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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, AUGUST 20, 1869.

No. 34.

ANGUS, LOGAN & CO.,
PAPER MANUFACTURERS
 AND
WHOLESALE STATIONERS,
 378 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 & TYLES,
 Successors to Maxwell, Tyles & Co.,
WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
 2-ly 100 St. Louis Street, Montreal.

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. MATHURSON,
 23 McGill St.; Stores in rear 41 to 47 Longueuil Lane.
 Montreal, May, 1869. 1-ly

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

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

CEATHERN & 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. HAY & 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.

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FIRST PRIZE
PIANOFORTE MANUFACTURER,
 MONTREAL.

Show Rooms:—73 Great St. James Street,
 Factory:—St. Charles Street.
 Constantly on hand, a superior assortment of Pianos,
 Square and Cottage.
 Second-hand Pianos taken in exchange. Repairing
 and Tuning promptly attended to. 1-ly

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:
 Rhds }
 Tierces } Choice Bright Trinidad Molasses.
 Bbls }
 ALSO IN STOCK.
 8,000 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 GILLING, WRAPPING & SHOP
TWINES, Patent Seamless Hemp Hose, Saddlers'
and Harness-makers' Tools, British and French
Pisto 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 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

JAMES BOY & 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. L. LOCKHEBY.
 8-ly

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

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

GREENE & SONS—WHOLESALE
FOR 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, Lancafield
 Brass Foundry, Glasgow.
 S. H. Dobbs & 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
 Japanese 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: 783 Craig
Street, (West) Montreal. 25-ly

JOHN H. R. MOLSON & 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. Francis 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,
 EXCHANGE COURT,
 MONTREAL. 1-ly

THOMPSON, MURRAY & CO.
GENERAL
COMMISSION MERCHANTS AND IMPORTERS.
 42 St. Sacrament Street,
 MONTREAL.
 Sole Agents in Canada for
 J. Denis, Henry Hounie & Co., Brantjes,
 F. Moreau & Co. 1-ly

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

Manufacturers of CROWN Sofa, Chair, and Bed
SPRINGS. 12-17

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 - - - - - 3,876,953

*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 subject 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. WORKMEN, 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 transacted at moderate rates. Claims promptly settled. Special attention is drawn to the 10 year non-forfeiting 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 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
104 St. Francois Xavier Street
Active and Influential Agents and Canvassers
throughout the Dominion. 40

F U R S

Fall Styles

1869.

Complete Stock now ready.

NOVELTIES IN

LADIE' 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

WHOLESALE

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 Hats, 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 increasing demands for our Ladies' and Gents' Furs, all of which are manufactured under the special supervision 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.

CUVILLIER'S BUILDINGS, ST. SAORAMENT ST.,

Montreal. 50-ly

SUTHERLAND, FORCE & CO.,

Importers of

BRITISH & FOREIGN DRY GOODS

480 St. Paul Street,

Montreal. 13-ly

THE MONTREAL

PRINTING & PUBLISHING CO

PRINTING DEPARTMENT.

(Late M. Longmoore & Co.)

Every kind of work done in the very best manner forwarded by mail or express.

Orders from the country filled without delay, and forwarded by mail or express.

BOOKS, PAMPHLETS, CATALOGUES, &c.

neatly and expeditiously printed.
LEGAL, MUNICIPAL, and ASSESSMENT FORMS,

printed to order.
Special attention given to RAILROAD and STEAM BOAT Printing.

COUPON TICKETS, Printed on one of Sandford, Harroun & Co.'s Presses—the only one of the kind in Canada.

Orders for Printing to be addressed to the Manager of the Printing Department,

Montreal Printing and Publishing Co.

J. G. MACKENZIE & CO.,

Importers of

BRITISH AND FOREIGN DRY GOODS,

381 & 383 St. Paul Street,

MONTREAL. 8-ly

ROBERTSON, STEPHEN & CO.,

MONTREAL,

Are now receiving their

FALL IMPORTATIONS,

which will be fully completed by the

20th INSTANT,

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

STAPLE AND FANCY

DRY GOODS.

5-ly

PLIMSOLL, WARNOCK & CO.,

Importers of

STRAW AND FANCY DRY GOODS,

Joseph's Block,

18 St. HELEN STREET,

MONTREAL. 9-ly

LEWIS, KAY & CO.,

HAVE JUST RECEIVED AND WILL SELL
LOW

100 Bales Best SOUTHERN YARN

1000 Pieces GREY COTTONS.

July, 1869. 1-ly

OGILVY & CO.,

Importers of

STAPLE & FANCY DRY GOODS,

486 St. Paul, Corner St. Peter Street,

MONTREAL.

Sayer's Brandies; Bernard's Ginger Wine and Old Tom; Stewart's Scotch Whisky.

6-ly

STIRLING, McCALL & CO.,

IMPORTERS OF

BRITISH AND FOREIGN
DRY GOODS, WHOLESALE,

Corner of St. Paul and St. Sulpice streets,

7-ly MONTREAL.

JAMES MITCHELL,
 IS NOW RECEIVING AND OFFERS FOR SALE:
 Hhds. Extra Bright Porto Rico and Barbadoes SUGAR.
 Puns. Choice Demerara MOLASSES (New Crop).
 Brls. } Choice Labrador & Canso HERRINGS
 Hlf-Brls. } Splits and Round.
 Choice Newfoundland Green CODFISH.
 Sags. } Prime Jamaica COFFEE
 Brls. }
 Boxes LOBSTERS, and ARROWROOT, in tins.
 Hhds. United Vineyard BRANDY. Vintage 1863.
 Very fine.
 No. 7 St. Helen Street.
 Montreal, Feb 25, 1869. 1-ly

PHENIX FIRE ASSURANCE COMPANY
 Of LONDON.
 (Established in 1782.)
 Insurances effected at current rates.
JAMES DAVISON, Manager.
GILLESPIE, MOFFATT & CO., General Agents
 for the Dominion. 6-ly

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

FRANCIS FRASER,
HARDWARE COMMISSION MERCHANT,
 28 St. Sulpice Street, Montreal.

Agent for French and Gorman Manufacturers of
 Window Glass, Glass Ware, Fancy Goods, &c., Bir-
 mingham Hardware, Sheffield Electro-Plate Goods,
 Tools, Cutlery, Files, Steel, &c. 33-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,
 526 CRAIG STREET,
 Also IMPROVED COOKING RANGES,
 Family and Hotel Sizes. 15-5
W. CLENDINENG,
 (Late Wm. Rodden & Co.)
 FOUNDER, & MANUFACTURER OF STOVES, &c.
 Works, 165 to 179 William Street,
 City Sample and Sale Room, 118 and 120 Great St.
 James Street,
 and 532 Craig Street,
 MONTREAL, P.Q.

THE CITIZENS' INSURANCE COMPANY
 (OF CANADA)
 AUTHORIZED CAPITAL\$2,000,000
 SUBSCRIBED CAPITAL\$1,000,000
DIRECTORS:
 HUGH ALLAN, President.
 GEORGE STEPHEN. C. J. BRYDGES.
 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 pre-
 pared 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.

JAMES ROBERTSON,
 126, 128, 130 and 132, Queen Street, Montreal,
METAL MERCHANT,
 Manufacturer of Shot, Lead-pipe, Paints, and Putty
 1-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. 36-3m

THE TRADE REVIEW
 AND
 Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, AUGUST 20, 1869.

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 of July, 1869:—

Revenue—Customs.....	\$622,457.01
Excise	244,684.88
Post Office.....	46,908.21
Public Works, including R'ways. 120,108.51	
Bill Stamp Duty.....	14,815.71
Miscellaneous.....	149,937.95
Total.....	\$1,198,920.27
Expenditure.....	\$2,459,781.52

JOHN LANGTON,
 Auditor.
 Audit Office, August 7, 1869.

THE RECENT CRISIS IN ENGLAND.
 THE Imperial Parliament was prorogued on Wed-
 nesday, the 11th inst., after a session of unusual
 interest and importance. Her Majesty's speech was
 read by a Royal Commissioner, and refers to the
 principal measures passed during the Session. The
 Dis-establishment of the Irish Church receives the
 largest share of notice, and well it may, for seldom
 has a question of such gravity engaged the attention
 of the Imperial Parliament, or the country passed
 through a more trying crisis. The past few months
 furnish conclusive evidence that England can become
 as excited over political affairs as in the good olden
 days when the Reform Act of 1832 was passed, or Sir
 Robert Peel abolished the Corn Laws.
 For several weeks, the Irish Church question
 seemed destined to produce a dangerous struggle

WHOLESALE FUR MERCHANTS.
JAMES CORISTINE & CO.,
 Successors to
G. LOMER & CO.,
 471, 473, 475, 477, St. Paul Street.

Specialities 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 LUM-
BER TRADE.

We have introduced into Canada the most ap-
 proved 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.
TERMS LIBERAL.

MONTREAL BUSINESS COLLEGE,
 Corner of Notre Dame and Place d'Armes.
 THE Course includes Book-keeping, Pen-
 manship, 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. TASKER,
 32-3m Principal.

between the Lords and the House of Commons. The
 danger was not simply that the Lords seemed bent on
 thwarting the popular will in regard to the Irish
 Church, which the people had decided at the polls
 was an injustice which ought no longer to exist.
 This was simply the immediate cause of the agitation
 which for a time so swayed the House of Commons
 and the minds of the people; but the great danger
 lay in the fact that the cry had already been raised as
 to what right or sense there was in allowing the
 National will to be thwarted by an hereditary and
 irresponsible tribunal like the House of Lords! As
 indignation increased, opposition to the existence of
 the House of Lords became developed, and if the
 aristocracy had persisted in maintaining the injustice
 and wrong inflicted on Ireland, and set the House of
 Commons and the people at defiance, as was for weeks
 threatened, the very existence of that Chamber as one
 of the branches of the Government would have been
 imperilled. The crisis would have probably ended
 in a great change in the character of that body—a
 change so striking as to mark an era in the Constitu-
 tion of England. At the last moment, however, good
 sense prevailed, the Lords made up their minds to
 bow to the will of the nation, the Irish Church Bill
 passed, and the crisis was safely tided over.
 The people of Great Britain have reason to be
 thankful that this difficult subject has been at last
 satisfactorily disposed of. They have done an act of
 substantial justice to the large majority of the people
 of Ireland—an act of justice possibly too long delayed.
 How much of the trouble which has taken place in
 Ireland has been attributable to this grievance, may
 now be correctly known; but it has certainly been
 one of the principal causes of Irish disloyalty; and it
 is to be hoped now, that the Imperial Parliament has
 risen equal to the occasion, and has acted so manly
 and generously towards Ireland, that the fruit will
 be increased loyalty to the Crown and more peace
 and contentment among the people. During the
 crisis Mr. Gladstone has shown himself to be a
 courageous and skillful pilot. The Irish Church Bill
 will hereafter be as inseparably connected with his
 name, as Catholic Emancipation with that of the
 late Duke of Wellington. The exciting struggle
 through which he has passed, however, has not left
 him unscathed. As victory crowned the great mea-
 sure of his administration, he had to leave the helm
 of affairs seriously ill, and retire to the country to
 recruit his health. But this suffering will be only
 temporary, whilst the honour will be undying of
 having performed a great act of justice and of recon-
 ciliation to Ireland, and piloted the nation safely
 through a most dangerous crisis, in which more than
 one old land-mark of the Constitution was in jeopardy.

