES LEGGE,
Civil Engineer,
and Provisional Director M.N.C.R.

RAILWAYS TO BRUCE.

IMPORTANT STATEMENT BY MR. BRYDGES.

The following letters have been handed to us for publication.—

To the Warden and Councilors of Bruce.

GENTLEMEN, At the late meeting of the County Council, called specially to consider the Railway question, the Wellington, Grey & Bruce Company's delegation stated that "there was an interchange of cars between the Great Western and the Grand Trunk Companies at Guelph, and that consequently Grand Trunk or Great Western cars, when loaded in Bruce for Toronto or points east of it, would be (as was claimed to be now the case) exchanged from the track of the Wellington, Grey & Bruce to that of the Grand Trunk Railway." Those allegations were denied on behalf of the Toronto, Grey & Bruce Railway Company, and your honorable Council and the Press requested to take notice of that denial and of the statement repeated by the W. G. & B. Company, that there was an exchange of cars at Guelph and elsewhere—Mr. Reid, C. E. making a general charge of inaccuracy as to my statements, and reaffirming that cars were usually interchanged at Guelph and elsewhere, Mr. Adam Brown corroborating Mr. Reid's remarks.

Under these circumstances I am much pleased to call the attention of yourself and honorable Council to the annexed letter from O J Brydges, Esq, Managing Director of the Grand Trunk Railway Company and beg to remind you of the pointed manner in which the extraordinary statement of the W G & B Company was pinned for attention.

I need not ask you to reflect therefore that there can be no choice of markets at Guelph without transhipment to Grand Trunk cars and extra cost of running freight and passengers over another railway to reach Toronto.

You will also recollect Mr White's statement, positively made and reiterated, that the Wellington, Grey & Bruce Railway, if built, would essentially be a branch of the Great Western Railway. How then are you to have a choice of markets? Gentlemen, you will have no choice but of sending your produce to Hamilton. No doubt Mr Brydges' letter will command that attention which so grave an issue for Bruce demands, and satisfy Mr Hall that he cannot pass his flour or meal over the Wellington, Grey & Bruce Railway to Guelph and thence in the same cars over the Grand Trunk Railway to Toronto or elsewhere, and this point plainly proven will no doubt induce him and a great many others to withdraw their support from a cause that is mainly kept afloat by misrepresentation.

I am, Gentlemen,
Your obedient servant,
(Signed) G. LAIDLAW.
Toronto, Sept 22, 1869.

GRAND TRUNK RAILWAY OF CANADA.
MANAGING DIRECTOR'S OFFICE
MONTREAL, Sept 25, 1869

DEAR SIR,—I am in receipt of your letter of the 22d inst, enquiring as to the facts in reference to an interchange of cars between the Grand Trunk and Great Western Railways.

In reply I beg to state that the interchange of cars between the two companies is exceedingly limited.

There is no interchange at Guelph, and it is a very exceptional case for any cars to be interchanged at London. At Paris the Great Western Company have for a long time refused to allow their cars loaded west of Paris to pass down our line in the direction of Buffalo.

The Great Western have also refused, and do refuse, to allow their own cars, loaded at any station on their own line to pass along the Grand Trunk railway beyond Toronto. All freight that is brought by the Great Western Company to Toronto is transhipped at that place from their own cars to ours, and the result of this is, that a large trade which used to go to Toronto and pass along the Grand Trunk Railway is now lost and the great bulk of it passes out of Canada at the Suspension Bridge on to American railways.

At Paris we allow the Great Western Company to send full car loads of freight loaded at Hamilton to stations on the Buffalo and Godé-

rich line between Paris and Goderich. But this is not carried out to any large extent, and a considerable proportion of the freight interchanged between the lines at Paris is transferred from the cars of one company to the other. After considerable difficulty we have been allowed to send any cars, loaded in Montreal for Hamilton, through by the Western from Toronto, but the cars have been sent back empty, although, in many cases, they may have been freight at Hamilton waiting transport to Montreal or other places on the Grand Trunk Railway.

You will see from this that the interchange cars between the two companies is exceedingly limited, and has tended, of course, to a great restriction of trade between the different sections of country served by the two companies.

