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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. IV.

MONTREAL, FRIDAY, OCTOBER 15, 1868.

No. 42.

**ANGUS, LOGAN & CO.,**  
PAPER MANUFACTURERS AND  
WHOLESALE STATIONERS, 378 St. Paul st.  
1-ly

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

**CHARMAN, FRASER & TYLER,**  
Successors to Mailland, Tylee & Co.,  
WHOLESALE WINE, GENERAL  
AND COMMISSION MERCHANTS,  
1-ly 10 Hospital st.

**GEORGE CHILDS & CO.,**  
(IMPORTERS)  
WHOLESALE GROCERS,  
Nos. 29 & 22 St. Francois Xavier st.,  
46-ly MONTREAL.

**D. GALBRAITH & CO.,**  
MANUFACTURERS and Importer of  
HATS, CAPS, &c. HAMILTON.

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

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

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

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

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

**E. H. & J. MOSS,**  
WHOLESALE CLOTHIERS.  
IMPORTERS OF WOOLLENS, TAILORS'  
FURNISHINGS, &c., 5 and 7 Beccollet Street, and  
Central Block, 223 Notre Dame Street, MONTREAL.  
Our stock of Fall and Winter Clothing is now  
complete, and is well worth the attention of buyers  
East and West. To meet the requirements of the  
several Provinces, especially of New Brunswick and  
Nova Scotia, Clothing is now manufactured on the  
premises under the supervision of English and Amer-  
ican Foremen. 28-ly

**A. RAMSAY & SON,**  
IMPORTERS OF WINDOW GLASS,  
Lined Oil, White Lead, Paints, &c., 57, 59 & 41  
Beccollet street, Montreal. 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

**HUGHES BROTHERS,**  
DRY GOODS IMPORTERS,  
61 ST. PAUL STREET. 28-ly

**THOMAS W. RAPHAEL,**  
COMMISSION MERCHANT,  
MONTREAL.

Consignments of Flour, Grain, Leather, Ashes,  
Butter, &c., receive personal attention. 1-ly

**CARGO OF SUGAR FOR SALE.**

THE Subscribers are now receiving, and  
offer for sale, the cargo of the

Brig "SIX FREES,"  
(Just arrived from Barbadoes)

CONSISTING OF:  
Rhd's } Choice Bright Barbadoes Sugar.  
Tierces }  
Bbls }  
Puns Molasses.

ALSO IN STOCK.  
3,000 packages of new fresh Green and Black Teas.  
With our usual and general assortment of Groceries

**TIFFIN BROTHERS.**  
Montreal, 31st May, 1868. 1-ly

**JAMES MITCHELL,**  
HAS JUST RECEIVED

120 hbds. Choice Sugar, ex "Empress," from Bar-  
badoes.

ALSO IN STORE AND TO ARRIVE  
238 hbds. } Choice Barbadoes and Jamaica Sugar.  
133 brls. }  
103 puns do. Clensuegos and Trinidad Molasses.  
25 puns Demerara and Cuba Rum.  
9 hbds. "United Vineyard" Brandy, 1863.  
94 brls pure Cod Oil.  
80 bags Fine Jamaica Coffee.

&c., &c., &c.  
Montreal 4th June, 1868. 1-ly

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

IMPORTER OF GILLING, WRAPPING & SHOP  
TWINES Patent Seamless Hemp Hore, French  
Ele. tro-Plated Ware, Jewellery, Clocks, Fancy  
Bronzes, Files, &c., &c. 27

**O'HEIR'S**  
WHOLESALE CLOTHING AND OUTFITTING  
ESTABLISHMENT.

63 AND 152 MCGILL STREET, MONTREAL.  
28-ly Country Orders executed with Despatch.

**JOHN WATSON & CO.,**  
Importers of  
GLASS, CHINA and EARTHENWARE  
WHOLESALE,  
5 and 7 LeMoine Street,  
MONTREAL. 1-ly

**W. B. HIRSH & CO.,**  
Manufacturers of and Wholesale Dealers in  
TRUNKS, VALISES, & CARPET BAGS,  
234 and 236 Notre Dame Street, Montreal. 28-ly

**DAWES BROS. & CO.,**  
COMMISSION MERCHANTS  
MONTREAL.

Consignments of Flour, Grain, Leather, Ashes,  
Butter, &c., receive personal attention. 8

**SILK HATS—SPRING STYLES.**  
**GREENE & SONS.**  
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, Bir-  
mingham.  
A. & J. Stewart, Boiler Tubes, Clyde-Tube-Works,  
Glasgow.  
W. N. Baines, Engineers' Brass Work, Lancedfield  
Brass Foundry, Glasgow.  
S. H. Dobbie & Co., Tinned Holloware, Park  
Foundry, Glasgow.  
Geo. Fairbairn & Co., the F Horse Nails, Camelon  
Park, Falkirk.

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

**I. L. BANGS & CO.,**  
MANUFACTURERS OF FELT AND  
COMPOSITION ROOFING, ENGLISH FELT  
ROOFING, &c., Office No. 9 Place d'Armes Hill,  
opposite City Bank, Montreal. 25-ly

**W. J. STEWART,**  
420 St. Paul St., Montreal, and 68 South John Street,  
Liverpool,  
(Near Post Office and Custom House)  
Is prepared to receive Consignments, and to act as  
Shipping Agent, and transact general Business for  
Importers in the Dominion, on the most advantageous  
terms. 9-ly

**MONTREAL TYPE FOUNDRY,**  
1 St. Helen Street, MONTREAL,  
23 COLBORNE STREET, TORONTO.

**TOUGH METAL SCOTCH-FACE TYPES,**  
PRINTERS MATERIAL OF ALL KINDS.

Books and Jobs Electrotyped and Stereotyped.  
28-6m

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

**JOHN McARTHUR & SON,**  
OIL, LEAD & COLOR MERCHANTS,  
Importers of Window Glass, &c., No. 13 LeMoine  
Street, facing St. Helen Street, Montreal. 1-ly

**HENRY McKAY & CO.,**  
COMMISSION MERCHANTS  
Shipping and Insurance Agents,  
No. 1 Merchants' Exchange, MONTREAL. 47-ly

**CAMPBELL BRYSON,**  
LEATHER COMMISSION MERCHANT,  
9 and 11 LeMoine Street,  
MONTREAL. 15-ly

**J. O. FRANCK & CO.,**  
Importers of  
GROCERIES, WINES, LIQUORS, CIGARS, &c.,  
25 Hospital Street.  
Montreal. 22-ly

**JAMES ROY & CO.,**  
**IMPORTERS of DRY GOODS,** including TABLE LINEN, SHEETING, &c. No 605 St. Paul st. near St. Peter. 1-ly

**THE AETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.**

RELIABLE, PROMPT, ECONOMICAL  
 Incorporated 1820.—Commenced business in Montreal in 1850.  
 Accumulated Funds, over.....\$10,000,000  
 Policies issued in 1867..... 16,251  
 Amount insured in 1867..... 44,734,822  
 Receipts for 1867..... 5,129,447  
 Surplus Fund (over all liabilities) 1,834,763  
 Deposited with Canadian Government 100,000  
 Daily income in 1868, nearly..... 20,000  
 The best facilities for the Insurance of Healthy Lives  
 Head Office for the Dominion—20 Great St. James Street, Montreal, with Agencies in very city and town.  
**S. PEDLAR & CO., Managers.**  
 Montreal, 15th August, 1868 2-ly

**R. C. JAMIESON & CO.,**  
 MANUFACTURERS of VARNISHES, JAPANS, and Dealers in Spirits of Turpentine, Benzine, Oils, &c. &c., No. 8 Corn Exchange Buildings, St. JOHN STREET, MONTREAL. 6-ly

**FINDLAY & McWILLIAM,**  
**WHOLESALE CONFECTIONERS,**  
 No. 516 St. Paul Street, near M'Gill Street, MONTREAL. 3-ly

**JAMES ROBERTSON,**  
 123, 123, 130 and 132, Queen Street, Montreal,  
 METAL MERCHANT,  
 Manufacturer of Lead-pipe, Shot, Paints, and Putty. 1-ly

**COAL OIL.**  
 200 Barrels favourite brands, in lots to suit purchasers.  
 Cash Orders from the Country executed at lowest wholesale rates.  
**AKIN & KIRKPATRICK,**  
 47 Corner Commissioners and Port Streets.