BRIGHTENING PROSPECTS.

THE harvest is now sufficiently advanced, to enable us to speak with some certainty as to the result, and we are delighted to be able to say that the most sanguine hopes of bountiful crops have been fully realised. Indeed, were we to accept as quite correct all the glowing accounts which are to be found in the local press of Ontario, we would have to conclude that never did that Province yield such crops before. In some sections we believe this picture is not too highly coloured, for wheat, barley, oats, potatoes—in fact every species of crop—are unusually abundant, and the quality by no means deficient. But in other localities, where the surface of the country is flat and the soil has a cold bottom, the large rain-fall during the summer has been injurious, and the yield is not above the average. After making allowance for this, however, we feel every confidence in setting down the harvest now partially reaped, as one of the most abundant ever obtained in this country. The crop of oats is worthy of especial mention as being something extraordinary, which fact must have an important effect upon the prices to be obtained for this grain. But the barley and wheat crops are also much heavier than usual, and what is rather remarkable regarding the latter, in some sections in which the farmers have suffered greatly of late years from the depredations of the midge and other wheat pests, this season scarcely one has been seen. This is a rather singular circumstance, but it doubtless is attributable to the unusually cool summer we have had. Individuals who have given some consideration to these destructive insects, assert that not getting sufficient heat at the proper time, very few of the little creatures got beyond the larvæ stage. This may or may not be correct, but it appears a very reasonable solution of their mysterious disappearance this season. Many believe that we will not be troubled much with the midge again for some years, and the writer knows one locality, at least, in which the farmers intend to act on this expectation, and sow Soule's and other fine qualities of wheat this fall. The potato crop—to go back to the subject we have more immediately in hand—will be more variable than the others. On high lands, there is abundance, we might almost say more than abundance; but on low, wet soils, they have turned out poorly. We hear of the rot in some of the latter districts having proved quite destructive. However, the large crops will more than make up for the poor ones. So there will be no lack of this popular article of food. The best evidence of the general excellence of the potato crop is, that in some places they have already fallen from \$1 to about 30c. per bushel. The fruit crop is expected to be a fair one—although not above an average. Never was there such a season for strawberries and cherries as this one has proved; they have been literally a drug in the market, and prices have been quite low compared with former years. The supply of apples, peaches, plums, &c., does not promise to be as large as usual. The root crops, such as carrots and turnips, look promising. The latter is getting to be a very important crop to many sections of the Province of Ontario. This arises from the fact that far greater attention is now being given to stock-breeding than formerly, and turnips constitute one of the principal articles of food for the cattle during the winter months. In most they look well so far, and the same may be said of mangolds and similar roots. Taking the whole harvest into view—that which is already reaped and that yet in the fields—the country has reason to congratulate itself on the result. We are convinced that 1869 will be known as a red letter year in the harvest line—one in which the Omnipotent Giver scattered His gifts with unusual liberality. It has already caused feelings of hope and satisfaction throughout the whole business community. Experience has hundreds of times shown that, in Canada at least, abundant crops mean better times, and after the brief season of depression we have had, the change will be exceedingly acceptable. A deficient harvest this fall would have proved quite a calamity to the business public. Let us be thankful to the Lord of the harvest that any such danger is now past, that the labours of our husbandmen have been crowned with abundance, and that our prospects are brightening before us.

NEW WHEAT.—The first load of new wheat of the season was brought to town yesterday by Mr. M. S. Gilmour, it having been raised on his farm, Lot 2, Concession 6, Caister. It was of the Amber Michigan variety—a very fine sample—and was sold at \$1.10 (silver) per bushel.—*Hamilton Spectator.*

THE HALIFAX REPEALERS.

THE kindly feeling shown by the Dominion Parliament towards Nova Scotia last Session, as evidenced by confirmation of the "better terms" secured by Messrs. Howe and McLellan, has not been without a good effect. We have good reasons to believe that it has turned the majority of the Repealers into a minority, and that only the more rabid of that extreme party now seek to dismember the fair fabric of British American Union which has been erected.

But the spirit of the Repeal Party still exists, and it has been manifested in Halifax, and in a way by no means creditable to those concerned. It is well known that at present some of our Ministers of the Crown are visiting the Maritime Provinces, and that His Excellency the Governor General has gone down the St. Lawrence, and intends to visit some of the principal places in Nova Scotia. Some of the citizens of the City of Halifax—which was to be Sir John Young's head-quarters whilst in the Province—deemed the occasion a fitting one to extend a welcome to His Excellency, as Her Majesty's representative, to that part of her dominions. A meeting was called by the Mayor with a view to get up a banquet in honour of the visit. But this did not suit the more violent "Antis." It was feared that a simple compliment to the Governor General, which possesses no political significance, and is generally shared in by men of all political parties, would in some way damage or interfere with the petty aims of the sag end of the Repealers, and so the hospitable project was opposed, the meeting turned into a faction fight by the Anti-unionists, and its object frustrated.

This conduct on the part of the Repealers, certainly reflects very little credit upon them, and has placed the enterprising City of Halifax in a rather unenviable position. We trust, however, the majority of the citizens do not sympathise with the action that has been taken towards Sir John Young, and repudiate the course of those who have made their fine city appear inhospitable and churlish in the eyes of the world.

We should think this shabby treatment of Her Majesty's representative on the part of the leading Repealers in Halifax, would rebound upon their own heads. The people of that Province must be becoming tired of the extreme and rabid course which the Antis have for some time pursued. Before the "better terms" secured by Mr. Howe, which certainly do, to say the very least of it, give full and complete justice to Nova Scotia, they may have had some excuse for their conduct. But after the generous and kindly action of the Dominion Parliament, they are without excuse, and their continued agitation of Repeal must arise from a desire to further the selfish schemes of party, and not from any desire for the good of the country. Their action is all the more unjustifiable, when it is considered that the bounds of the Dominion are about to be immensely increased by the admission of the North-west, Newfoundland, and possibly of Prince Edward Island. The idea of Repeal of the Union under these circumstances, is simply preposterous, and we feel well assured, if such Repeal could be had, no Province would regret it more than Nova Scotia before five years were over.

Another reason which shows the folly and wickedness of further agitation by the Repeal Party of Nova Scotia, is the fact that the trade between the inland and the seaboard Provinces is increasing annually. At one time it was predicted that we could not do business profitably with each other. But what do we find to-day? We find that nearly all their breadstuffs are now obtained from Ontario, and that not a few of our manufactures find their way to the principal cities. It is also with especial gratification we observe that the shipments of Nova Scotia coal to Quebec and Ontario is steadily augmenting, and that the trade ultimately promises to become extensive. The fact is becoming more patent every day that we can cultivate a profitable commerce between the different Provinces, and that before many years we shall have that commercial as well as political union, so necessary to our prosperity and stability.

From what we can learn of public feeling in Nova Scotia, we incline to the opinion that Repeal is nearly defunct. The action of the Halifax Antis may be regarded, probably, as one of the last kicks of the party, indeed, it is more than hinted if the Dominion Government would only conciliate the rest of the leading Antis as they have done Messrs. Howe and McLellan, the political horizon would speedily become serene. It is to be hoped nothing of the kind will be

attempted. The rest of the Dominion would never consent to it. Nova Scotia has already received, as we have previously said, full and complete justice, and the great majority of the people, will soon, if they have not already, discover this, and accept the union in good faith. Time is a quiet but wonderful worker. It has already done much—a little longer and Repeal will be a thing of the past.

DEFENCE.

SO much poltroonery has been written and spoken concerning the inability of Canadians to defend themselves with any hope of success against the overwhelming armies that the United States could send against them in the event of a war, that a stranger would naturally fall into the error of thinking our people a very womanish lot; and we cannot after all greatly condemn our neighbours for taking us at the low estimate so many of our own citizens have placed upon us.

For our own part, however, we sincerely believe Canada can be made so strong in defence as to be virtually impregnable to attack. Not to costly fortifications—though they too are probably necessary—do we look for our chief strength, but to the brave men who are prepared to fight, and if necessary to die for their freedom, and who will never submit to the disgrace of foreign servitude. That without any very costly expenditure, the bravery and patriotism of these our citizens could be made available against a day of need we also believe. And the way by which this can be accomplished is simple, one already tried to a certain point, and failing in effectiveness chiefly from not going far enough. Arms and ammunition, with ability to use them, will be our surest safeguard against compelled servitude. A rifle for every man capable of bearing arms and instruction and practice in its use, should be provided by Government in some way or other.

We have before us the score of a rifle match between two Western clubs—the Victoria, of Hamilton, and the Toronto, of that city,—Hamilton being victorious. For the winners, the summary records an average of 3½ per shot, 86 bull's-eyes, 100 centres, 22 outers, and 8 misses, in a total of 210 shots. The distances were 300, 500 and 700 yards, 7 shots at each range. At the 500 and 700 yard ranges, the shooting was a trifle better than at 300 yards. The leading scores at 700 yards, were in one instance of 6 bull's-eyes and 1 centre, and in two others of 5 bull's-eyes and 2 centres. Only two out the entire ten marksmen scored at 700 yards less than a centre.