I proposed some years ago, before a Parliamentary committee at Ottawa, to insert clauses in a bill then pending, requiring the interchange of cars freely between the two companies to and from stations west of that city on both the Grand Trunk and Great Western lines. To this the Great Western Company declined to accede, and in the absence of their consent the committee were not prepared to pass the clauses which I proposed. The result has been that the interchange of cars between the two companies is extremely limited, and is not now conferring any practical accommodation upon the trade of the country. The policy of the Great Western Company has been, for some time back to isolate itself from any interchange of car stock with the Grand Trunk Company, although they have gone to a larger expense to render that interchange easy with American railway companies. In fact, their whole policy is to develop their through business and their trade in connection with the American lines, and to throw all impediments in the way of its being conducted in connection with Canadian railway companies, and Canadian channels of trade.

These are matters of fact, about which there is no dispute, and I have therefore no hesitation in thus replying to the letter which you have addressed to me.

You are aware, I have no doubt, than my own conception, the true policy is to allow of an interchange of car stock between the several companies, but I am bound to add that this is not the policy which is adopted by the Great Western Company, who have repeatedly taken measures that have limited almost to prevention any interchange of cars where their line comes into contact with that of the Grand Trunk Company.

Yours truly,

(Signed) O. J. BE GES.

G. Laidlaw, Esq., Toronto.

FREE TRADE IN ENGLAND.

WHAT IT HAS ACCOMPLISHED.

THE following letter on this subject, reference to which has been made in recent cable telegrams, has been addressed by Mr Edmund Ashworth to the *Manchester Examiner and Times*—

"Sir,—With your permission I propose to lay before your readers a few plain facts which may help to expose some fallacies just now sown broadcast over the country. I propose to compare our condition at the present time with what it was before the free traders, and if it be found that employment, wealth, and all those conditions which make comfort and happiness in a community possible have been promoted by it, then surely we shall not hear that free trade is a 'gigantic mistake'."

"In their pamphlets and speeches the modern anti-free traders have attached immense—and not too much—importance to the pauperised condition of our population. I agree with them in saying it is a most lamentable fact that in this country one man in every twenty is a pauper. But when that fact is adduced as against free trade, we must inquire what was our condition in this respect before free trade was adopted. Have we a greater proportion of paupers now compared with the population that under the system of protection I answer emphatically—No. For several years prior to the adoption of free trade one man in every 11 of the population was a pauper. It follows, then, that, bad as things are at present, we have little above one-half of the pauperism under free trade that we had under protection. Tested by our pauperism, then, free trade is not a 'mistake.'"

"And now as to the effect of free trade upon employment. In defiance of the experience of the last twenty years we are gravely told that protection would give more work, and that the present want of work is attributable to free trade. Let us see, taking as our test the cotton trade of Lancashire—in 1827 we consumed 25,379 bales of cotton per week of 377 lbs. each; in 1853 we consumed 63,689 bales of cotton per week, 67,554 lbs. each.

"Thus in twenty-one years the quantity of cotton consumed in Lancashire has been doubled; and will it for a moment be pretended that so vast an increase could have been effected except by a free trade policy? The effect of this upon employment must be obvious. To convert this double quantity of raw material into goods, as everybody must see, more workmen have been required and an immense impetus has been given to all branches of industry. More mills have been needed, more machinery, more warehouses, more dwellings, &c., and additional employment has been followed by increase of wages. Therefore, as tested by employment, free trade is not a 'mistake.'"

"But it is not in the cotton trade alone that we find the benefits of free trade; they are alike conspicuous in as they have contributed to the prosperity of the whole nation. Let us see the effects of free trade as exhibited in the total exports of the United Kingdom.

"In 1854 (the earliest record) our exports were £116,821,043; in 1859 £222,823,953. Thus in 14 years our export trade has been doubled, which means that free trade has enabled us to send double the quantity of goods to other countries, and thus increased employment has been found or ourselves, and every branch of industry has participated in the advantage. England has opened her ports to all the world, and nations that do not reciprocate our policy send freely to our shores their produce; we send to them ours, and we profit by the transaction.