**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

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

**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.** 5-ly

**M. H. SEYMOUR,**  
**LEATHER COMMISSION MERCHANT,**  
 231 St. Paul street, Montreal.  
 References:  
 Wm. Workman, Esq., Montreal, President City Bank.  
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 Hon. L. H. Holton, Montreal.  
 Messrs. Thomas, Thibaudau & Co., Montreal.  
 " James, Oliver & Co., Montreal.  
 " Thibaudau, Thomas & Co., Quebec.  
 Hon. Wm. McMaster, Toronto, C. W.  
 Messrs. Dornay, Rice & Co., Boston, Mass.  
 Austin Sumner, Esq., Boston, Mass.  
 Henry Young, Esq., 22 John street, New York.  
 Samuel Malcan, Esq., Park place, C. 2-ly

**GREENE & SONS**  
 WHOLESALE  
 MANUFACTURERS AND IMPORTERS  
 of all descriptions of  
**FURS, FELT HATS, &c.**  
 FALL STOCK—NOW COMPLETE.  
 Our assortment comprises a great variety of styles in  
**LADIES' AND GENTS' FURS.**  
 New styles in  
**FELT HATS FOR FALL TRADE.**  
 Large assortment of  
**RID and BUCKSKIN GLOVES AND MITTS,**  
**CLOTH CAPS, &c. &c.**  
**BUFFALO ROBES.**  
 517, 519, 521, St Paul Street,  
 1-ly Montreal.

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

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

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

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

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

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

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

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

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

**QUEBEC.**  
**THIBAUDEAU, THOMAS & CO.,**  
 Wholesale Importers of  
**BRITISH AND FOREIGN DRY GOODS,**  
 Corner St. Peter and Sous le Fort Streets, Quebec.  
 A large stock of Teas kept constantly on hand. 41-ly

**WHOLESALE GROCERS.**  
**LANE, GIBB & CO.,**  
**WHOLESALE GROCERS AND COMMISSION MERCHANTS.**  
 Importers of East and West India Produce, Groceries, Wines, Brandies, &c., &c.  
 ST. ANTOINE STREET, between GIBB & HURTS  
 Oct. 23. Wharf, QUEBEC. 41-ly

**COMMISSION MERCHANTS.**  
**GETTINGS, LeMOINE & SEWELL,**  
**COMMISSION MERCHANTS,**  
 QUEBEC.  
 Branch House—LeMOINE & Co., Montreal 1-ly

**G. F. GIBSON & CO.,**  
**GENERAL AUCTIONEERS**  
 QUEBEC.  
 and Sales of Dry Goods, Fancy Wares, Hats, Furs &c., &c., &c.  
 Advances made on consignments. 12-ly

**J. & W. REID,**  
**GENERAL MERCHANTS,**  
 40 St. Paul Street, Quebec, dealers in Domestic and Foreign Paper and Stationery, Hoopling Felt, Paper and Oakum Stock, Pig and Scrap Metals, Oakum, Fish Tar, Rosin, Ship Varnishes, &c. 41-ly

**J. BROWN & CO.,**  
**MANUFACTURERS OF CORDAGE**  
 18 St. Peter Street, Quebec.  
 Steam Power Works at La Canardière. 61-ly

**HALIFAX, N. S.**  
**COMMISSION MERCHANTS.**

**GEORGE J. PAYNE,**  
 Commercial Wharf, Upper Water Street.  
 References: Messrs. MAULEAN, CAMPBELL & Co.

**ROWLAND & JOHNSON,**  
**OIL WAREHOUSEMEN,** and Agents for the sale of Oil. Office:—Richmond Street, opposite City Hall, London, Ontario.  
**FREDERICK ROWLAND. JAMES JOHNSON.**  
 23-ly Sunnyvale.

**FRED. ROWLAND,**  
**GRAIN AND COMMISSION MERCHANT.**  
 CHANT. Flour, Oatmeal, Cornmeal, Split Pea Pot Barley, Barrel Pork, Sugar-cured Ham, Bacon, Lard, Cheese, Butter. London, Ont. 41-ly

**ST. JOHN, N. B.**  
**STEPHENSON & MCGIBBON,**  
**COMMISSION MERCHANTS.**

Are prepared to receive Consignments of Foreign and Canadian Produce, realizing the highest market rates for such, and prompt returns thereon. Drafts authorized.  
 No. 8 North Wharf, St. John, N.B. 41-ly

**ST. STEPHEN, N. B.**  
**JOHN BOLTON,**  
 SHIP BUILDER AND MERCHANT.  
 10 King Street, St. Stephen, N.B.

GOVERNMENT HOUSE, OTTAWA,

Monday, 23rd day of September, 1868.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS Excellency was pleased to lay before the Council, a copy of his Proclamation of the 24th day of September, A.D. 1868, announcing pursuant to the suspending clause therein, Her Majesty's Royal approval of the Act of the Parliament of Canada of the 31st Vic., Cap. 66, intitled: "An Act to impose a duty on Foreign Reprints of British Copyright Works," and the issuing of an Order of Her Majesty in Council under the Imperial Act of the 10th and 11th Vic., Cap. 95, suspending, so far as regards this Dominion, during such time as the said first mentioned Act continues in force within the same, the prohibitions contained in certain Acts of the Imperial Parliament against the importing, selling, letting out to hire, exposing for sale or hire, or possessing, foreign reprints of books first composed, written, printed or published in the United Kingdom of Great Britain and entitled to the copyright therein.

Whereupon, under the authority of the said Act of the Parliament of Canada, it was by His Excellency, by and with the advice of his Privy Council, ordered, and it is hereby ordered, that, on, from, and after the first day of October next, all Copyright works being first composed or written and printed in the United Kingdom, and printed or reprinted in any other country, and with regard to which the notice to the Commissioners of Customs required by any Act of the Imperial Parliament in that behalf, shall have been given, and a list of which shall have been published by the proper authority in England; from time to time, as the list in the form established by law, shall have been furnished the Customs Department for that purpose, by the Imperial authorities, may be entered for duty on payment of twelve pounds ten shillings upon every hundred pounds value thereof—and under and subject to the same regulations as dutiable goods are now, or may hereafter be, admitted to entry for payment of duty under the authority of any law of this Dominion relating to Customs, Trade or Navigation.

That all sums collected as duty on such Copyright Works shall (less the cost of advertising, postage and making up the accounts of the same,) at the end of every fiscal year, say 31st June, be allotted to Her Majesty's Principal Secretary of State for the Colonies or such other Officer or party as may be from time to time appointed by competent authority to receive the same, together with a statement showing the amounts collected for each Copyright Work. In order that the proceeds of such duty may be paid over to or among the party or parties beneficially interested in the Copyright of the Works which may be imported, under these regulations.

Whereof the Honorable the Minister of Customs shall take due notice, and give the necessary directions for carrying the same into effect.

WM. H. LEE,

Clerk Privy Council.

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GOVERNMENT HOUSE, OTTAWA.