This it must be acknowledged is exceedingly good shooting, and we refer to it now to shew what might be done by careful training and practice in the use of the rifle, at a minimum of cost to the country. Here are ten men, selected from a club of limited number, who shew themselves able at a distance of 700 yards, or exactly two fifths of a mile, to hit their mark in the centre 29 times out of 70, to hit it within a radius of about a foot from the centre 38 times, to strike it once outside that distance, and to miss altogether only twice. Let us suppose now an available force of 20,000 such men acting on the defensive, armed with the best breech-loading rifle to be had! What army that could be brought against them whether twice or twenty times their number, but would melt away under the destructiveness of their fire like snow beneath the rays of a summer sun? Why a thousand men well posted behind even very inferior defences, or even in rifle pits, could keep a host at bay as long as they were supplied with provisions and ammunition enough for their work. No powder with them would be thrown away; every shot almost would kill or disable a foe. No average soldiers in fact could be brought forward in face of such a fire as could be kept up from the time of coming within long range till they reached the concealed marksmen.

Now we know that our Government have already taken steps to cause a more general practical acquaintance with the use of the rifle, but they fall far short of what is required. Our own opinion is that no money whatever need be expended in keeping up either a militia or volunteer force, except perhaps artillery, and that with half the money now comparatively wasted, every man in the country might be taught to shoot with good aim, if not deadly accuracy, and good rifles be kept in store ready for use in case of invasion. Very little drill would be necessary to enable men to march in an orderly way to meet a threatened attack, and very little manoeuvring would be required. A small force of highly skilled riflemen

would be more easily handled and far and away more effective than a huge army of men who might march and countermarch with the precision of a machine, but of whose bullets one of a thousand might reach its mark. The costliness of actual warfare would also be amazingly lessened, and the great difficulty of supplying food and ammunition would be almost done away with altogether.

Even though England should see fit—and we would not think of finding any fault with her for it—to withdraw every soldier she has in these colonies, we should still consider that we the people of Canada were perfectly well able to hold our country against all comers, and show ourselves in a war of defence the equal of the proudest nation or greatest military power on the face of the earth. We do not write in a spirit of boastfulness. We know what can be done by one man under cover against overwhelming odds, if he knew how to use his rifle, and armies are made up of single men. We commend the subject to the attention of rulers, and hope they may see the necessity and acknowledge the possibility of providing for the defence of Canada, in a way so much more effective and so much less costly than the present system.

UNNECESSARY LOSS OF PROFIT.

WE desire to call attention—and it is not for the first time, either—to the carelessness with which the article of butter is manufactured, causing the value of it to be very much less than it would otherwise be, and greatly limiting its sale for shipment to the United States and England. We hardly think we should err greatly in stating that on an average five cents per pound could be obtained for butter produced in Canada if its quality was what it ought to be, more than is now received for it; and as the annual export amounts to over ten millions of pounds, the loss would on this calculation amount to upwards of \$500,000. There would also be an increased demand for Canadian butter, and with this increased demand would come increased production; so that not only would this country receive more money for its butter, but also would have much more butter to export.

The people on whom the responsibility of sending poor butter to market primarily rests, are we suppose the butter-makers, the farmers' wives throughout the country. But there are another class who are by no means free from blame in the matter, and who have it in their power to greatly correct the evil, if they could be only brought to see the necessity of it. These are the country store-keepers, who buy up the butter, paying either in cash or goods therefor. We have had their own testimony to the fact that practically they make little nominal distinction in price when purchasing, between good butter and that which is not so good. The custom of a farmer's family, and the profit arising from it, seems more important to the storekeeper than a cent or two per pound he may buy from the farmer's wife; and he knows well how ready to take offence she would be, were he to attempt to cut down the price on the score of the inferiority of the article. Every woman is apt to think her butter is as good as any, and that too irrespective of the care or want of care with which she has made it; and she is ready to accept as an insult almost any depreciation of the product of her dairy. This doubtless makes it difficult for the storekeeper to pay according to quality, but it does not make it impossible; and there are several cogent reasons why he should discriminate carefully.

In the first place, if good butter were paid for according to its goodness at a higher price than butter of lower grade, it would be a direct premium for greater care in production; and it would be besides more honest than to give the same price for two articles whose values might be very widely apart. In the second place, the merchant could afford to give a higher price to his customers for their butter, as he would be able to sell more advantageously, increasing their wealth and power of purchasing and his own profits at the same time.

But blame rests on the storekeepers for another reason. They injure the sale of their butter quite as much by their carelessness in packing, as by their impartiality in buying. It is a common thing to find in a package of butter numerous layers of different quality, one inferior layer being sufficient to reduce the price of the whole package. Nor is sufficient care taken to see that the tubs, &c., are thoroughly clean and sweet. Large quantities of butter good enough

before packing are annually ruined from this cause alone, or at least suffer very great deterioration in quality and price.

We would suggest to the Montreal Board of Trade that a butter inspector be appointed, and all butter sent to this market for sale be inspected and classified accordingly. This would tend to make buyers throughout the country more careful, and remove from the consignee of poor butter the odium of selling below current market rates an article for which he is after all getting the full value.

TRADE OF THE UNITED STATES.

THE following is a comparative statement of the value of the Imports and Exports of the United States, exclusive of coin and bullion for the eleven months ended May 31, 1869, and the corresponding period of 1867-68:—

	IMPORTS.	
	11 mos. to May 31, 1868.	11 mos. to May 31, 1869.
Free Goods.....	\$ 14,414,967	\$ 19,479,833
Dutiable Goods.....	312,665,589	359,799,312
	\$27,080,556	\$279,279,245
Increase		\$ 52,198,689

	EXPORTS.	
	11 mos. to May 31, 1868.	11 mos. to May 31, 1869.
Domestic ex. gold val.....	\$254,269,098	\$251,674,402
Re-exports—gold val....	10,322,494	9,612,629
	\$265,191,592	\$261,287,031
Decrease.....	\$ 3,904,561	

The following is a statement of the Imports and Exports of Specie and Bullion for the same periods:

	1867-68.	1868-69.
Imports.....	\$ 12,249,334	\$ 18,116,112
Exports.....	71,934,809	38,732,278

From the foregoing figures it will be seen that the Imports of the United States for eleven months exceeded the Exports, by the enormous sum of \$118,000,000, or, deducting the excess of exports of the previous metals, by about \$100,000,000 gold value. How long will it be possible for this kind of trade to be carried on? The danger from this source is every day becoming more and more imminent; and the effect of the ruinously high tariff is only to lessen the ability of the national industries to compete with the less burdened manufactures of foreign countries. Protection extended to one or two leading manufactures will build them up with perhaps no great injury to the country, but when every thing has to bear a corresponding weight of taxation, then all the advantages derived from high duties is neutralized by the enhanced cost of production, and the foreigner is again in a position to undersell the home producer.

THE INTERCOLONIAL RAILWAY.

WHAT IS BEING DONE—SCENERY AND CLIMATE ON THE ROUTE.

DALHOUSIE, N. B., 24th July, 1869.

It having been made known through the public papers, that the Intercolonial Railway Commissioners were about to visit the line of road so as to see the condition of matters on the several contracts, I thought it would be a desirable opportunity to see what was going on in a part of the Dominion about which not very much is known in the good Province of Ontario. I thought, also, that it might be a favorable mode of letting the public know something about the progress of a work which is being constructed at the cost of the country, and which is a political necessity, if not likely for the present at any rate to be a great commercial success. The Intercolonial Railway, at any rate, is a physical necessity, if the idea, now so prominent, of an intra-oceanic railway, from the shores of the Atlantic to those of the Pacific, through British territory, is to be realized. If it is not the United States have attained a position upon the continent which will place them decidedly in the front rank, for securing the control of the commerce between two great continents. It is hardly likely that Great Britain and her vast colonial possessions on this side of the Atlantic, will consent to be shut out from the advantages of the trade referred to, and therefore, apart from any other considerations, the Intercolonial Railway is indispensable. With this digression, I proceed to the object with which this letter is written.

THE STARTING-POINT.

The Commissioners would assemble, it was understood, at Montreal, and proceed by railway to Riviere du Loup, where I went to look for them. On Tuesday, the 20th July, the party

had collected, including the Chief Engineer and his assistants on the district.

The line starts directly from the station of the Grand Trunk Railway, and in a very short distance crosses the Riviere du Loup by a bridge 300 feet in length, immediately above the very beautiful falls at the place. Directly after crossing the river, the line runs round a rather sharp curve, and through a heavy rock side hill cutting, after which, it descends to a level terrace, and runs through a well-settled French country. A good force of men at work on the rock cutting, and gangs of men and horses are at work all along this contract 20 miles. In all about 500 men at work upon this contract. Many culverts and water courses are already completed, and many in progress. A considerable quantity of grading is in active progress, several long cuttings and embankments being in a forward state. The next important structure to the bridge at Riviere du Loup is at Isle Verte, where work is actively progressing.

After inspecting the works in progress for several miles in the vicinity of Riviere du Loup, the party embarked, on the evening of the 20th, on board the Government steamer, the Lady Head.

WORK AT TROIS PISTOLES.

The next morning the steamer was at anchor at Trois Pistoles, where it was found that some heavy work has to be done. This is on contract No. 2. The grading throughout the whole of contracts Nos. 1 and 2 is in a forward state, and except at two or three heavy places will be completed, it is expected, this fall. Upwards of 500 men are employed upon No. 2, and the Messrs. Worthington, who are the contractors for one and two, about 40 miles in all, are pushing forward the work with great energy. They have been fortunate in finding good stone for the culverts in close proximity to the work, and consequently they have already got a considerable part of this work done in a most satisfactory manner. A large 15 foot arch culvert, about 2 miles east of Trois Pistoles, has one of its walls already completed up to the course from which the arch will spring, and is as fine a piece of solid, well executed work as in to be found in Canada. The length of this culvert is about 75 feet. Competent inspectors are appointed to overlook the masonry, and from the character of the work executed, so far, they appear to be thoroughly doing their duty.