"Here, however, the new politicians who would raise protection from its grave step forward and tell us we do not benefit by this enormous increase in our business with foreign nations, and avow that it is leading to the utter ruin of our manufacturing industry. A table of figures is before us, and it is boldly asserted that because our imports exceeded our exports last year by £116,000,000 we had to pay the balance in gold, and are, therefore, in a worse position for having done so large a business. Why, surely everybody must see that unless we receive back more for our goods than they cost us we should soon come to ruin. But, in order to exhibit the fallacy of this error let us examine the manner in which our trade with other countries is carried on. Take our trade with Russia, for example, in 1853 Russia sent to us corn, tallow, hemp, linseed and timber to the extent of 12 millions sterling, and only took back of our goods 6½ millions. Now according to the 'Revivers,' we paid the balance in gold, and were losers by the transaction. But this is entirely a mistake. Russia consumes largely of coffee, sugar and other articles which we by our manufacturers pay for elsewhere; and so when the balance was paid, 'instead of our sending 6½ millions sterling, the sum of £10,167 was all the gold England sent to Russia to settle the account."

"And precisely by the same process the French treaty is beneficial to our commerce. Both nations have increased commercial intercourse, and both are benefited by the transaction.

"In 1859 we sent to France 9½ millions sterling; in 1867 23 millions sterling. In 1859 we took from France £16,870,853; in 1867, £33,734,863. Thus England increased her exports 13½ millions per annum, and France £16,864,000. And yet there are men who talk of abandoning the treaty and discontinuing the trade of the two countries! Pray, what would our manufacturers do with the 13½ millions of goods if they were not sent there? Where would they find sale for them?"

"But I suppose our new-fangled 'Revivers of British Industry' wish to know how we paid the balance of 10½ millions, the difference between what France took from us and what we took from them. This our friends may safely leave to the bankers. If the individuals on both sides who have thus done business together are satisfied, it must be admitted that both nations are benefited, and if they are not the business must be discontinued. As in the case of Russia, an indirect trade had been done, and so I find that £7,655,977 in gold paid the balance. But it must be borne in mind that we obtained this gold by selling British produce elsewhere, and to that extent our trade was increased by the treaty. It must not be supposed, as the Protectionists appear to think that France was richer for receiving the balance in bullion than if she had taken it in cotton, coffee, or wool, because bankers readily adjust the relative value of gold in different countries. Rothschilds, for example, have establishments in London, Paris, Vienna, Brussels, &c., and if gold is dearer at one place than another they very soon adjust the difference. Gold is as much an article of commerce as anything else. We buy gold from Australia and pay for it with goods. England imported last year 24 millions in gold, and exported 20 millions, but this does not prove that the Bank of England was made the sole depository of the balance. It is a great fallacy to assume that the Bank of England is the only receptacle of gold, or that it retains all it can. The fact is otherwise."

"If free trade be tested by the extent to which industry has been promoted in proportion to the number of working people I find that in 1834 we exported 23 10s 2d per head of our population; in 1837, 23 0s 2d; in 1854 we imported 25 10s 2d per head of our population; in 1857, 19 2s 6d."

"Looking at the countries to which we send the largest amount of our exports, in spite of 2s. 6d. tariff, I find that to France we send 12s 2d per head per annum to 53 millions population. America we send 15s per head per annum to 32 millions population. India we send 2s. 2d per head per annum to 200 millions population, and of cotton goods to India only is 3d. to each individual, showing what a large business we do with the former countries, if spite of protection, and how greatly we are neglecting India."

"Every way, therefore, the compass is turned, it shows that we do immensely more business by a free trade policy than under the old protective system. But much stress is laid upon the fact that we have free trade upon one side only, and it is argued that we ought to discontinue our free trade policy, unless we can obtain 'reciprocity.' Now, I wish to ask if

the advocates of this policy have thoroughly considered its effect. Does anybody suppose that a duty upon the importation of French or Belgian goods would protect the people of these countries from manufacturing goods? And if they continued to manufacture, is it not plain that if we did not meet their goods as present on the Manchester Exchange, we should meet them in neutral markets? Were it possible to stop foreign goods from coming to us, the only effect would be that A B might sell goods at Manchester in place of a Belgian merchant, but C D would find his customer supplied in the neutral market by the Belgian. And where would be the benefit to our industry?"

"I also wish to ask—how can we put a duty upon French goods, for instance, if we are to keep faith with our agricultural and other industries? If we insist upon corn being imported free, and require the farmer to accept the price for his produce which we pay to all the world, we cannot in fairness refuse him the privilege of buying a silk dress or any other article he wants in the cheapest market. And it is clear that we must either have free trade all round or give protection to all, and having regard to the price of food, are we prepared to do that? Ten million quarters of corn per annum come to us from other countries, and are we about to lessen the quantity imported by placing upon it a duty which we ourselves have had to pay? Last year foreign countries sent to us cattle, sheep and beef to the value of £4,623,533. Now, I want to know whether, with beef and mutton at 6d per lb. we are prepared to increase the cost by making their importation more difficult? And yet this is precisely what must follow if our free trade policy is to be reversed. The Revivers would limit our industry by checking exportation, and raise the price of our bread and beef in the bargain."