Thursday, 1st day of October, 1868.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it has been represented to His Excellency through the Board of Agriculture of the Province of Ontario, that the contagious disease or epidemic affecting Horned Cattle, which recently prevailed in many parts of the United States of America, has almost entirely disappeared, and it is therefore expedient that the Order in Council of the 13th August last, prohibiting the importation or introduction of Horned Cattle from the said United States of America into the Provinces of Quebec and Ontario, be revoked, and the importation of Horned Cattle into Canada, permitted under certain Regulations hereinafter mentioned,—

His Excellency in Council, on the recommendation of the Honorable the Minister of Agriculture, and under the provisions of Act 23 Vic., Cap. 15, has been pleased to order, and it is hereby ordered, that from and after the 31st day of October instant, the Order in Council of the 13th August last prohibiting the importation of Horned Cattle from the said United States of America into the Provinces of Quebec and Ontario, shall be, and the same is hereby revoked.

His Excellency in Council, under the authority aforesaid, has further been pleased to make the following Regulations, that is to say:

On, from and after the said eighth day of October last, all cattle intended to be imported or introduced into the Province of Ontario, at the Ports of Windsor or Sarnia, shall, previous to their introduction, be inspected by such person or persons as may be appointed for that purpose, and whose permission shall be obtained before such cattle shall be allowed to proceed to their destination.

All Railway Companies conveying such cattle shall be, and they are hereby, required to cause the cars used for the conveyance of the same to be thoroughly cleaned and disinfected immediately after the removal of the cattle therefrom.

These Regulations shall remain in force until the first day of November next, and longer.

WM. H. LEE,

Clerk Privy Council.

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THE MERCHANTS' PROTECTIVE UNION  
MERCANTILE REFERENCE REGISTER.

THE MERCHANTS' PROTECTIVE UNION, organized to promote and protect trade, by enabling its subscribers to attain facility and safety in the granting of credits, and the recovery of claims at all points, have to announce that they will, in September, 1868, publish in one large quarto volume:

THE MERCHANTS' PROTECTIVE UNION MERCANTILE REFERENCE REGISTER, containing, among other things, the Names, Nature of Business, Amount of Capital, Financial Standing, and Rating as to Credit, of over 400,000 of the principal merchants, traders, bankers, manufacturers, and public companies, in more than 30,000 of the cities, towns, villages, and settlements throughout the United States, their territories, and the British Provinces of North America, and embracing the most important information attainable and necessary to enable the merchant to ascertain at a glance the Capital, Character, and Degree of Credit of such of his customers as are deemed worthy of any gradation of credit, comprising also, a Newspaper Directory containing the title, character, price, and place of publication, with full particulars relative to each journal, being a complete guide to the press of every county in the United States.

The reports and information will be confined to those deemed worthy of some line of credit; and as the same will be based, so far as practicable, upon the written statements of the parties themselves, revised and corrected by well-known and reliable legal correspondents, whose character will prove a guarantee of the correctness of the information furnished by them, it is believed that the reports will prove more truthful and complete, and, therefore, superior to, and of much greater value, than any previously issued.

By the aid of the Mercantile Reference Register, business men will be able to ascertain, at a glance, the capital and gradation of credit, as compared with financial worth of nearly every merchant, manufacturer, trader, and banker, within the above-named territorial limits.

On or about the first of each month, subscribers will also receive the Monthly Chronicle, containing among other things, a record of such important changes in the name and condition of firms, throughout the country, as may occur subsequent to the publication of each half-yearly volume of the Mercantile Reference Register.

Prices of the Merchants' Union Mercantile Reference Register, fifty dollars (\$50,) for which it will be forwarded to any address in the United States, transportation paid.

Holders of five \$10 shares of the Capital Stock, in addition to participating in the profits, will receive one copy of the Mercantile Reference Register free of charge; holders of ten shares will be entitled to two copies, and no more than ten shares of Capital Stock will be allotted to any one applicant.

All remittances, orders, or communications relative to the book should be addressed to the Merchants' Protective Union, in the American Exchange Bank Building, No. 123 Broadway, (Box 2566) New York.

THE MONTREAL

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PRINTING DEPARTMENT.

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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,

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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.

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JOHN ANDERSON & CO.,  
SHIPPING AND COMMISSION MERCHANTS

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100 GRAY NUN STREET, MONTREAL.

Importers of

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ROLLER-TUBES,  
Boiler Plates,  
Gas Tubes,  
Horse Nails,  
Paints & Putty,  
Fire Covers,  
Fire Clay,  
Fire Bricks.

DRAIN PIPES,  
Roman Cement,  
Quebec Cement,  
Portland Cement,  
Faying Tiles,  
Garden Vases,  
Chimney Tops,  
&c., &c., &c.

Manufacturers of Crown Sofa, Chair, and Bed SPRINGS.

12-17

FRANCIS FRASER,

Hardware Commission Merchant,

28 St. Sulpice Street, Montreal.

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

23-17

SPRING IMPORTATIONS 1868.

LEWIS, KAY & CO.,

Have now received their entire

SPRING IMPORTATIONS,

and would particularly call the attention of buyer to the large assortment of FANCY GOODS.

5

J. G. MACKENZIE & CO.,

Importers of

BRITISH AND FOREIGN DRY GOODS.

331 & 333 St. Paul Street,

MONTREAL.

8-17

FOULDS & McCUBBIN,

IMPORTERS AND WHOLESALE CLOTHIERS,

370 St. Paul Street, Corner St. Sulpice Street, Montreal.

26-17

S. GREENSHIELDS, SON & CO.,

DRY GOODS, WHOLESALE.

COVILLIER'S BUILDINGS, ST. SACRAMENT ST.,

Montreal.

50-17

JAMES P. CLARK & CO.,

DRY GOODS IMPORTERS, 162

McGILL Street, MONTREAL.

2-17

W. & E. HUIB

DRY GOODS IMPORTERS,

163 McGill Street, Montreal. Our Stock of Fall and Winter Goods is now very complete, to which we invite the attention of Western Merchants

8-17

STIRLING, McCALL & CO.,

IMPORTERS OF

BRITISH AND FOREIGN

DRY GOODS, WHOLESALE,

Corner of St. Paul and St. Sulpice streets,

7-17

MONTREAL.

JOSEPH MAY,

IMPORTER OF

FRENCH DRY GOODS,

439 ST. PAUL STREET,

MONTREAL.

61-17

WIL J. MCMASTER & CO.,

IMPORTERS OF STAPLE & FANCY

DRY GOODS, No. 16 Leclerc Street,

23-17

Montreal.

**WADDELL & PEARCE,**  
**GENERAL HARDWARE AGENTS,**  
 AND IMPORTERS OF  
 IRON, STEEL, METALS, AND RAILWAY SUPPLIES,  
 27 St. John Street, Montreal.

**SOLE AGENTS FOR:**  
 Charles Cammell & Co., (limited), "Cyclops," Steel and Iron Works, Sheffield; the Bowling Iron Company (near) Bradford, Yorkshire. The Patent Shaft and Axletree Company (limited), Wednesbury; Frost & Co. (late of Derby); Wadley Bridge Iron and Steel Works, near Sheffield; Lloyd & Lloyd, Albion Tube Works, Birmingham; The Yorkshire Engine Company, (limited), Sheffield; Frank Pearce & Co., Shipping and Insurance Agents, Liverpool; Green's Patent "Solid Drawn" Brass and Copper Tube Company (limited), Birmingham; Walker & Hall, Electro-Plate Works, Sheffield; Thos. Dunn, Engineer, Windsor Bridge Iron Works, Manchester; The Chelsea Rubber Company, Chelsea, P. Q.; The Hart Manufacturing Company (late Bliven, Mead & Co.), New York.