THE TROIS PISTOLES BRIDGE.

The heaviest work upon contracts one and two is at the crossing of the Trois Pistoles river, about one mile and a-half west of the village of that name. The river and valley through which it runs are about 1,100 feet wide, the point where the line crosses them, and the railway will run at a height of about 70 feet from the bed of the river. This crossing is the heaviest work between Riviere du Loup and the Metis, a distance of about 90 miles. On the west side of the river the line is carried for nearly two miles across a number of gorges in which there will be several culverts and a number of side-hill embankments. The bridge which will be 500 feet long will start from the west bank, and be carried nearly half way across the flats, thus placing the bridge across the main channel, and allowing no check to the flow of the river. The bridge is approached on the west side by a heavy embankment about 40 feet deep, made from a cutting of the stiffest kind of blue clay. This bank will be about 800 feet long, and is being actively constructed. The material on both side of the river is the same, and is very difficult to work, coming out in large blocks of blue clay. On the east side of the river the embankment will be about 1,400 feet long, and about 65 high, at the deepest point. Large gangs of men and horses are at work on both sides of the river, and the contractors are preparing to put in tramways and tip wagons, as soon as the haul gets long enough to use them with advantage. An excellent stone quarry for the piers of the bridge has been found on the St. Lawrence, about 9 miles from Trois Pistoles, to which point the stone is now being brought in scows.

MESRS. WORTHINGTON'S MOVEMENTS.

One of the Worthington's lives at Riviere du Loup, and the other at Trois Pistoles. They have now at work on these two contracts upwards of 1,000 men, and are pushing forward the work with great energy and skill.

WORKS AT BIC.

Leaving Trois Pistoles in the afternoon of

Wednesday, the Lady Head proceeded to Bic, where a landing was made in about 2½ hours. Bic, is very beautifully seated in a cluster of hills, of various heights and shapes, and is a spot of great picturesque beauty. Bic is the head-quarters of contract No. 5, which was awarded to Mr. Heycock, of Ottawa. He took the contract about the end of April, and has already made considerable arrangements for carrying on the work having now about 350 men at work grading the line at several points. There is not much bridge, or culvert work on this contract, but the large part of the grading is rock.

RIMOUSKI AND ITS SCENERY.

At dark the party again embarked, and on Thursday morning the Lady Head was at anchor in Rimouski Bay. Contract No. 5 ends here. The village is large and very prettily situated. Work is going on on both sides of the Rimouski river, which will be spanned by a bridge 300 feet in length. The from line Riviere du Loup to Rimouski is like a continuous village, very similar in its general characteristics, to that between Chaudiere and Riviere du Loup. The scenery in many places is exceedingly fine, and for tourists seeking a healthful relief from city life, no more delightful trip could be made than from Quebec down the river and gulf of the St. Lawrence.

RIMOUSKI TO METAPEDIA.

From Rimouski the line will run through a very level country for about 22 miles, to the Metapedia crossing, the Metapedia Road. The course of the line from the Metapedia has been a source of considerable labor to the engineers, who, after careful examination of the country, have found a moderately easy line, with favorable gradients throughout. The railway will cross the Metis about four miles from its mouth, and ascend by easy grades the high land between the St. Lawrence and the Restigouche. It then descends to the level of Lake Metapedia; then runs along the banks of the Metapedia river, which it crosses once instead of fourteen times as proposed originally by Major Robinson.

The scenery along the line through the valley of the Metapedia and Restigouche, and along the shores of the Bay Chaleurs, will be the finest of any railway on this continent; but I must defer speaking more particularly of this till my next letter.

TO LITTLE METIS AND GASPE.

On Thursday afternoon the Lady Head again got under way, and in less than 3 hours anchored again in the bay of Little Metis. Here a drive of about 5 miles, brought a well cultivated Scotch settlement, bounded by the Commissioners to the point where the line will nearly reach its highest level above the St. Lawrence. The view from here is magnificent, stretching far away in the west to the hills in the neighborhood of Trois Pistoles, and on the east along the bold shore towards Gaspe.

Embarking again at Sugarfall, the Lady Head steamed away for Gaspe. Here for the present I may pause in my account of the Intercolonial Railway.—*Toronto Telegraph.*

NOVA SCOTIA.

THE TRIP OF THE COMMISSIONERS—SOMETHING ABOUT THE COUNTRY.

ON BOARD THE "LADY HEAD," 4th Aug. 1869.—Before leaving Newcastle the Commissioners were entertained by the principal inhabitants of that place at a luncheon, in a large tent on the market square, at which a large and respectable assembly was present. Immediately after the close of the repast the party proceeded on board the steamer, which at once dropped down the river, about 12 o'clock. The next day the good ship came alongside the wharf, at Shediac. There a train was in readiness, which speedily brought the Commissioners to Monckton, one of the points proposed for a junction between the Intercolonial Railway and the existing European and North American line. Monckton appears to be a thriving place, and from the main line a short branch carries the railway to deep water wharves on the bay of Fundy, where vessels, of a large size, can land and receive cargoes from all parts of the world. Some time was spent in looking over the groups belonging to the railway, and the proposed point of junction. Monckton, from its central railway position, after the completion of the Intercolonial Railway, is not unlikely to be selected as a large depot for the repair and housing

of engines and other rolling stock. If this should be so, it will become a place of very considerable importance.

Leaving Monckton the train retraced its course for about 7 miles to Pan-sick junction, from which place the line known as the Eastern extension starts. This latter line is now in course of construction, for a length of about 37 miles, to the River Missisquash, the boundary between New Brunswick and Nova Scotia. This line was commenced shortly before Confederation was accomplished by the New Brunswick Government, and after a good deal of negotiation has been assumed as a part of the Intercolonial Railway at a cost to the Dominion of \$24,000 a mile, complete in every respect, but without rolling stock. It is already open for traffic to Dorchester about twenty miles, and will be completed to the boundary by the end of the present year. The Commissioner went over the line as far as Dorchester, and made a careful inspection of it. It appears to be a very substantial, well-constructed line—thoroughly ballasted—well fenced—and for smoothness of riding equal to any twenty miles of railway in any part of the Dominion.

The Commissioners and Mr. Fleming stopped at several of the most important structures, and after a careful examination of them were understood to be well satisfied with them in every respect. There appears to be no doubt that the country has got in this line a very good railway at a moderate cost. A good deal of controversy existed at one time as to the adoption of this line as part of the Intercolonial; but a careful inspection of the country through which it passes and the substantial character of the works, must have removed all doubts as to the propriety of the course which has been adopted.

The line runs through the valley of the Memramcook, a most beautiful and thoroughly well cultivated tract of country.

Along the whole line the country is in a very high state of cultivation, the farmers all being in a prosperous condition. The crops are excellent, especially hay, which is a most abundant crop everywhere in the vicinity of the Bay of Fundy. Part of the line runs through a great extent of what is called marshes, not what is usually understood by that name, but most fertile land, reclaimed from the Bay by dykes, and which before being reclaimed had received great deposits of the peculiar, but very rich sediment which is contained in the waters of the Bay, and which is left on the land when the tide recedes.

This reclaimed land is of extraordinary richness, yielding for many years in succession, very large crops indeed. If, after the lapse of many years the land gets deteriorated, an opening in the dykes will let in the waters of the bay—a couple of tides will cover the land with a rich deposit, which will make it at once resume its wonderful fertility. These marshes are very highly prized in New Brunswick and Nova Scotia—are of very great extent, the Bay of Fundy, through its numerous arms, stretching from Monckton to but a few miles from Halifax, a distance of upwards of 150 miles.

From Dorchester the party proceeded by carriages to Amherst, visiting on their way some of the principal points where the railway is in progress.

The river at Sackville is crossed by a substantial bridge, very nearly completed, about 350 feet in length.

The country all the way is well settled and cultivated, the line for a good many miles running through the rich marsh land.

Sackville is a place of considerable size, and where a large business is transacted.

The first portion of the line under contract in Nova Scotia commences about a mile east of Amherst, leaving between 3 and 4 miles to make in order to form a connection with the line nearly completed in New Brunswick. This was purposely left until the question of the adoption of the Eastern Extension line was settled. That being now disposed of, the small connecting link will be at once proceeded with, so that by 1st January, 1871, it is expected that the line will be completed and running all the way from St. John to Amherst.

Amherst is a very thriving town, and evidently a place of considerable trade. It is surrounded by a very fine, well settled country, in a very good state of cultivation.

Indeed, from Monckton to a considerable distance beyond Amherst, in all from 70 to 80 miles, is as good a country as one could wish to see.

The contract commencing near Amherst, is

being carried on by Elliott, Grant and Whitehead, under the care of the latter. It is about 26 miles long, and is being actively pushed on. There are about 300 men at work upon this contract, and already a considerable extent of grading has been done. At all the important points, work has been commenced, and is being energetically pushed. Stone quarries have been secured—these are now being opened—in two or three weeks stone for the culverts and bridge work will be taken by water to the places where it has to be laid.

The Commissioners drove along the work and visited the several points at which work is going on. It is understood that they were well satisfied with the manner in which the contractors are doing their work. About twelve miles from Amherst is a tramway leading from a coal field to a shipping point on the Macan river. From this place a very large quantity of coal used to be shipped to the States, but since the abrogation of the Reciprocity Treaty this trade has largely fallen off.

The crops everywhere looked excellent, and and there is a very large extent of country under cultivation.

Leaving the line of Whitehead's contract the Commissioners turned off to visit the Spring Hill coal fields. This coal deposit is of very large extent, and having been analyzed by the most eminent men of the day such as Dr. Percy of London, is universally pronounced to be equal to the best coal in Nova Scotia. Being at a considerable distance from water conveyance, this coal has not yet been brought into much prominence, and has consequently not been yet worked except to a small extent for consumption in the neighborhood. About its excellent quality there can be no doubt, and it must become a most important industry as soon as the railway brings it into communication with consumers.