"No one will suppose I am contending that what is called one-sided free trade is better than perfect freedom of trade on both sides. Doubtless it would be better for us, and other nations too, if all the trade of the world were free and unrestricted. But surely, with the above results before us, it must be admitted that even one-sided free trade is better than protection on both sides."

"Another point, however, must not be overlooked. If reciprocity were obtained to-morrow, it would not cure the ills of which Lancashire just now complains. If reciprocity did bring more orders for goods, how could they be supplied with the present scarcity of cotton? As everybody knows, trade is bad because cotton is dear; and cotton is dear because there is not enough of it to keep the mills in full employment. This is the gist of the whole question. Other causes may have aggravated the existing state of trade. The action of trades' unions has doubtless been favourable to the importation of foreign manufactures, while at home there is an enormous waste of money in expenditure for drink which would otherwise flow into channels of trade. But the cause which has prostrated Lancashire is unquestionably want of cotton, and the remedy is more cotton. Until more cotton is procured Lancashire will suffer, but as soon as enough can be obtained to keep our mills running at full speed everybody will want as much free trade as can be got, and it will be seen that the Revivers, in pronouncing free trade to be a gigantic mistake, have been trying to palm upon the public a gigantic delusion."

Yours truly,

EDMUND ASHWORTH.

"Egerton Hall, near Bolton, Sept. 13."

ENAMELS.

THE fine enamels of trade are generally prepared by fusing at high temperatures, alloys, oxide of tin, and oxide of lead, and spreading the mixture over the surface of a sheet of copper, of gold, or of platinum. The objections to these enamels are, in the first place, their high cost, and, secondly, the impossibility of giving them a perfectly flat surface. Mr E. Duchemin has advantageously replaced them by the following economical and excellent compound:—Arsenic, 20 parts by weight; saltpetre, 50, silica (fine sand), 30, litharge, 250. This is spread on plates of glass of the required shape and size, care being taken however, that the kind of glass employed be not inferior in point of fusibility to the enamel. Enamelled glass prepared from the above substances may be drawn or written on as readily as if it were paper, and in less time than one minute the writing may be rendered indelible by simply heating the plate in a small open furnace or muffle. Drawings, autographs, legal acts, public documents, historical facts and dates of importance, labels for horticultural purposes or destined for out-of-door exposure, corals, pipes, sign boards, advertising signs, &c., may thus be cheaply made, which will resist atmospheric influences for ages. First-class photographs, either negatives or positives, may be taken on such enamels without collodion, by using bitumen, or chloride of iron, or perchloride of iron and tartaric acid, or bichromate, or any other salt. A good solution for this purpose is, water 100 parts by weight; gum, 4 parts; honey, 1 part; pulverised bichromate of potash, 8 parts. Filter the liquid, spread it over the enamel, and let it rest, after which—1. Expose it to the camera. 2. Develop the image by brushing over it the following powder—Oxide of cobalt, 10 parts by weight; black oxide of iron, 90 parts; red lead, 100 parts; sand, 30 parts. 3. Decompose the bichromate by immersion in a bath formed of water 1.0 parts by weight, hydrochloric acid 5 parts. 4. Wash it in clean water and dry it. 5. Verify the proof on a clean piece of cast iron, the surface of which has been previously etched. One minute will suffice for indelibly fixing and glazing the photograph, which must be carefully and slowly allowed to cool. Photographs on enamel of any size, taken in this manner, are perfectly unalterable under all atmospheric conditions, and may consequently and aptly be called "overlasting photographs."

TRADE UNIONS.

It is capable of logical demonstration that all caste or class associations, however wisely designed, are not only opposed to the interests not thus represented but also tend to the injury of those for whose welfare they are nominally created.

FUR CULTIVATION.

An establishment for breeding Minks is now being cultivated in Cornwall, Nova Scotia, some two miles from Berwick Station, on the Windsor and Annapolis Railroad.

the Treasury, the editor brings such if not all the Name: Had Mr. Boutwell let the gold market alone, (the editor tells us), the speculation, which had already culminated, would have subsided rapidly.