*N.B.—A stock of Charles Cammell & Co.'s (limited) Warranted Cast Steel for Tools, Halloway Spring steel, and "Cyclops" Files always on hand.*  
 33-ly

**THE ST. LAWRENCE GLASS COMPANY**  
 MANUFACTURE  
 COAL OIL LAMPS, various styles and sizes.  
 LAMP CHIMNEYS of extra quality  
 LAMP SHADES, plain, ground and cut glass.  
 GAS SHADES, do do do  
 Sets of TABLE GLASSWARE, consisting of  
 GOBLETs  
 TUMBLERS,  
 SUGAR-BOWLS,  
 CREAM JUGS,  
 SPOON-HOLDERS,  
 SALT-CELLARS,  
 CASTOR-BOTTLES,  
 PRESERVE DISHES  
 NAPPIES,  
 WATER PITCHERS, &c.  
 Pyacinthe Glasses, Steam Gauge Tubes, Glass Rods, Reflectors, or any other article, made to order in white or colored glass.  
 Kerosene Burners, Collars and Sockets will be kept on hand.  
 FACTORY—ALBERT STREET. Orders received at the Office, 388 St. Paul Street.  
 41-ly A. MOIL COCHRANE, Secretary.

**THE STANDARD LIFE ASSURANCE COMPANY**  
 Established 1825.  
 WITH WHICH IS NOW UNITED  
**THE COLONIAL LIFE ASSURANCE COMPANY.**  
 Accumulated & Invested Fund - - \$18,909,350  
 Annual Income - - - - - 3,376,958  
 This Company will continue Business under the Insurance Act lately passed by the Dominion Parliament.

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

**SPECIAL NOTICE.**  
 THE COMPANY'S BUSINESS YEAR will close on 15th NOVEMBER 1888, and in order to secure the advantage of this year's entry to the PROFIT SCHEME, Proposals should be lodged with the Agents on or before that date.  
 12-ly

**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 60 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. François Xavier Street.  
 Active and Influential Agents and Canvasers wasted throughout the Dominion.  
 40

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

**ROYAL**  
**INSURANCE COMPANY**  
**FIRE AND LIFE.**  
 CAPITAL - - TWO MILLIONS STERLING  
 FIRE DEPARTMENT.  
 Nearly the Largest Insurance Company in the World.  
 ANNUAL INCOME - - - - - £800,000  
 ADVANTAGES TO FIRE INSURERS  
 1st. Security unquestionable.  
 2nd. Revenue of a most unexampled magnitude.  
 3rd. Every description of property insured at moderate rates.  
 4th. Prompt and liberal settlement of Losses.  
 5th. Loss and damage by explosion of Gas made good.  
 6th. Moderate Premiums.

**LIFE DEPARTMENT.**  
 Large participation in profits—equal to 20 per cent. per annum on sum assured—being the Largest Bonus over continuously declared by any office.  
 BONDS TO LIFE ASSURERS.  
 The Directors invite attention to a few of the advantages the ROYAL offers to its Life Assurers:  
 1st. Exemption of assured from Liability of Partnership.  
 2nd. Moderate Premiums  
 3rd. All fees paid by the Company.  
 4th. Thirty days' grace allowed.  
 5th. Profits divided every five years.

All new Life Insurances, with participation, effected after this date, will become entitled to an INCREASED SHARE OF THE PROFITS, in accordance with the Resolution passed at the last Annual Meeting of Shareholders.  
**H. L. BOUTH,** Agent.  
**W. E. SCOTT,** Medical Examiner.  
**ALFRED PERRY,** Inspector. 20.

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

**GILLESPIE, MOFFATT & CO.,**  
**EAST AND WEST INDIA, GENERAL AND COMMISSION MERCHANTS.**  
 Agents for  
 The Phoenix Fire Insurance Company of London.  
 The British and Foreign Marine Insurance Company of Liverpool.  
 Hunt, Roope, Teague & Co., Oporto.  
 Bartolomei Vergara, Port St. Mary's.  
 Otaré, Dupuy & Co., Cognac.  
 4-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.**  
 6-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  
 100 Pieces HOP SACKING.  
 50 Bales ENGLISH COTTON YARN.  
 100 " BEST SOUTHERN YARN.  
 100 " CANADIAN COTTON BAGS.  
 500 Pieces GREY COTTONS.  
 500 " DARK Madder PRINTS.  
 300 " LILAC PRINTS.

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

**PARIS UNIVERSAL EXHIBITION, 1887.**  
**PRIZE MEDAL.**  
**PROVINCIAL EXHIBITION, MONTREAL, 1888.**  
**TWO SILVER MEDALS AND DIPLOMA**

HAVE BEEN AWARDED  
**WINNING, HILL & WARE,**  
 FOR  
**CHOICE FRUIT SYRUPS,**  
**CORDIALS,**  
**OLD TOM GIN,**  
**GINGER WINE,**  
 BITTERS, &c.  
 Of their own Manufacture.  
 OFFICE: 889-891 ST. PAUL STREET  
 (near the Custom House)  
 MONTREAL, 1-ly

**HENRY CHAPMAN & CO.,**  
**IMPORTERS AND COMMISSION MERCHANTS,**  
 St. John and St. Alexis Streets, MONTREAL.  
 AGENTS FOR THE SALE OF  
 Pilsner, Castillon & Co.'s Cognac Brandy,  
 A. Goutman & Co.'s double berried Hollands Gin,  
 Dunville & Co.'s old Irish Whisky,  
 H. Thorne & Co.'s fine Scotch Whisky,  
 F. G. Sandeman's celebrated Port Wines,  
 Mackenzie & Co.'s (Cadez) Sherry Wines,  
 Jules Mumm & Co.'s Champagne Wines,  
 P. A. Mumm's Sparkling Hock and Moselle Wines,  
 Guinness' Dublin Stout, bottled by Mochen & Co.,  
 McEwin's Sparkling Edinburgh Ale, &c. 1-ly

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

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

1868. **AUTUMN CIRCULAR.** 1868.  
**T. JAMES CLAXTON & CO.,**

CAVERHILL'S BUILDINGS,  
 ST. PETER STREET,  
 MONTREAL.

**DRY GOODS**

Our Stock will be complete as I open for inspection by

**TUESDAY, the 26th AUGUST,**  
 Every department fully represented.

We request careful inspection and comparison.

1-ly **T. JAMES CLAXTON & CO.**

2,000 cases **FINEST FRUIT SYRUP.**  
 1,000 " **GINGER WINE—"McKay's"**  
 Also, in Kegs, Qr-Casks and Hhds,  
**AT LOWEST MARKET PRICES.**

**WEST BROTHERS,**  
 144 McGill Street, MONTREAL.

**JEFFERY BROTHERS & CO.,**

**GENERAL MERCHANTS,**

44 ST. SACRAMENT STREET,

MONTREAL. 1-ly

**JAMES BAILLIE & CO.,**

**WHOLESALE DRY GOODS,**

430 ST. PAUL STREET,

MONTREAL. 5-ly

**WM. McLAREN & CO.,**  
 Manufacturers and Wholesale Dealers in  
**BOOTS and SHOES**  
 STORE:  
 18 ST. MAURICE STREET,  
 (In the rear of Joseph Mackay & Bro.)  
 MONTREAL. 33-ly

**NELSON, WOOD & CO.,**  
**IMPORTERS AND WHOLESALE DEALERS IN**  
 European and American **FANCY GOODS,**  
 Paper Hangings, Clocks, Locking 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. 33-3m

**THE TRADE REVIEW**

AND

**Intercolonial Journal of Commerce.**

MONTREAL, FRIDAY, OCTOBER 15, 1868.

The Business Office of the "Trade Review" is removed from No. 4 Merchants' Exchange to No. 53 St. Francois Xavier Street, Room No. 5, Up Stairs.

**POST OFFICE CARELESSNESS.**

WE learn from St. John, N.B., that subscribers to this paper in that city, frequently fail to receive it. The papers are mailed in the ordinary way in separate wrappers, but tied in one parcel to be distributed there. We are informed that the clerks there, although spoken to on the subject, neglect to open the package and deliver it to the person whose name happens to be outside. We should be glad to have this matter rectified, and trust the Inspector will order it to be attended to.