A drive of a few miles, through a country beginning to be hilly, brought the party to a natural salt spring. This spring runs freely, pretty high up a mountain side, and being conducted through a set of rough wooden troughs, is brought to a building near the foot of the valley. The water runs into a large tank at the top of the building, below which is a double row of large iron vessels, like large potash kettles, built into rough masonry, beneath which again, is a large boiler. From the tank the water is put into the kettles by a short piece of ordinary flexible hose pipe, and the heating of the boiler beneath in a few hours completes the process, and barrels are filled with excellent salt. The capacity of the spring is unknown, but an immense quantity of water runs to waste, and it is hardly likely that this is the only salt spring in the neighbourhood, the absence of markets has limited the production to the mere supply of local wants.

Leaving this singular spring the country gets more and more mountainous as the Cobequid Hills are approached. It is a curious fact, but many high hills are cultivated to their very top, and at the highest point the land and the crops appeared to be the best. This was particularly the case with Mount Claremount, a pretty high hill which was cultivated on all sides and completely over the top.

A few miles further and the line of railway was again reached near the end of Whitehead's contract. Extending from it towards Truro, for about twenty miles, another contract is in progress by H. J. Huston and Geo. Angus, of Paris, Ont. Their contract commences a little west of River Philip and extends to Folly Lake. They are pushing their work on with a good deal of energy and have already about 300 men at work, and are almost daily increasing the number as fresh points of work are opened out. Grading is going on at number of places and already makes considerable show. The whole line has been cleared; good stone quarries have been found and are being opened out, and the contractors expect in a very few weeks to begin the masonry. Their work is progressing in a satisfactory manner.

The line of railway from Amherst has to cross the range of the Cobequid Mountains. It has been laid out so as to cross by swinging round through a depression in the range on the north side at Folly Lake, from which point it sweeps to the southward towards the Londonderry Iron Mines, and then gets once more upon its easterly course for Truro.

The country in the mountain region is not of course thickly settled or much cultivated. There are, however, quite a number of rich val-

leys already cultivated to a considerable extent, and which offer every prospect of becoming excellent farming districts, when they are supplied with the means of getting their surplus productions forwarded to markets.

The line runs through a tolerably level country for nearly 40 miles east of Amherst without any heavy works or grades. For the next 25 miles the work is much heavier as in that distance the Cobequid Mountains have to be crossed. The line from the Amherst side ascends from the valley by a grade which nowhere exceeds 1 in 100 or 52 feet to the mile. In doing this, it creeps diagonally up the side of the mountain, crossing several very heavy gorges, and involving a large amount of work. Leaving the road the Commissioners followed a footpath leading up the mountain, till they reached a line of railway where two of the heaviest gorges, about a mile apart, have to be crossed. The material is found to be easier worked than was at first supposed, and it is believed that there will be less rock excavation than was anticipated. The forest up the side of the mountains contains a very large quantity of hardwood, and we saw some of the largest trees of excellent hardwood timber that I have ever seen in any part of Canada. The line is cleared along the mountain side, and the view down the valleys exceedingly fine, especially that along the Wallace River.

Without getting to so high a point of land no one would understand how large a quantity of land is already under cultivation.

From Folly Lake to Truro, the line is now finally located, and it is understood that tenders will at once be called for to complete this work. It will descend by rather heavy work to within about two miles of the iron mines, and then striking eastward, will cross the Folly river near the bridge, about 800 feet long, the banks being high and the valley wide. From Folly river the line is light, and easy running through low marsh land all the way to Truro.

Some hours were spent at the iron mines. It is believed that there is a large tract of iron country in the Cobequid Range; but this is the only place where it has yet been worked.

Galleries have been run back from the face of the hill side, and large quantities of ore extracted. The ore is carted about two miles to a blast furnace, in which charcoal is the fuel used. There is a small rolling mill with furnaces, where the pig-iron is made into bars, and these have acquired a high reputation for their quality, both in England and the United States.

What they want, however, is coal; and this will be obtained after the railway is completed from Spring Hill. A large foundry is now nearly completed at the mines, where, in a few days, they will commence the manufacture, from their own pig-iron, of chilled wheels for railways.

There can be no doubt that, as soon as the coal and iron are brought into easy communication, that a most important discovery will be developed, which must prove very valuable to the Dominion.

I do not think there is much necessity for my taking up very much more of your space.

The result of my observations and enquiries is, that upon the seven contracts, comprising about 170 miles, already let, work is actively progressing and being energetically pushed forward.

That there are in all about 2,500 men employed, and that there is no present difficulty apprehended of a scarcity of labor. It is understood that four more contracts, covering about 84 miles of the road, will be at once advertised. That the heavy bridges at the Restigouche—the Miramichi will be also very soon put under contract, and that by the end of the present year very nearly the whole of the line will be under contract.

It is also very clear, that for a line of such length, the works are generally light, the engineering difficulties being exceedingly few. The line will therefore be constructed cheaply, and although it is not safe to prophecy, there would seem to be no doubt that the Intercolonial Railway will be completed for less than the amount stated in the Act of Parliament.

The country through which it will run from Riviere du Loup to Metis, is much the same as that from the former place to Quebec. Along the Metapedia Valley, the country has yet to be settled. But from the mouth of the Metapedia, down the valley of the Restigouche, and along the Bay of Chaleurs to the Miramichi, the coun-

try has already considerable settlement, and is capable of excellent agricultural results. The trade from the fisheries is already very large, and will be greatly stimulated when rapid means of communication are supplied.

Through New Brunswick and Nova Scotia, the line runs mainly through a very excellent country, which the railway will rapidly develop, and there are deposits of iron and coal which cannot fail to be most important branches of industry.

On the whole, my visit has caused me greatly to change the opinions which I had previously formed, and I feel persuaded that the Intercolonial Railway will be constructed at a moderate cost, and that upon a large part of the line there will rapidly develop a very much larger traffic than has ever yet been possible:—*Toronto Telegraph.*

WHAT MAKES COAL SO DEAR?

THE vast coal fields of Pennsylvania, are, to all practical intents and purposes, inexhaustible. They are supplied with all the needed apparatus for bringing their buried stores to the light of day. There is no lack of labor to work the mines, and yet coal is scarce, and the dearth of the article in the markets of course, runs up the price. This scarcity, it is alleged, and very justly, has been produced by artificial means. But the responsibility has, in most instances been charged to the owners of the mines.

This conclusion, however natural, is neither correct nor just. It is the laborers in the coal region who are directly responsible for the present unreasonably high prices. The miners and their assistants have from time to time insisted on higher rates of compensation. While all other laborers were receiving less pay they demanded more, and were, and are in a position to enforce their advances, however unreasonable they may be. To give an accurate idea of why coal is now higher than it was last spring, we make the following comparative extracts from the pay rolls of one of the largest mining companies in the middle coal field. The months selected are April and July of the current year:—

	\$	c.
Outside labour in April.....	10.50	
Outside labour in July.....	16.50	
Advance per week.....	6.00	
Inside labour in April.....	11.50	
Inside labour in July.....	17.75	
Advance per week.....	6.25	
Miners' wages, when working by the day, in April (per week).....	14.00	
Miners' wages, when working by the day, in July (per week).....	23.00	
Advance per week.....	9.00	
Platform men, wages in April (per week).....	10.50	
Platform men, wages in July (per week).....	16.50	
Advance per week.....	6.00	
Slate-pickers (boys,) in April (per week).....	9.50	
Slate-pickers (boys,) in July (per week).....	15.00	
Advance per week.....	5.50	
Engineers' wages in April (per month).....	65.00	
Engineers' wages in July (per month).....	102.00	
Advance per month.....	37.00	
Firemen's wages in April (per month).....	55.00	
Firemen's wages in July (per month).....	85.00	
Advance per month.....	29.00	

Miners' wages, when cutting or mining coal, received in April, 90c. per car, making from \$80 to \$120 per month; in July he received for the same sized car \$1.50, making from \$180 to \$200 per month.

Not content with receiving the above advance, the miners throughout our coal regions have formed a powerful and lawless organization under the title of the "Workmen's Beneficial Association." This body, through stalwart and reckless committees, regulate the production of coal by restricting the owners and operators of the mines from getting out more than a certain number of cubic feet per day to a man, thus keeping down the supply in all the markets, and bringing about the scarcity, of which there is so much well-founded complaint.

This association has determined to advance the rates of compensation to miners and laborers in proportion to the rise of coal in this and other large cities. The operators in the Lehigh district have been notified that on every advance in price to the consumers, the miners' compensation must be raised at the rate of 15 per cent on the advance, and that of the laborers, or helpers 12 1/2 per cent. As the miners have it in their power to regulate the amount sent to market, and as the less they permit to be sent the higher their pay—there is no prospect of our having a well supplied market for a long time to come.

The question will be asked—Can the owners and operators of the mines do nothing to overcome the absolute power wielded by their employees? And we answer—they cannot. The miners are the majority. They are bold and reckless men, and if their requests are not complied with, will not only prevent by force others from working in their places at cheaper rates, but will, without hesitation, murder the superintendents or proprietors of collieries that have the temerity

to conduct their business contrary to the expressed wishes of the miners and their assistants. Justice is easily set at defiance in the coal regions; the miners will not inform one against another, even in cases of murder, much less minor acts of violence, and woe to an outsider who would attempt to be their prosecutor in a court of law, or a witness against them; his life would not be worth a day's purchase.

These desperadoes control the mighty coal interests of our great State. And not until their present brutal power is wrested from them, and their employers placed at least on an equal with them, will there be a change in the condition of the coal market. Under the present system coal will become just as dear as it pleases the miners to make it. They not only fix their rates of compensation at exorbitant figures, but mete out the exact amount of coal that shall be sent to this and other consuming centres. With a knowledge of these facts the question of "What makes coal so dear?" is readily answered.—*Philadelphia Inquirer.*

THE AMERICAN CRUDE OIL TRADE.

THE Titusville (Penn.) *Herald*, in its monthly statement of the oil business for the past month, gives some interesting statistics, which we condense as follows:—

Production of crude oil in July, 362,607 bls., being an average of 11,697 barrels per day. Total production for the year from January 1st, 212 days, 2,265,988 barrels, or averaging 18,641 per day. The production for the same period in 1868 was 2,021,206 barrels, showing an increase this year 234,782 barrels. The number of new wells drilling is 310.