LIVERPOOL MARKETS.

Liverpool, Wednesday, Sept. 23.

THE weather still continues broken and unsettled, and the new English wheat coming forward is not so dry as it was, this in some measure accounts for the lower average price in our country markets.

At the London corn market on Monday last the supply of wheat was moderate, the trade however was very dull at 1s. per quarter decline on both English and Foreign wheat; and 6d. per brl. and 1s. per sack on flour.

At our corn market, on Friday, there was a very fair attendance of country buyers, but very little business resulted, and that at a decline of fully 1d to 2d on the prices of the previous market.

Imports into this port for week ending 27th Sept. — Wheat, 79,401 qrs; oats, 2,453 qrs; peas, 1,377 qrs; Indian corn, 44,146 qrs; oatmeal, 2,823 loads; flour, 12,000 sacks, 37,343 brls.

Exports in the same time were: — Wheat, 1,044 qrs; oats, none; peas, 23; Indian corn, 603 qrs; oatmeal, 12 loads; flour, 819 cks, 1,879 brls.

Provisions: — Butter is in fair demand, some heated lard sold at 9s. Lard very dull and little doing. Bacon and Hams are neglected, and lower, a large business done in Cheese at full rates.

Aches: — Sales very trifling of Pots at 6d decline. No Rais sold.

Copper Ore: — A fair business, some Canadian of over 50 per cent sold at 13s 6d. ex yard, and some lower produce at 12s 1d. ex yard.

KENNETH DOWIE & CO.

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

(From Cudlip & Snider's Circular.)

St. John, N.B., Oct. 6, 1893.

FREIGHTS — Freights continue in the same dull state as advised in our two last circulars, and shippers for Liverpool but little inclined to offer; as from the continued dry weather there is no accumulation of stocks.

The engagements have been: — Ship, 1,527 tons, for Liverpool, reported 65s 3d; ship 68 tons, for Liverpool, birch timber and planks £1,010, ship 819 tons, for Woolwich, £1,550 lamp sum, ship 703 tons, for Belfast, ship 555 tons, 72s 6d for Cork Quay; ship 59 tons, 52s 6d, Queenstown, for orders, and discharge at rate port in Ireland.

We quote: — Liverpool, 68s 3d to 67s 6d; London 65s, nominal; Clyde, 62s 6d to 63s, nominal; Ireland, East Coast, 70s to 80s, according to port and size of vessel.

SPICES AND RICE — The continued dry weather leaves but little to report in the way of rates — prices about the same, but nominal. Our circular of to-day shows a falling off of about 7,000 standard in our shipments to Liverpool as compared with 1892; and this deficiency is not likely to be made up before the close of the year but rather to be increased.

SALT AND COALS — At this late season sales are very limited and flat, and doubtful if even 60s to 65s per sack could be obtained. Coals, in consequence of the dullness of the American market, and the diversion of a large quantity of Sydney coals to this market, have broken down in value, and sales of Sydney coal to beat Liverpool have been made at 1s per chaldron; Scotch, 3s 6d; and a cargo of Wallsend Hque from Hartlepool, at 4s 2d.

ABSTRACT.

Table with columns: Vessels, Tons, Tons, Sq ft, Deals. Rows include London, Liverpool, Clyde, Bristol Chan, Ireland, Other Ports.

There is 13 ships, 8,401 tons, in port, against 24 ships, 19,917 tons, same date, 1892; of which 24 are loading for Liverpool, against 9 in 1892.

THE GREAT OCEAN RACE FROM CHINA.

THE Glasgow Herald, in announcing the arrival of the "Titanic," says that notwithstanding the withdrawal of money premiums to owners of China clipper ships for the fastest homeward voyage with the first season's tea from China, considerable interest is still manifested in nautical circles regarding the voyage of the magnificent fleet of vessels now engaged in that trade.

THE WALL STREET PANIC.

THE N. Y. Post, in a leading article, shows how widespread and how deeply felt must be the existing financial panic. It says: "The reason of it is that the trade of the country is inextricably involved with Wall Street speculations.

Having established this tyranny over their fellow workmen, and bound their necks in this yoke of iron bonds, the selfish leaders of these unions are now turning their efforts into a new channel.