**Canadian Securities.**

Another advance has taken place in Canadian Securities. Advices by the *Java* show that the six per cents. of 1877-81 of the old Province of Canada are quoted at 105 to 107. New Brunswick is quoted at 103 to 105, and Nova Scotia, owing to her insane repeal agitation, is down to 100 to 102.

**BANK STATEMENTS.**

THE last official *Gazette* contains the returns of a number of Banks and the returns of the Bank of Montreal, Gore Bank, Bank of British North America, Eastern Townships Bank, Banque Nationale, all the Nova Scotia Banks, and the Commercial and People's Banks of New Brunswick are not given, and consequently we cannot make any general comparison of totals; but one point is very apparent that those Banks, whose statements are published, are without exception doing an exceedingly safe business, and keeping on hand against their liabilities available assets to an unusually large per centage.

The subjoined statement shows the total specie and Legal tenders, Government securities, Notes of other banks, and balances due from other banks, the total liabilities, and the per centage of cash assets to liabilities:—

	Cash Assets.	Liabilities, p.c.	
	\$	\$	
Quebec Bank.....	869,953	2,229,893	89.
City Bank.....	745,910	1,862,940	49.
Banque du Peuple.....	471,510	657,654	71.
Niagara District Bank.....	153,080	453,786	33.
Molsons Bank.....	498,600	525,740	59.
Bank of Toronto.....	1,073,029	2,791,443	83.
Ontario Bank.....	1,255,890	3,273,727	83.
Banque Jacques Cartier.....	411,850	888,093	41.
Merchants Bank.....	2,311,440	4,160,625	55.
Royal Canadian Bank.....	1,184,440	2,964,211	49.
Union Bank of Lower Can.....	509,600	973,633	52.
Mechanics Bank.....	116,610	213,707	54.
Canadian B. of Commerce.....	1,289,610	2,634,403	43.
Bank of New Brunswick.....	763,540	1,707,405	43.
	11,653,743	26,919,291	44.95

The assets not included in the foregoing are "Land-  
 ed or other Property of the Bank," "Notes and Bills  
 accounted," and "Other debts due to the Bank."

**MORLAND, WATSON & CO.,**  
**IRON & HARDWARE MERCHANTS**

MONTREAL,  
 PROPRIETORS OF THE  
 Montreal Saw Works,  
 Montreal Axe Works,  
 Montreal Horse Nail Works,  
 Montreal Tack Works.  
 MANAGING DIRECTORS:  
**MONTREAL ROLLING MILLS COMPANY,**  
 Comprising  
 Montreal Rolling Mills,  
 Montreal Nail Works,  
 Montreal Lead Works.  
 AGENTS OF THE  
**COMMERCIAL UNION ASSURANCE CO'Y.**  
 (of London, England)  
 CAPITAL £2,600,000 Stg. 1-ly

**THE COMMERCIAL UNION ASSURANCE CO'Y**  
 19 & 20 CORNHILL, LONDON, ENGLAND.

CAPITAL £2,600,000 Stg.—INVESTED over \$2,000,000  
**FIRE DEPARTMENT.**—Insurance granted on all descriptions of property at reasonable rates.

**LIFE DEPARTMENT.**—The success of this branch has been unprecedented—90 PER CENT. of premiums now in hand. First year's premiums were over \$100,000. Economy of management guaranteed. Perfect security. Moderate rates.

Office 385 & 387 St. Paul Street, Montreal.

**MORLAND, WATSON & CO.,**  
 General Agents for Canada.

FRED. COLE, Secretary.

Inspector of Agencies—T. C. LIVINGSTON, P.L.S. 9-ly

**HIGH PRICE OF BARLEY.**

STEADILY and rapidly, the price of barley has advanced, with but few temporary checks, from 90 per 48 lbs. to its present point, \$1.40. The cause of this extraordinary advance is to be found in the deficient crops of the United States; and the inferiority of the grain raised there for malting purposes. Canadian barley this year, though not an average crop, and lighter than ordinary, is of a very fine colour, and much sought after by United States maltsters and brewers. The shipments to Oswego have lately been very heavy; and the prices in that market continue to advance daily. Chicago, usually a shipper of barley, this year has not enough to supply her own wants, and has taken a considerable amount from Canada direct and also from Oswego. The farmers are still hastening to market to dispose of their barley while they can get present prices, and the competition for every load is keen between the buyers at all points.

We have no measure of knowing what proportion of the crop has found its way to market, but judging from receipts in previous years, and from the crop reports this season, we are inclined to think that the deliveries hence forward will materially fall off, and that a still further advance in price will be obtained for what still remains unsold. The consumption of malt in the United States, and in Canada as well, has been growing into enormous proportions, and any calculations made without taking its annual increase into the account, will prove erroneous. Every bushel of barley will be needed to supply the wants of the next twelve months; and the probability is even that there will be a deficiency somewhere, which will lead to very fancy prices being paid.

But whatever the future course of the market may be, one thing is certain, that our farmers have done well; those best, of course, who waited; and should barley in coming years continue to be as profitable a crop as it has been this, the prosperity of the country would soon reach a point far beyond the most sanguine anticipations of the most hopeful of prophets.

**Emigration.**

It is announced by the *Journal de Quebec*, that a conference between the Dominion and Local Governments is shortly to be held at Ottawa on the subject of Emigration. Each Government is to have one representative. It is to be hoped the conference will lead to the adoption of some policy by which we can induce emigrants to remain in Canada.

### PROGRESS OF THE SILVER EXPORT MOVEMENT.

At present, the course of circulation of silver coin through the country is in the stage not favorable to a high rate of discount. It is flowing out from the cities, towns and villages and into the pockets of the farmers who have been bringing their barley or wheat or oats to market and realizing thereon. Consequently, there is a steady demand for it and traders instead of remitting silver to pay their notes maturing in Toronto or Montreal sell it on the spot and remit in bills or by draft. Here in Montreal the discount is now only 3/4 per cent, while at other seasons of the year it is usually 4/4 to 5/4. This year, perhaps, some effect was produced by the export of a large amount in the spring, and the difficulty of bringing in any fresh supplies from New York except in small sums; but ordinarily, the rate at this season is lower than during the spring and summer months or than during the time when teaming is impossible, before the snow roads are formed. We make no doubt that within two months from now the discount will be again between four and five, and although there is some apathy on the matter at present, there will again be felt a strong desire to get rid of the nuisance.

Owing to the present comparative scarcity and increased value of silver Mr. Weir, to whose plans for exportation of \$2,000,000 we have already referred, does not find the ready support he calculated upon when he first submitted his proposition to the public. A good many people, it is true, have declared themselves ready to aid in carrying out his scheme both by contributing to the necessary guarantee fund, and also by contracting to deliver to him certain quantities of silver at a fixed price, but others not wishing to sell silver for future delivery at a rate over so little below the present market price, and imagining, perhaps, also that that price will remain stationary, will take no part in the movement. Under these circumstances, it may be necessary to allow a longer time to elapse before the exportation shall commence, but it is Mr. Weir's fixed determination to carry out his plans, and he has no doubt, and we have very little, but that eventually those for whose benefit the silver is to be removed from the country will be glad to give him the needed support, which, after all, is to them individually a very small matter of a few dollars which they would soon save by the decreased discount on their receipts in silver.

Mr. J. E. Pell, of this city, has started on a tour through the principal towns of Ontario, with a view to make arrangements for the purchase of silver on Mr. Weir's account, and to explain his plans more fully than could be done in a newspaper advertisement, and we trust Mr. Pell will receive the attention and general support the undertaking merits.