Stocks of crude, notwithstanding the increased yield, have declined, showing that the demand for oil is steadily increasing. On August 1, the total stock of crude oil in the American oil regions was only 314,246 barrels, while that of Canada is at least 375,000 barrels! The iron tankage for crude in the oil regions amounts to 1,208,039 barrels, of which 981,453 are empty, thus showing how extensively the stocks have become depreciated.

With reference to price, there were very few fluctuations of importance on the Creek during July, and for the greater part of the time the market was quiet, but firm. At the beginning of the month quotations were given at \$5.35 to \$5.45 at Miller and Titusville, and at \$5.65 on the Lower Creek. There were variations of ten to twenty cents from these figures, but at the close the prices of the early part of the month were paid.

EXPORTS OF REFINED OIL.

Export of Petroleum from New York from Jan. 1st to July 2nd, 1869:—

To	1869.	1868.
	Gallons.	Gallons.
Liverpool.....	409,141	427,227
London.....	550,163	511,955
Cork.....	1,626,018	1,085,975
Havre.....	2,097,371	1,630,885
Marseilles.....	879,149	1,180,970
Antwerp.....	4,202,961	2,662,977
Bremen.....	4,450,434	3,867,437
Hamburg.....	1,784,407	488,465
Cronstadt, &c.....	3,747,688	894,577
Other foreign parts.....	9,339,564	11,044,403
Total galls.....	29,964,896	23,704,861

The following is the quantity exported from other parts for the same period:—

From Boston.....	1,192,540	1,205,060
do. Philadelphia.....	11,536,832	15,137,736
do. Baltimore.....	699,993	1,047,546
do. Portland.....		153,131

Total.....	43,524,218	41,248,334
Total export from the U. States 13,429,365		17,543,473
Same time 1867.....		28,001,602
Same time 1866.....		25,666,735

ESTIMATE OF THE BRITISH CORN PROSPECTS.

ANOTHER brilliant week has further redeemed the present summer from the bad character it commenced with, and so far as wheat is concerned, it could not have been better, the occasional coolness experienced preventing too hasty a maturity of the grain, and, contrary to all expectations, we can announce that we are on the eve of harvest. Samples of ripe grain have been exhibited at market from the neighbourhood of London of full average quality, though rather short. Others, however, have appeared thoroughly blighted from Essex, where, we hear, there is much of foot-rot, occasioned by excessive wet chills on the forward growth; others much blighted have been exhibited from the Fens. The well-drained loams will, therefore, as usual, carry the day, and the excessively heavy as well as the light lands are to go short. Hungary has about finished with a good quality, but doubtful yield, as have Italy, the South of France and Spain; but there are yet complaints of backwardness, and some rough weather in the north of Europe, while nearly the whole has yet to be gathered before we know what is our general stock of food. Prices as yet have stood remarkably well for the unexpected fineness of the weather; but there has been a decline generally of 1s. in this country, and about the same in France and Belgium. The barley and peas are said to be suffering for want of rain, as well as oats, potatoes, and many esculents; but there seem many indications that this is not far off and our only hope is that it will be smart and transient, lest the main crop should suffer. Of the course of the crops in Europe we do not hear universally favorable reports; and though we would hope for the best, no great, if any surplus, is to be reckoned on.—*Mark Lane Express.*

HARVEST PROSPECTS.

ALL our country exchanges agree that our harvest fields never before presented such a magnificent spectacle. In some parts the midge seems to have done considerable damage, but these reports are few and far between. The London *Free Press* says:—

The beautiful genial weather of the past week has been fraught with innumerable blessings to all; the husbandman's hopes and expectations have been partially realised, and the hearts of all dependent on the produce of the soil (and who are not?) cheered. It is sad in the midst of the in-gathering of an harvest so unusual in abundance to listen to the murmurings of some. True, there may be a field here and there which has not turned out so well as hoped for: a ton or two of hay may have suffered in color and depreciation on account of the past wet; some bushels of Fall wheat also may have been rendered unmarketable, and the stems of the potatoes, in a few cases, have suffered from blight; but what are these trifling defects compared to the abundance given? No harvest in the last twenty years has yielded anything like the prospects of the present year. Taking all the crops, therefore, into account, a feeling of thankfulness and gratitude ought to possess and animate the hearts of all.

Red fall and spring wheat, until last Tuesday, came forward sparingly; since then day by day there has been a marked difference in the amount of receipts; this may arise from the fact that the farmers are now perceiving that a large supply of the new crop will be pushed on the market. Those who still retain a quantity of the old had better bring it in, and, in fact, are doing so now freer than they have for some time past; besides, more or less new wheat arrives daily; from seven to eight loads offered to-day; prices have not varied much throughout the week; new grain from 10c. to 15c. less than old. That which has come in as yet is very soft and unfit for immediate milling purposes, but all is readily taken up at quoted rates.

Prospects in the west are equally encouraging. The Detroit *Post* says:—

The amount of wheat coming forward shows a gain of only 669 bushels for the week, and 1,290 bushels less than for the previous week. The receipts are nearly all new grain, much of which is not at present in a condition for grinding or storing, but generally of a character to promise well for the crop when thoroughly seasoned. Much of that received the present week has been reduced in grade because of dampness, while the same wheat, in proper condition a month hence, would probably have rated two grades better. The arrivals this morning were an improvement in this respect over the previous day, yet millers can scarcely be induced to purchase new, which is relatively dull compared with old, and 8c. to 10c. lower. The damage by sprouting, although large, is evidently less than the character of the season would have led one to suppose. It is about the only affliction, however, that the crop has suffered this season. The firmness of the foreign grain markets, resulting from early and protracted unfavourable weather, continues to inspire confidence here that a large surplus will be wanted to supply the European deficiency, than which nothing else can prevent the enormous crop of the United States falling below remunerative prices. The stock of wheat in store at Chicago and Milwaukee in 1867, 1868 and 1869, was near upon the following figures at this date:—

	1867.	1868	1869.
	bush.	bush.	bush.
Chicago	60,500	239,100	412,700
Milwaukee	43,000	68,000	298,000
Total	103,500	307,100	710,700

LATEST ENGLISH COMMERCIAL NEWS.

(Cor. of the N. Y. Financial Chronicle.)

LONDON, July 31, 1869.

TRADE remains extremely quiet, but prices are unchanged. The position of the cotton trade is unchanged. The visible supply is diminishing, and the value of all descriptions of produce is very firmly maintained. The following is a report from Manchester respecting the condition of trade in that city:

"Notwithstanding the small business which has been going on throughout the week, and the feeling of disappointment which arose among producers on Tuesday, owing to their anticipations not being fulfilled, prices have remained quite firm, and sellers have persistently declined to give way and make concessions, even when downright offers have been made to them within a trifle of the prices which they have been asking. This firm feeling has rather increased to-day than otherwise, although the market has been without animation, and only a moderate business has been done. No doubt this firm tone lasting throughout the week, with only so insignificant a business going on, has been the consequence of the large transactions which took place during the latter portion of last week, which has enabled producers to dispense with business for a few days, and there has been a sufficient number of small orders given out to assist in maintaining quotations. To-day, however, additional strength has been given to producers by the weekly statement of the cotton market, which shows a larger reduction in stock than had been anticipated. Some surprise was caused by this return declaring the sales of the week to have been fully 100,000 bales, whereas the aggregate of the daily sales only amounts to 70,000 bales. If the present statement is correct, the stock in Liverpool is now only 315,000 bales, and, considering the lateness of

the season in America, it is not to be wondered at that consumers are disposed to feel the gravity of the situation. Hitherto buyers have shown no disposition to follow prices higher than they are, so that probably a curtailment of the production will again arise from sheer necessity."

The iron trade is without important variation. Railway iron is still in request, and, as there is the prospect of a rapid development of railways in many of the more advanced countries of the world, it is probable that this branch of our commerce will be active for years to come.

The Board of Trade returns for June, and the six months ending June 30, have been published this week. They still show that, in spite of all the assertions to the contrary, our trade is increasing, and that foreign countries are buying much more freely of us. For several years past much discredit has been attached to the official statement, both on account of the incorrectness as well as the lateness of the details. There is no doubt, however, that to acquire a true account of the extent of the various branches of our trade is a work of difficulty. Such statements must always be open to criticism; but, from a want of energy at the Board of Trade, the details are very frequently several weeks behind hand. Now that Mr. Bright is President of the Board, perhaps he will throw some of his own energy into the department, and will endeavour to produce a statement more accurate and at an earlier period. According to the statement before us, the declared value of our exports in June was £16,740,645, against £13,933,064 last year, and £15,490,091 in 1867. In the six months it amounted to £94,435,265, against £84,601,157 and £87,613,484.

The trade for wheat has been very quiet, and, as the weather has been fine, no disposition has been evinced to purchase at higher prices. At present, however, there is no appearance of giving way, the impression being that the crop will be below an average. Harvest work has now been commenced in forward districts, and towards the close of next week it is expected that it will be pretty general. On Wednesday a steady four hours' rain fell throughout the southern counties, which will be of material value to the grass and roots. Taken as a whole, it may be asserted that the agricultural prospect is encouraging. Annexed is the statement of imports and exports for the season:—

	WHEAT.		Exports.	
	1867-8.	1868-9.	1867-8.	1868-9.
	cwt.	cwt.	cwt.	cwt.
Sept. 1 to July 25 ..	33,086,237	24,048,769	649,682	44,410

	FLOUR.		Exports.	
	1867.	1868.	1867.	1868.
	cwt.	cwt.	cwt.	cwt.
Sept. 1 to July 25 ..	2,978,208	2,270,019	46,508	32,063

The following were the average prices of English wheat, barley and oats in England and Wales for last week, compared with the four previous years:—

	1869.	1868.	1867.	1866.	1865.
Wheat	50 11	62 9	65 8	62 0	42 10
Barley	30 3	35 8	35 8	33 10	28 6
Oats	27 3	31 4	28 3	27 1	24 0

Harvest work is now in progress, and a few rubbed-out samples of wheat are expected at market on Monday; but supplies of any importance cannot be looked for for three weeks or a month. The weather is pleasant in the extreme, especially for holiday making. Rather a strong breeze has been blowing during the last two or three days from the southwest, which may bring up rain before the crops are harvested.