We took the ground many years ago that all these organizations of special classes in society, designed to exert an influence outside of themselves, must result in evil to the whole body.

The New York Tribune says: — Baring Brothers & Co., foreseeing an opportunity for a neat "turn" in the late attempt to dull gold, borrowed from our Treasury, through Ambassador Molley, some ten millions in gold on a deposit of securities in London.

COAL OIL.

J. W. Goodwin's Coal Oil Trade Report.

QUEBEC, Sept. 27.

During the past few weeks there has been unusual excitement in the Canadian Coal Oil market. There has been a decided advance in price, both for crude and refined, but the rate has been so fluctuating and irregular that it has been almost impossible to operate with anything like precision.

Although the Crude Producers' Association have advanced their price from \$1.25 to \$2.00, the demand has not been checked in the least. They are still unable to execute orders at the increased rate, and outsiders have readily obtained \$2.25 to \$2.50, and a further rise to even \$3.00 or \$3.50 has been freely spoken of. Refined has also varied considerably, though not to the same extent as Crude.

In order to understand this irregularity it will be needful to look at the facts of the case as viewed by those interested in the refining question.

A few months ago it was estimated that the stock of tanked crude amounted to 400,000 barrels, and that the then rate of production would be sufficient to supply the demands of the trade. In this view the Association fixed their price at \$1.50 per barrel. Since that time, however, the Canadian refiners have succeeded in producing an oil equal, if not superior, to the finest American brands, a fact which has completely altered the position of the trade. Now, instead of Canada being the sole consumer of her own production, she has the whole world for her market. It would be impossible to over-rate the importance of this change. The stimulus thus given to the trade has already caused new large refineries to be erected, and old ones to be enlarged. One still alone is now regularly taking more oil than is produced by all the wells together, and the stock of tanked oil is already reduced to less than 300,000 barrels.

It is on all sides admitted that the total production of the oil well is under 2,000 barrels per week. The aggregate capacity of the refineries is over 16,000 barrels per week; and if allowance to the extent of 6,000 barrels be made for accidents, delays, &c., &c., the rate of consumption would still be five times the rate of production, and the tanked reserve be reduced at the rate of 8,000 barrels weekly.

We must also bear in mind, in connection with these calculations, that some of the reserve stock has been held when prices ranged from \$6 to \$3 per barrel, and it is not unreasonable to believe that some at any rate will be held over in the expectation of higher rates than those now ruling.

But this should not be—should all the tanked crude go into consumption there would be hardly enough to supply the trade for eleven months or so, at which time it will become a question of importing crude, or closing three fourths of the refineries—that is, if no further discoveries of oil should take place.

The scarcity of crude is stimulating speculation in sinking new wells, but hitherto with small success, i. e. yielding from 25 to 30 barrels a-day; while the majority have proved merely dry holes.

On the other hand it must be admitted that a temporary subsidence might result, should the refiners come into collision with the Crude Producers' Association, and close their works for the purpose of forcing a reduction in the price of the raw article; but the depression could only be temporary, and would inevitably be followed by such a reaction as would send prices higher than before.

J. W. GOODWIN.

Cuba promises a crop of 745,000 tons of sugar and 33,000 hogsheads of molasses this year.

One million six hundred thousand muskrat skins were one item in the St. Paul fur trade last year.

FOR SALE.

100 doz.

EXTRA FINE, LARGE SIZE,

MOOSE MOCCASINS

SHEEP TOPS, SELECTED QUALITY,

Suitable for Lumber Trade.

\$12.50 per doz.

100 doz.

EXTRA FINE, LARGE SIZE,

MOOSE MOCCASINS

BUFFALO AND BUCK TOPS,

\$13.00 per doz.

The above, direct from best manufacturers,

ARE FOR SALE BY THE

PURCHASING DEPARTMENT

OF THE

TRADE REVIEW.

5 per cent discount from above quoted prices will be allowed for cash.

PORT OF QUEBEC.

STATEMENT OF ARRIVALS AND TONNAGE.

COMPARATIVE statement of arrivals and tonnage at this port, from sea, in 1893 and 1879, up to the 7th October inclusive:—

	Vessels.	Tonn.
1879	595	211,054
1893	553	231,174
More	59	19,070 more.

Number of ocean steamers which arrived here up to this date, and to the corresponding date last year:—

	Steamers.	Tonn.
1893	77	62,272
1879	63	52,731
More	13	4,459 more.