### RATHER COSTLY.

DURING the last Session of the Dominion Parliament a return was moved for shewing the total amount expended on the survey of the Intercolonial Railway since Mr. Sandford Fleming's appointment in 1863. This statement has recently been published, and from it we learn that the total expenditure has run up to over \$70,600—the exact sum being \$70,699 28. The largest items in the account are \$37,937 for cheques drawn on the Bank of Montreal against letters of credit, and \$26,804 for expenses in making location survey between Truro and Amherst. We by no means say that the cost of this survey up to the date of the return (some time in April last) is more than it should be, for that could only be determined by one thoroughly versed in the work performed by Mr. Fleming and his staff; but we certainly think the survey has cost the Dominion a good penny, and we are very very far from seeing the end of it yet. What the total cost of surveys and plans will be before the trains are running between River du Loup and Truro we shall not attempt to predict. But judging from present appearances, it will be a good round sum.

### Marine Losses.

The marine losses for the nine months ending Sept 30th, 1868, have amounted in value to \$11,639,600, and include 267 vessels. The losses during the same period in 1865 were 376 vessels, valued at \$20,249,800; in 1866, the losses were 389 vessels valued at \$19,680,800, and in 1867 the losses were 338 vessels valued at \$16,876,100. So far, therefore, the year 1868 has not been so fatal to shipping as its predecessors.

### OUR TRADE WITH THE STATES.

THE Treasury department at Washington has gained for itself rather an undesirable reputation for issuing "orders" of a nature to restrict trade between Canada and the Republic. Those Americans who are connected by business ties with this country are at present greatly annoyed by a recent "order" which is one of the most troublesome which has been concocted for some time. Heretofore it has been necessary for each car load of freight passing across the lines to be sealed by an American Consul or agent this arrangement was somewhat troublesome, but now it has been made necessary in addition to the sealing of the car, that the Consul or agent shall also see the car loaded, and transmit a document with it to that effect. The people of Portland in particular are indignant at this unreasonable and troublesome regulation, which most seriously affects their interests in connection with Canadian freights by the Grand Trunk Railway. They have held an indignation meeting and strongly protested against the action of the Washington authorities. We hope their action will be imitated by other American cities, and that such pressure will be brought to bear upon the Treasury department as will result in the onerous order being rescinded. It is only those directly connected with sending or receiving goods from the United States, who fully know the bother and delay arising from such restrictions upon international trade, and the consequent injury which results to both countries. Our Government, we rejoice to know have given no cause of offence in this way. About the only restriction we remember their adopting for a long time, was that prohibiting the importation of American cattle, so as to guard against the introduction of the cattle disease raging in the Western States. This was an exceptional and justifiable case and the restriction has already been withdrawn. We regret that we cannot say the same of the American Government, which has in some cases acted as if they simply intended to hamper and restrict the trade between the two countries. We look, however, for better things in the future, and as soon as the Presidential election is over, we hope to see a new reciprocity treaty once more in operation. We don't expect anything definite to be done until the new President and Cabinet are installed. But as soon as the character of the Government for another four years has been definitely settled, the immense advantages arising from reciprocity must, we think, early engage their attention.

### THE GRAND TRUNK RAILWAY.

HERAPATH'S *Railway Journal*, which has for some time back been a persistent fault-finder with everything connected with the Grand Trunk, its condition, its management, its prospects, is beginning to see new light, and prophecies hopefully concerning it. In the last number to hand, we find the following reassuring statement, rather vague, doubtless but then all the more gratifying to those who have invested in preference bonds. Says *Herapath*—"A little sunshine, we hope, is about to be felt by this Company. We are unable to say precisely whence it will come or in what degree it will be produced, but we believe all down to and including the 4th preference, will experience the warmth of its rays. Such "sunshine" will be very pleasant to chronicle by-and-by, and we do trust our contemporary has good grounds for feeling sanguine, concerning a prosperity which it has done so much week after week to write down, from every possible text that could be laid hold of.

The same paper contains the following concerning the condition of the road itself—

"Condition of the Grand Trunk—The accounts which now reach us generally describe the Grand Trunk as in a wretched condition, but we have just heard a statement by a gentleman who lately travelled in Canada over a large portion of the line, and he gives a very different account. He says the travelling on the Grand Trunk is superior to that on the American lines. We do not know in what part of America he travelled. We ourselves have no doubt that such American lines as the New York Central and Vermont Central are in better condition than the Grand Trunk, but the Grand Trunk may favorably compare with American lines in general.

"The renewed sections of the Grand Trunk are, we believe, in first-class condition, but the line from Montreal to Portland, and other sections, are doubtless in poor plight. The sooner they are made what they should be the better for the Company—the larger will be the traffic returns and the greater the working profits. A line in bad condition deters much traffic from coming on the road, especially when there are competing railways in America capable of carrying the traffic."

### THE INTERCOLONIAL MINING CO. AND HON. JOSEPH HOWE.

THE man of most weight among the anti-Confederates of Nova Scotia, though by no means the most ultra, is, without doubt, the Hon. Joseph Howe. And one notable virtue of that gentleman is his frank and fearless disposition, which impels him when he makes any public utterances to say what he thinks, no matter whether what he says is altogether favourable to his party or not. He was recently present at the formal opening of the railway from the collieries of the Intercolonial Coal Mining Co. (owned chiefly, it not entirely, in Montreal,) to Pictou, and being called on to speak, made some remarks that certainly, as regarded Canada and Canadians, were very different in tone from the insulting statements with which the "anti" press have abounded for some months past. Mr. Howe is reported to have said in the course of his speech that the Nova Scotians had no cause of quarrel with the people of Canada, that if there was anybody to quarrel with it was the six Nova Scotians who had done them wrong, that the Canadians were a fine, manly, whole-hearted race; that when a miscreant press had sought to plunge that country into infamy by proposing that Sir John A. Macdonald and his party should be pelted with rotten eggs, he had fairly boiled over with indignation, and had penned a letter than which nothing gave him greater satisfaction. He called on Nova Scotians to banish any feelings of hatred against the Canadians, and to remember the hundred years of common history, the hundred years of efforts in the same direction, and urged them to forget the few years of estrangement and of strife which lay between past and present friendships.

Referring more particularly to the enterprise displayed by the Company in the opening of the mines and the laying of a railway, he writes to Mr. G. A. Drummond, one of the largest proprietors, as follows:

"New Glasgow, 2nd Oct 1868

"MY DEAR SIR,—I cannot leave the County of Pictou without thanking you and your associates of the Intercolonial Company for a day of unmixed enjoyment. I do not speak merely of the aids to mirth and festivity so tastefully and bounteously supplied to large numbers of persons, both at the dinner and the ball, but of the more solid satisfaction derived from the contemplation of a new enterprise, skillfully designed and carried forward with a degree of energy and success, within the short compass of one year, that I have rarely seen equalled, and never excelled in the Province of Nova Scotia.

"That you should have been able, in so short a time, to clear the wilderness, erect costly buildings open roads, and build seven miles of railway running to deep water over substantial wharves, and loading stations, seems as 'marvellous in our eyes' as it is to our ears, when we are told that the object of this expenditure is to bring to the surface, and throw in to consumption millions of tons of coal which some of our more advanced scientific men had the wit to discover, and which the Intercolonial Company under your leadership now own, and are proceeding with much energy to raise.

"Pray present my compliments to Mr. Duon, and to Messrs. Shannon, Scott, and McKay, and believe me, with my best wishes for the success of the Drummond Colliery, to be,

"Very truly yours,

"JOSEPH HOWE.

"GEORGE A. DRUMMOND, Esq., &c., &c."