The money market has been very quiet. The commercial requirements seem to be few, owing to the absence of speculation; and the large financial houses appear to be comparatively light borrowers at the present time. We are, however, at a sluggish period of the year; but several new loans are in contemplation, and they will probably be brought forward towards the latter end of August. Our own and the Indian Government will require large sums of money before long. For instance, the telegraph companies will have to be purchased at a cost of about £7,000,000, and the Indian Council propose to come forward for a loan of £8,000,000 for, I believe, railway purposes in India. The loan will, it is said, be in a four per cent stock at par. And then there are the long talked of Turkish and Portuguese loans, which, however, met with less probability of success now that the British and Indian Governments require pecuniary aid from the country.

LIVERPOOL MARKETS.

LIVERPOOL, Wednesday, August 4, 1869.

THE weather the past two or three days has been decidedly unsettled; this, together with the growing impression that our wheat crop will be various in both quantity and quality, according to soil and situation, and with no small extent of blight in two or three counties in England, strongly point to the crops being under an average, and much less than last year's very large crop.

A large amount of oats has been cut the past week, and some little wheat in some counties, and should the weather become fine, the harvest will be pretty general in the South of England.

The country corn markets are generally 1s. per qr. higher; and at the London corn market on Monday last, the show of English wheat was small, but the weather has been very hot and with large arrivals of foreign wheat the trade was quiet at the full rates of that day week. Flour firm. Oats 6d per qr. dearer, and so were peas.

At our corn market on Friday last, there was a fair attendance, but in wheat only a moderate business was done at an advance of 1d. to 2d. on red, while white sorts remained without change. Flour met

with a slow retail demand at about the prices of Tuesday previous. Oats, Peas and Barley, firm. Indian corn slow at 6d. per qr. decline.

At our corn market yesterday, there was a good attendance, and in wheat an active consumptive retail demand at 2d. advance on white, and 2d. to 3d. on red. Flour 6d. per bbl. dearer. Oats and Peas firm. Indian corn very dull at prices again the turn in favor of buyers.

Deliveries of British wheat for week ending 31st of July:—37,805 qrs, against 24,288 qrs in 1868, and 25,902 qrs in 1867.

Imports into this port for week ending 2nd August: Wheat, 82,955 qrs; oats, 4,728 qrs; peas, 39 qrs; Indian corn, 10,142 qrs; oatmeal, 3,061 loads; flour, 8,406 sacks, 20,995 bbls.

Exports in the same time were:—Wheat, 5,750 qrs; oats, 29 qrs; peas, 75 qrs; Indian corn, 1,738 qrs; oatmeal, 47 lds; flour, 474 sks, 336 bbls.

Provisions.—Butter is without change, for Lard there is more enquiry at an advance Bacon and Hams are firmer and in better demand, although not quotably dearer. Cheese sells well as fast as it is landed.

Ashea.—Sellers of Pots at 29s. 3d., are almost sold out, sales 150 bbs. stock 1,650 bbls. Pearls dull at 31s. Stocks 450 bbls.

Copper Ore.—A wretchedly dull week, sales trifling at Swanses 12s. 10d. the average price. Charters for last fortnight at Chill 3,000 tons.

KENNETH DOWIE & CO.

ST. JOHN, N.B., MARKET REPORT.

ST. JOHN, N.B., August 10, 1869.

MONEY.—There is no material change in the state of the money market since we last reported, except that it is, if anything, a slight degree more active.

Sterling Exchange remains unaltered, 60-days sight bills selling at 110, and short sight 110½ with a fair demand at these figures.

BREADSTUFFS.—The price of flour, has advanced 25c. per barrel within the last two days, owing to advances of higher rates in Canada and the United States. We now quote Canada Superfine at \$5.75 to \$6.00, with little offered at the inside rate. Fancy Brands Canada and American are held at \$6.10 to \$6.25. Cornmeal \$4.25.

SUGAR AND MOLASSES.—The market is very quiet and unchanged for sweets. The only wholesale lot that has changed hands during the past week, is the cargo ex "Morning Star," sold from the wharf on private terms. We repeat our former quotations.

COAL.—The only arrival we notice since our last, is 200 chaldrons from Little Glace Bay ex "C. Morris," of the hub vein of Little Glace Bay coal. It was sold at the same price as Cow Bay coal, viz., \$5 per chaldron. Our quotations remain unaltered.

FREIGHTS.—There is nothing of any note to report this week. Grain and other freights from the United States have been firm. Owing to the depressed state of the deal market in England we do not look for any great supply of tonnage for deals this month, and many of the mills which were forced to shut down are still idle. We hear of the following transactions:—"Moss Glen," 550, and "Emma Parker," 496, for Dublin, at 71s 3d; "Adina," 216, Portmadoc, 75s; "M. R. G.," 123, Ballyshannon, 80s; "Chancellor," 540, Musquash to Liverpool, 70s.

We hear of one engagement to South America:—The bark "Return," 302, Montevideo or Buenos Ayres, \$17.

We also hear of one to the West Indies:—The "J. W. Chesley," 200 tons, Havana, Matanzas or Cardenas, \$9.

Coastwise Freights continue dull. We hear of the following engagements:—"Russian Councilor," 65, Boston, \$4; "Emma," 67, Beverly, \$3.75; "Ada," 164, New York, \$5; "D. W. Clark," 116, Boston, \$3.75; "Black Bird," 77, Boston, \$3.50; "Annie Courier," 104, Boston, \$3.75, or Providence, \$4.50; "Kathleen," 144, New York, \$5; "Duke of Newcastle," 86, Port Norfolk, \$3.62½.—*News.*

PORT OF QUEBEC.

STATEMENT OF ARRIVALS AND TONNAGE.

Comparative statement of arrivals and tonnage at this port, from sea, in 1868 and 1869, up to 12th August, inclusive:—

	Vessels.	Tons.
1868	591	362,248
1869	503	312,952
Less	88	49,256 less.

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

	Steamers.	Tons.
1868	34	39,644
1869	42	54,793
Moro	8	15,149 more.

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

	Vessels.	Tons.
1868	98	11,131
1869	38	7,843
Less	60	3,288 less.

J. BELL FORSYTH & CO.

GUTHRIE & SONS, MONTREAL.

FELT HATS

FOR

FALL TRADE

NEWEST STYLES.

FINEST ASSORTMENT

Ever Offered.

LEADING STYLES

Tycoon.

Brougham.

Alpine.

Tyroler.

Gladstone.

Jockey Club.

Summer.

&c., &c., &c.

TERMS LIBERAL.

Prices Low.

517, 519, 521 and 523 St. Paul.

WHOLESALE

HAT & CAP

MANUFACTURERS,

517, 519, 521 & 523

SAINT PAUL STREET,

MONTREAL.

are now prepared with

NEW

FALL AND WINTER

STYLES.

FOR

LADIES'

VICTORINES,

MINK.

COLLARETTES,

MARTEN.

MUFFS.

S. SKIN.

COFFERS.

OTTER.

CAPS, &c.

P. LAMB.

&c., &c., &c.

GENTS

CAPS,

COLLARS,

GAUNILETS,

GLOVES,

MITTS, &c.

&c., &c., &c.

FELT HATS,

BUFFALO ROBES,

BUCKSKIN MITTS & GLOVES,

&c., &c., &c.

WHOLESALE.

CLOTH CAPS

IN

GREAT VARIETY

Made of

Heavy Wiltons, Beavers, Petershams, &c.

STYLISH GOODS,

LEADING STYLES,

VANGUARD,

ALBION,

Carlyle,

Pickwick,

Velocipede,

Jersey,

Burleigh.

Montrose,

Goodwood,

Cathcart,

Gem,

Thornton,

&c., &c., &c.

SCOTCH BONNETS

The greatest Assortment we ever offered.

ONE HUNDRED AND FIFTY

STYLES.

517, 519, 521 and 523 St. Paul.

IRELAND'S LINE FOR THE SEASON OF 1869.

The Line for **LAKE ERIE** 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.

MONTYBE, DENOON & FRENCH,
 IMPORTERS OF STAPLE AND FANCY DRY GOODS,

Are in constant receipt of
SEASONABLE GOODS.
 477 ST. PAUL STREET,
 Montreal.

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

THE CANADA BRICK MACHINE.
 Patented 1868.

MEDAL and DIPLOMA awarded at the Provincial Exhibition, Montreal, 1868.

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 pistons 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 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

For towns, counties, or districts, will be sold on application to

BULMER & SHEPPARD,
 Patentees,
 Office 212 **PARTHENAI'S STREET,**
MONTREAL.

N. S. WHITNEY,

IMPORTER of Foreign Leather, Elastic Webs, Prutchas, Lintings, &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. Consignments 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 1859

Accumulated Funds, over	\$10,000,000
Policies issued in 1857	15,231
Amount insured in 1857	44,733,323
Receipts for 1857	5,123,447
Surplus Fund (over \$ millions)	1,884,768
Deposited with Canada government	100,000
Daily income in 1858	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. 23-ly

M. H. SEYMOUR,
LEATHER COMMISSION MERCHANT

207 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, Thibaudan & Co., Montreal.
- " James, Oliver & Co., Montreal.
- " Thibaudan, 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.

FERRIER & CO.,

IRON & HARDWARE MERCHANTS,

St. Francois Xavier Street,

MONTREAL.

Agents for:

- Windsor Powder Mills.
- La Tortu Rue-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 Beollet street, MONTREAL

And Agents for

- A. Fourcalt, Frison & Cie, Glass Manufacturers, Dampremy, Belgium.
- Joseph Lane & Son, Varnish Manufacturers, Birmingham and London.
- Sharratt & Newth, Makers of all descriptions of Glaziers' Diamonds, London.
- Hainemann & Steiner, Patentees of Magnesia Green and Manufacturers of Colours, New York and Germany. 1-ly

DOMINION METAL WORKS,

(ESTABLISHED 1825).

CHARLES GARTH & CO.,

Manufacturers and Importers of

PLUMBERS, ENGINEERS & STEAMFITTERS,

BRASS, COPPER & IRON WORK.

GAS FITTINGS, &c., &c.