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

	Vessels.	Tonn.
1893	123	15,622
1879 - 63 vessels		12,175
" - 21 steamers		11,914
Less	84	23,159
Loss	55	7,167 more.

* The Quebec and Gulf Ports Steamship Company's steamers are included in the above.

J. BELL FORSYTH & CO.

RAILWAY TRAFFIC RETURNS.

FOR THE MONTH OF AUGUST, 1893.

Total	Passenger.	Mail and parcels.	Freight	Total.	
				1893.	1892.
128,759	131,109	6,238	110,231	221,438	229,017
12,890	1,220	970	6,241	7,934	8,287
224,638	10,181	817	43,135	64,211	59,139
409,571	8,871	247	23,334	24,530	23,294
334,686	78	178	5,693	4,679	2,895
	6,223	628	10,623	16,529	14,116
	439	33	2,368	8,163	7,474
	2,229	83	895	1,327	1,201
	8,966	757	6,009	9,727	8,629
			7,201	16,922	16,021
				1,201	1,201
				8,629	8,629
				16,922	16,021

* No returns for 7th and 11th.
* No Returns.

JOHN LANGTON,
Auditor.

STOCKS IN STORE.

The stock of grain in store on the 4th instant, in Chicago compiled by Charles Randolph, Esq., Secretary Board of Trade, and at the corresponding date last year is thus stated:—

	1893.	1892.
	Bush.	Bush.
Wheat	878,453	1,413,184
Eye	117,150	233,824
Corn	1,654,423	529
Oats	451,840	
Barley	121,731	

Increase and Decrease at any time

Increase

Decrease

IRELAND'S LINE FOR THE SEASON OF 1869.

The Line for LAKESERIE and HURON, is composed of Propellers
CITY OF LONDON and GEORGIANA, which will run regularly on the route.
 The Line for LAKE ONTARIO is composed of five first class Propellers, between
MONTREAL, TORONTO, HAMILTON and ST. CATHERINES.
H. W. IRELAND, & Co.,
 Agents.

MULHOLLAND & BAKER,
 Importers of
HARDWARE, IRON, STEEL, TIN PLATES, CANADA PLATES, GLASS, &c., &c.,
 419 & 421 St. Paul Street.
 Yard Entrance—St. Francois Xavier Street. 1

MCINTYRE, DENOON & FRENCH,
 IMPORTERS OF STAPLE AND FANCY DRY GOODS,
 FALL STOCK will be complete on 1st SEPTEMBER
 477 ST. PAUL STREET,
 Montreal. 1-ly

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

THE CANADA BRICK MACHINE.
 Patented 1868.

MEDAL and DIPLOMA awarded at the Provincial Exhibition, Montreal, 1869.

THIS Machine will mould 15,000 Bricks PER DAY, with the attendance of one man to put in the Clay, one man or smart boy to attend to the Moulds, three strong boys to wheel off the Bricks and hack them up, and a small boy to sand the pallets.

To make SLOP BRICKS, less attendance than the above will be required.

By an alteration in the relative speed of the pinions and crown wheel, it will mould
 30,000 BRICKS PER DAY.

The Clay can be moulded stiffer than by ordinary Machines, and the great pressure applied gives more solidity and strength to the Bricks. They also retain their shape, and dry much quicker.

This Machine is inexpensive and simple, and is adapted for either steam or horse power.

If a stone or other obstruction prevents the Moulds from moving forward, the Machine will not get out of order, but regulates itself.

Provision is made for giving the pressure required for soft or for stiff Clay.

The corners are always well filled, and the Bricks turned out will all be fit for front work.

It is undoubtedly the most perfect and suitable Machine for making Bricks yet introduced into use.

NINE of these Machines worked by steam, and TWO by horse power can be seen in actual operation at the Steam Brick Manufacturing Establishment of the undersigned, head of Fullum Street, Montreal.

The CANADA AUTOMATIC BRICK MAKING MACHINE is manufactured and for sale (with the right of using it) by the Patentees.

THE PATENT RIGHT

in towns, counties, or districts, will be sold on nine millionth part of the value of the property in transaction at the rate of one cent per hundred dollars. Nine millions of MER & SHEPPARD, Barings can cover at Patentees, \$3,700,000. If Spayers pays in time, it is believed, he has not done so.