Whatever the journalists of the disunionist party of Nova Scotia may write, we do not think the people of that Province can be gulled into believing that Canadians are their natural born enemies and the successful carrying out by Montreal capitalists of an industrial enterprise tending to develop the mineral resources of Nova Scotia, will go a great way towards leading her people to a more reasonable frame of mind. As Mr. Howe said—Canadians have done them no wrong, nor do they now seek to injure them in any way. We, of old Canada at least, desire to be on friendly terms with our fellow colonists, and while for so many years there was only the bond between us and them of a common allegiance and a common origin, we hailed with gladness the consummation of the Confederation, which was to draw us more closely together and to make of separate people one mighty nation.

Heavy rains have done a good deal of injury to the crops in Prince Edward Island.

**MOLSONS BANK.**

Proceedings of the Thirteenth Annual General Meeting of the Stockholders of the Molsons Bank, held at their Banking House, on Monday, the 12th October.

**THE** Annual General Meeting of the Shareholders of this Bank was held at its Banking House, on Monday, 12th October, 1888.

W. Molson, Esq., President, having taken the chair, the Cashier read the following report:—

**GENTLEMEN,**—

A statement of the affairs of the Bank for the past year is now submitted:—

The profits for the year amount to.....	\$90,083.43
Which were appropriated	
To payment of dividend No. 25.....	\$40,000.00
Do do do 26.....	40,000.00
Bad debts written off.....	10,083.43
	\$90,083.43

In consequence of the business of the Bank, at present, being entirely local, and from the large amount of American silver in the country, the circulation still continues very contracted.

The Directors will have much pleasure in giving any information required by stockholders, regarding the affairs of the Bank.

(Signed) **WILLIAM MOLSON,**  
President.

**MOLSONS BANK.**  
Montreal, October 12th, 1888.

1st. It was moved by Thomas Workman, Esq., seconded by John Ogilvy, Esq.:

"That the Report now read be adopted and printed for distribution among the shareholders."—Carried.

2nd. It was moved by G. W. Warner, Esq., seconded by F. X. St. Charles, Esq.:

"That the thanks of the Shareholders are due, and are hereby tendered to the President and Directors for their efficient management of the Bank during the past year, and that the President be requested to accept the sum of \$2,000, in consideration of his valuable services during that period."—Carried unanimously.

Messrs. G. W. Warner and F. X. St. Charles, having been appointed scrutineers, reported the undermentioned gentlemen re-elected Directors for the ensuing year, viz:—

**WILLIAM MOLSON,**  
**JOHN H. R. MOLSON,**  
**EPHREM HUDON,**  
**THOMAS WORKMAN,**  
**JOHN OGILVY.**

General Statement of the affairs of the Molsons Bank, on the 30th September, 1888.

**LIABILITIES.**

Capital.....	\$1,000,000.00
Bank Notes in Circulation.....	101,970.00
Deposits.....	\$244,906.13
Do bearing Interest 529,571.04	774,476.15
Balances due to other Banks	86,869.01
Twenty-sixth Dividend.....	40,000.00
Dividends uncalled for.....	280.00
Res.....	160,000.00
Exchange, &c., reserved.....	9,874.09
	\$1,172,479.25

**ASSETS.**

Coin, Bullion, and Provincial Notes.....	225,734.79
Bills and Checks of other Bks.	136,471.33
Balances due by other Banks	41,868.80
Government Securities.....	107,563.32
Bank Premises and other Real Estate.....	90,565.15
Notes and Bills Discounted...	1,865,848.65
Other debts due the Bank not included under the foregoing head.....	204,389.80
	\$2,172,479.25

The average amount of paper under discount during the year has been..... 1,561,009.58

The average Government Securities..... 107,563.32

The average Deposits..... 664,330.37

The average Circulation..... 92,618.00

The average Specie and Provincial Notes..... 174,542.88

A meeting of the new Board of Directors was afterwards held, when William Molson, Esq., was re-elected President, and John H. R. Molson, Esq., Vice-President.

(Signed) **WM. SACHE,** Cashier.

**MOLSONS BANK,**  
Montreal, October 12, 1888.

**TORONTO, GREY AND BRUCE RAILWAY.**—At a late meeting of the Directors of this road, Mr. Henry S. Howland resigned his post of President, and Mr. John Gordon, of the firm of Gordon & Mackay, was chosen in his stead. Mr. R. A. Harrison and Mr. S. B. Harman were chosen directors in place of Mr. Howland and Captain Taylor, the latter of whom designs to join the direction of the Nipissing road.

**THE PILES RAILWAY**—A Quebec paper says that an American Company has offered to build the Piles Railway, provided the original charter of incorporation is handed over to it.

**A "CORNER" IN THE CHICAGO GRAIN MARKET.**

HOW IT HAPPENED AND WHAT WAS ACCOMPLISHED.

The Chicago Tribune of Thursday says:—

"The Chicago Board of Trade has been unusually agitated this season by combinations to fix the price of grain above or below the figures which would be determined by the laws of supply and demand. Several rings have been formed in both the bull and bear interests, but principally in the former—irregular joint-stock associations or 'pools'—with definite plans of operations sketched out beforehand, and arrangements for pro rata divisions of profits or losses. Some of these have been successful in the accomplishment of their main object; all have succeeded in making the grain markets exceedingly artificial, interfering with the free movement of the crops by the creation of fictitious prices, and in causing diversions of trade to other cities. The wheat corner of June was disastrous to a great number, both in the city and out of it—the reaction having not yet ceased—and the corner on corn, which culminated yesterday, will prove equally disastrous to many, though the loss will not be so great or so far-reaching as in the former case.

"For the information of the general reader, we may state that the 'corner' is usually operated in this wise: A clique of operators go into the market and buy, from all who will sell, a large quantity of grain for future delivery, the seller agreeing to deliver it at the end of the month. The clique also buy up all the grain that comes into the city, or so much of it as is necessary to keep the control of the market in their own hands. The sellers, or 'shorts,' defer buying the grain they have contracted to deliver till the end of the month, in order to save the cost of storage, and are then obliged to buy from the clique, at exorbitant prices, the grain, which must be re-delivered to them. A large majority of the operators being in the habit of buying and selling these 'options' both on their own account and for parties outside, who hope to make money on the turn of the markets, it is possible for the clique to buy a million of bushels, or even more, before the scheme is discovered, and the 'corner' combination can then afford to sustain a loss of several cents a bushel on the grain left on hand after the 'corner' has matured, the difference being more than made up by the previous gain.

"Of course, the profit comes from the sudden pressure of buyers. The operator who undertook to deliver grain yesterday cannot defer it till to-day without losing his standing on the Board, or, in other words, failing. The price is run up by the fact that so many people are obliged to buy at the same instant. To obviate the possibility of similar pressures in the gold market, the Board of Gold Brokers in New York city adopted a rule some three years ago, which has been found to work well, allowing 'short sellers' to defer the time of delivery in such cases on payment of a small percentage for each day of delay. The Board of Trade of this city have now under consideration a proposal to adapt the same rule to our grain markets, making the forfeiture a quarter of a cent on each bushel per day. The adoption of the rule would undoubtedly be a great obstacle, if not an effectual preventive, to corner combinations in the future; but it might seriously impair the obligation of contracts, by putting it in the power of the seller to hold back grain after the buyer had made arrangements to send it away.

"It is the opinion of some of our leading operators that the forfeiture ought to be not less than one cent on the bushel per day, as the market will often fluctuate by that amount from legitimate causes, and no rule ought to be adopted which will shield the seller from ordinary risks, to the detriment of the man who has bought in good faith. It has been urged that all speculation in grain is detrimental to the interests of society, by putting up the price to the consumer. To this it may be answered that it is this very competition among so many parties which prevents monopolies on the part of the heavy capitalists. There are many cases in which sales for future delivery are very convenient—as when grain is on the way and no certain time can be given for its arrival, the seller contracting to deliver within the week or the month. It should also be remembered that where the bargain is purely speculative, it is no worse a transaction than the purchase of real estate, or anything else, in expectation of a rise. It is usually conceded that a man has a right to invest his money where he thinks it will pay best, provided he does not intend to injure others. But the association of several parties for the purposes of compelling others to pay more for property than it is actually worth, is a very questionable transaction. If our Board of Trade can restrain such operations without recourse to a remedy which may in turn be used for evil, it will confer a benefit upon society.