EVERY DESCRIPTION OF WORK FOR

SUGAR REFINERIES, DISTILLERIES,

BREWERIES, GAS, WATER WORKS, &c., &c.

Warming of PUBLIC and PRIVATE BUILDINGS,

CONSERVATORIES, VINERYS, &c., &c.,

By Hot-Water, Steam, or Warm Air.

Office and Manufactory: Nos. 535 to 542 Craig Street.

MONTREAL. 1y 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

LARIVIERE & CIE.,

IMPORTERS OF SHELF AND HEAVY HARDWARE, PAINTS, &c.

Agents for the Longueuil Stove Works, the Montreal Bolt and Latch Factory and Lariviere & Ricard Patent Churns.

Good terms to the trade.

WAREHOUSE AND OFFICE

233 AND 235, ST. PAUL STREET.

and

12 & 14 St. Amable Street.

MONTREAL.

MONEY MARKET.

No change to note in the condition of the money market, the most prominent feature in which continues to be extreme ease.

Sterling Exchange is a little easier, both here and in New York Bank Drafts at 60 days sight are now quoted 109 1/2 to 109 3/4 here and 109 1/2 in New York.

Gold in New York has been steadily declining, with no particular cause to be attributed therefor, closing as low as 133 Greenbacks are worth about 75c. in currency, and 77c. in silver.

Silver continues in small supply, with demand sufficient to prevent any accumulation at this point. Rates 3 1/2 to 3 per cent discount.

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

Table with exchange rates for London, New York, and Gold/Silver.

THE DRY GOODS TRADE.

Greenhills, S., Son & Co. Lewis, Kay & Co. McIntyre, Denison & French. McKeivie, J. G. & Co. Sutherland, Force & Co.

BUSINESS in this department of the wholesale trade has been very dull for some time, and there has been not a little uneasiness felt by importers as to the prospects before them.

THE GROCERY TRADE

Baldwin, C. H., & Co. Chalmers, Fraser & Taylor. Gibson, Galloway & Co. Hutchinson, R. & Co. Johnson & Kitchin. McMillan, J. A.

Wheat is the article to chronicle any improvement in the wholesale trade of this city, which during the past week has been dull to a degree.

TEAS - Medium grade Japans and Young Hysons are in request, and there is a ready sale for small lots at fair prices to sort up stocks.

COFFEE - Has only a limited enquiry for city consumption at unaltered rates.

SUGAR - There has been little activity in Rags during the past week. Prices, however, are well maintained, holders not being over anxious to force sales, and having confidence in higher rates ruling before long.

MOLASSES - Remains unchanged. Holders are firm, but few sales have been made.

FLOUR - Sales have been in fair request, and prices continue firm. Advices continuing to be received from the grape growing districts report very

short crops, with a greater deficiency even than was looked for earlier in the season. We quote Layers \$1.60 to \$2, and Valencia 6c. to 6 1/2c.

RICE - The demand for the week has been exceedingly limited, few sales of any importance having taken place. No change in prices.

SALT - Is arriving slowly, although shipments from Liverpool are known to be large. Sales have not been numerous, and prices are quiet and unaltered.

SPICES - Have been without activity, and prices are nominally as quoted

THE HARDWARE TRADE.

Grathen & Co. Evans, J. & Co. Forgie & Co. Hall, C. & Co. Laitiere & Co. Macdonald, Watson & Co. Mulholland & Baker. Robertson, Jas.

BUSINESS continues inactive and without any features worthy of note. Prices are unaltered, but are well maintained notwithstanding the almost entire absence of present demand.

THE LEATHER TRADE.

Alin & Kirkpatrick. N. S. Whitcor. Seymour, M. H.

BUSINESS in this branch of trade is not as yet fairly active, although more demand exists for almost all kinds of stock. Receipts for the week have been limited, and stocks in market are not heavy. Prices are unchanged.

THE BOOT AND SHOE TRADE.

FALL orders have commenced to come in freely, and a good trade is anticipated, the expectations of an ample harvest being so near realization. Prices are firm, and without any change

MONTEAL PRODUCE MARKET.

Akin & Kirkpatrick. Dawson Brothers & Co. Mitchell, Robt.

THE past week has been one of comparative inactivity, especially in flour and grain. Business has been checked to a considerable extent by scarcity and dearth of ocean freight, shippers not being disposed to operate much under the circumstances.

FLOUR - The market has ruled quiet throughout the week. British advices of a time stimulated prices and holders demanded some advance, but only a comparatively small quantity changed hands.

Sales of certain city brands have been made in the course of the week at \$5.70 for delivery first half of September, transactions on that basis being mostly brought about by the scarcity and high rates demanded for ocean freights. Welland Canal has sold at \$5.40 for September delivery, and is worth \$5.30 to \$5.35 on the spot.

GRAIN - Some shipping lots of Wheat changed hands in the fore part of the week, Western No. 2 bringing \$1.20 to \$1.21. No recent transactions, and rates nominally unchanged.

down to \$1 per 60 lbs., according to sample. A very choice sample in the fore part of the week brought \$1.05. Coarse grains generally nominal, in the absence of any but retail transactions.

PROVISIONS - Pork, from scarcity, commands for cash a premium wants some advance. Recent sales of Mess have been at \$28.25 to \$28.52, according to quality. No change to note in Primo or Prime Mess.

BUTTER - Has been sparingly supplied, and prices in consequence have been somewhat advanced. Parcels of good, adapted for table use, now command 16c., ranging down to 16c. for ordinary. Few shippers are operating, and with supplies more liberal it is believed lower prices would rule.

AGNES - Both sorts have been depreciated in value by the advance in freights, Pots closing dull at \$6.40 to \$5.42, and Pearls at \$5.65

The merchants, cotton factors and manufacturers of St. Louis have offered a premium of \$500 for the best bale of upland cotton, and an equal amount for the best bale of New Orleans cotton, to be awarded at the next fair of the St. Louis Agricultural and Mechanical Association.

STOCK MARKET.

Table with columns for Closing prices and Last Week's Prices, listing various banks, railroads, and bonds.

GREAT WESTERN RAILWAY.

Table showing traffic receipts for the week ending July 23, 1893, including passengers, freight, and mail.

NORTHERN RAILWAY.

Table showing traffic receipts for the week ending July 17, 1893, including passengers, freight, and mail.

WEEKLY PRICES CURRENT.—MONTREAL, AUGUST 19, 1863.

MARKET PRICES OF COUNTRY PRODUCE.

NAME OF ARTICLE.		CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.	MONTREAL, AUGUST 19.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
GROCERIES.			TOBACCO.			GRAIN.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Coffee, Lacaya, per lb.	0 15	0 23	Canada Leaf, per lb.	0 05	0 07	Flour, country, per gal.	13 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Java, per lb.	0 10	0 12	United States Leaf, per lb.	0 04	0 07	Barley, new, per m.	2 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mocha, per lb.	0 10	0 12	Havana, No. 1, per lb.	0 03	0 07	Oats, per bush.	4 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Ceylon, per lb.	0 20	0 24	Bright, per lb.	0 40	0 60	Wheat, per bush.	3 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Cardamom, per lb.	0 16	0 17	Extra fine bright, per lb.	0 65	0 85	Indian Corn, per bush.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	HARDWARE.			Flax Seed, per 20 lbs.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Herring, Labrador, per lb.	0 00	0 25	Anvils, Common, per lb.			Timothy Seed, per bush.	11 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Prime, per lb.	0 25	0 50	Hammers, per lb.			POULTRY AND GAME.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Round, per lb.	0 30	0 35	Sawed, per lb.			Turkeys, per couple (old)	7 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mackerel, No. 3, per lb.	0 10	0 15	Copper, per lb.			Do, (young)	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Salmon, per lb.	0 20	0 25	Sheet, per lb.			Geese, do.	3 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Dry Cod, per lb.	0 25	0 40	Cast Nails, Assorted, per lb.			Ducks (Wild), do.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Green Cod, per lb.	0 25	0 40	Shingle, per 100 lbs.			Fowls, do.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Chickens, do.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Shingle, per 100 lbs.			Pigeons (tame), do.	1 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Partridges, do.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Rare, do.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Woodcock, do.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Snipe, do.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			MEATS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Beef, per lb.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Pork, per lb.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Mutton, per lb.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Lamb, per lb.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mustard, per lb.	0 10	0 12	Sized, per 100 lbs.			Veal, per lb.	0 00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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OF THE

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THE Proprietors of the TRADE REVIEW AND INTERCOLONIAL JOURNAL OF COMMERCE have decided to establish, in connection with their Journal, a Department through which merchants may make their purchases in the Montreal market on the best terms, when it would be inconvenient to come to this city to make such purchases in person, or when, from the small quantity of goods desired at any one time, travelling expenses would be too heavy a charge.

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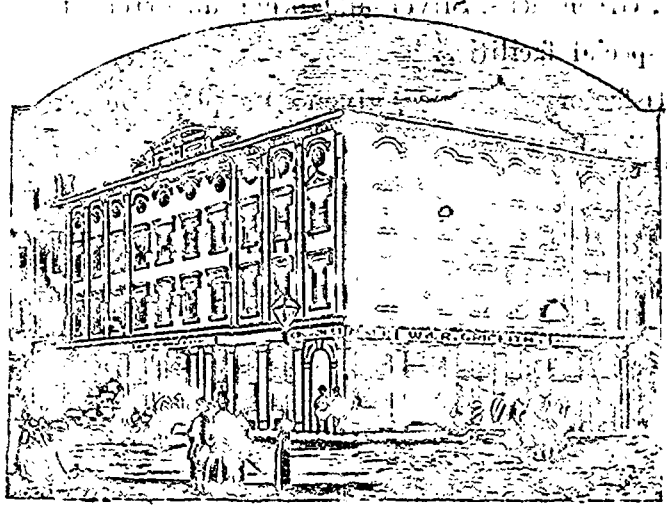
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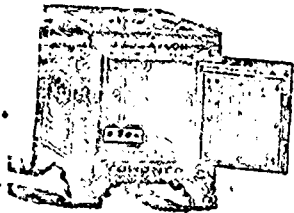
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Office No. 73 St. Francis Xavier Street, 1 p. 1869

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