N. S. WHITNEY,
 IMPORTER of Foreign Leather, Elastic Webs, Prunellas, Linings, &c.,
 14 St. Helen Street,
 MONTREAL. 1-ly

AKIN & KIRKPATRICK,
 GENERAL COMMISSION MERCHANTS
 COR. COMMISSIONER & PORT STREETS,
 MONTREAL.

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

AKIN & KIRKPATRICK,
 GENERAL COMMISSION MERCHANTS
 No. 2 Ontario Chambers,
 CORNER CHURCH and FRONT STREETS,
 TORONTO.

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

AKIN & KIRKPATRICK,
 GENERAL COMMISSION MERCHANTS
 COR. COMMISSIONER & PORT STREETS,
 MONTREAL.

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

THE ETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.
 RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1820.—Commenced business in Montreal in 1860.

Accumulated Funds, over.....	\$10,000,000
Policies issued in 1867	15,251
Amount insured in 1867	44,733,322
Receipts for 1867	5,129,447
Surplus Fund (over all liabilities)	1,884,768
Deposited with Canadian Government	100,000
Daily income in 1868, nearly.....	20,000

The best facilities for the Insurance of Healthy Lives.

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

S. PEDLAR & CO., Managers.
 Montreal, 15th August, 1868. 28-ly

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

References:

- Wm. Workman, Esq., Montreal, President City Bank.
- Henry Starnes, Esq., Montreal, Manager Ontario Bank.
- Hon. L. H. Holton, Montreal.
- Messrs. Thomas, Thibaudau & Co., Montreal.
- " James, Oliver & Co., Montreal.
- " Thibaudau, Thomas & Co., Quebec.
- Hon. Wm. McMaster, Toronto, C. W.
- Messrs. Denny, Rice & Co., Boston, Mass.
- Austin Sumner, Esq., Boston, Mass.
- Henry Young, Esq., 22 John street, New York.
- Samuel McLean, Esq., Park place, do. 20.

FERRIER & CO.,
 IRON & HARDWARE MERCHANTS
 St. Francois Xavier Street,
 MONTREAL.

Agents for:
 Windsor Powder Mills.
 La Tortu Rope-Walk.
 Burrill's Axe Factory.
 Sherbrooke Safety Fuse, 1-ly

A. RAMSAY & SON,
 IMPORTERS of WINDOW GLASS,
 Linseed Oil, White Lead, Paints, &c.,
 37, 39 & 41 Beccollet street. MONTREAL.

And Agents for
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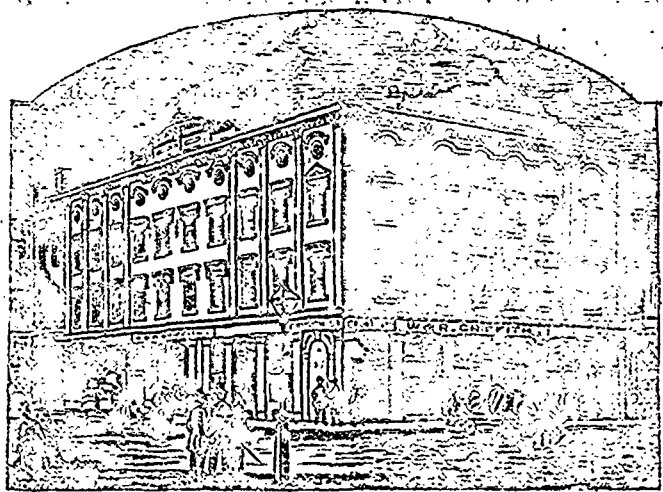
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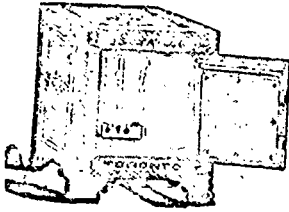
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GOVERNMENT HOUSE, OTTAWA.

Thursday, 23rd September, 1869.

PRESENT:

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

His Excellency has been pleased to order, and it is hereby ordered, that Sheet Harbour, situate in the County of Halifax East, in the Province of Nova Scotia, shall be and the same is hereby declared to be an Out Port of Entry, under the Survey of the Port of Halifax.

And it is further ordered that the Out Port of Tangier, now under the Survey of the said Port of Halifax, be and the same is hereby abolished.

WM. H. LEE,

Clerk Privy Council.

3-42

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