"An unusual share of attention has been attracted to this subject on the part of our business men from the fact that the President of the Board, E. V. Robbins, Esq., a gentleman of well known probity, has been obliged to succumb to the pressure of the corner on corn. The firm of which he is the senior partner has failed, the liabilities being estimated at about \$60,000. Mr. Robbins yesterday tendered his resignation as President of the Board. The resignation has not been accepted, and it is understood to be the intention of some of the more influential members to move that it be not accepted."

The following resolution has been adopted by the Chicago Board of Trade:—

"Whereas, what is technically termed a 'corner' is pernicious and injurious to the best interests of the grain Trade of Chicago, therefore,

"Resolved, That this Board of Trade adopt as a rule that where there is inability to deliver grain sold within the date of the contract, the party so defaulting shall be subject to a penalty of one-quarter of a cent per bushel each day, until the delivery is accomplished, contracts to continue in force and be subject to established rule as to margin."

**PETROLEUM.**

**COMMERCIALLY** speaking, the future prospects of Petroleum are one of the most important questions of the day. The following extract from the New York Bulletin is, therefore, both timely and interesting:—

Returns of the production and movement of petroleum for the month ending September 30, and for the previous eight months of the current year, present some features of considerable interest to dealers and consumers. There was a slight decrease in the aggregate of production during the month. For the first two weeks the old wells exhibited a falling off production; but later the deficiency was almost made good by the large yield of several new wells, the product of some of them being over 400 barrels per day. It is supposed that a vein has been struck near the Upper Cherry Run, on a black petroleum bearing sand rock, which runs a distance of twelve miles in the direction of Pine Creek. It is thought that the experience of the month confirms the view that the yield of petroleum may be regarded as having reached an average steady supply from which there will be no important reductions and to which there will be no considerable addition.

The following table gives the total stock and the amount in tankage at the dates mentioned:—

	In Tanks.	Total Stock.
	bbls.	bbls.
November 7th, 1867.....	469,000	655,000
December ".....	480,000	620,000
January " 1868.....	468,500	534,600
February ".....	480,100	541,100
March ".....	497,194	552,194
April ".....	486,600	559,000
May 1st, ".....	381,400	421,600
June ".....	243,100	290,400
July ".....	231,050	258,450
August ".....	221,450	267,450
September ".....	2,775,73	295,973
October ".....	175,908	282,808

The capacity of iron tankage now amounts to a total of 1,079,539 bbls, being an increase of 6,000 bbls since August. On the 1st of October, 1867, the tankage was only 600,000 bbls, showing an increase of nearly double the capacity during the year. During September contracts for 100,000 bbls of new tankage were effected. This increase of tankage is attributed to the low price of petroleum, which induces producers to adopt this means of retaining stocks in order to prevent a forcing of the market. Of the tankage capacity of 1,079,539 bbls, tankage to the amount of no less than 804,931 bbls are empty.

The following table exhibits the total shipments by all routes of crude and refined petroleum, of 45 gallons, to the bbl, from January 1st to October 1st:

To—	Bbls
New York.....	778,228
Cleveland.....	644,705
Boston.....	77,448
Philadelphia.....	199,390
Portland.....	22,890
Pittsburgh.....	887,341
Other points.....	182,205
Total.....	2,771,932
Difference between crude and the refined shipped.....	90,809

Total shipments of crude of bbls of 45 gallons each..... 2,862,771

The shipments during September were larger than in any other month of the present year, and were slightly in advance of the production during that period. The aggregate shipments of the month were 320,032 bbls, of this 13,780 bbls, were moved by the Allegheny River, and the balance by railroads.

The sinking of the new wells continues, and meets with favourable results, so that the new business in the oil region is assuming more and more the characteristics of a settled industry. Capitalists are more disposed to await steady gains, and the former wild excitement and gambling features of the trade now belong only to the past. Nearly all the new wells sunk during the month produce oil in paying quantities. On October 1st, no less than 378 new wells were in process of drilling. This is a falling off as compared with September 1, but is an increase of 49 as compared with August 1.

**THE DRUMMOND COLLIERY IN NOVA SCOTIA.**

FORMAL OPENING OF THE WORKS—INTERCOLONIAL BANQUET, &C.

**THE** Halifax Colonist of the 3rd inst. says:—On Thursday last Richmond Depot was crowded with a throng of gentlemen invited by the Drummond Coal Company to be present at the formal opening of the Colliery. About half-past six, two hundred persons or thereabouts, started, very fearful lest the day's enjoyment should be marred by the threatening rain clouds that hung over Bedford Basin. Spat, spat, came the drops, and with despair on the minds of the tourists, Truro and Riversdale, where the new paper factory is to be erected, were passed before the monitory clouds parted, and through the rift poured forth the glorious sun. By the time New Glasgow came into view the sky was beautiful and clear, and the tourists assured of a fine day, dismissed their clouds also and were all prepared for a continuation of the trip.

From Fisher's Grant to Pictou by steamer thence to Middle River, where about four miles from Pictou the steamer was moored alongside the gigantic wharf, towering high above the masts of a schooner near by. This wharf is the Drummond Colliery place of shipment, and deserves especial mention. It is 570 feet



long, and 50 or 60 feet broad, and is so arranged that five vessels can lay alongside and load at the same time. To effect this, the wharf is divided as it were into two sections, the half of the platform being raised about four feet above the other half or nearest the shore half. The loaded cars are brought along the railway on the more elevated half, discharge their loads at shunts fitted up with great ingenuity, and send them in a few seconds into the ships' holds. The emptied cars are then moved to the end of the wharf where a turn-table sends them out to the lower platform where they are carried back to the Colliery. Every part of the massive structure astonished the whole company of tourists. There is nothing, in fact, in Nova Scotia, with which to compare it. The fact that it contains about 20,000,000 cubic feet of timber, and cost about \$35,000, sufficiently indicates the magnitude of the work. Walking up to the head of the wharf, we are delayed for an hour or more, waiting for the locomotives, but start at length and pass over seven and a quarter miles of good railway, running into the very heart of the wilderness of Pictou County, then suddenly coming upon a cluster of buildings, with neat views of houses near by, and some distance off the Superintendent's house gaily decked with flags. The tourists at once adjourn from the coal cars to the dining room, where about three hundred persons sat down to a cold collation of a most sumptuous kind. After disposing of the viands as only really hungry men could, the party was called from labour to refreshment by Mr. Drummond, the Managing Director. The first toast proposed was the Queen, which was drunk with great enthusiasm. Peter Archibald, Esq., of Truro, starting that noble, ever fresh thought of repeated on them, God save the Queen, which was sung in the depths of the wilderness with as much heartiness as in the midst of civilization. The second toast was the Dominion of Canada and the Privy Council, which was received with every token of high favour. "The United States" was responded to by Judge Jackson in a very hearty speech. Major Norton giving way to him as the greater of the two to the people of Pictou. "The Army and Navy of Great Britain" was received in the way it always is in Nova Scotia—with unbounded applause—and called up Com. Gen. Strickland to respond, who dwelt upon the danger of war in Europe owing to the insurrection in Spain, trusted it would not spread, believed that it would not extend to Nova Scotia or to this Continent, but if it did England's arm would be stretched only in the defence and protection of Nova Scotia, though small—equally with larger portions of the Empire. Major Brookes, (80th Regiment), responded on behalf of the combatants as Com. Gen. Strickland had for the non-combatants. Major Norton, fired by a remark of Major Brookes, rose and in the course of a very good speech gave some home trusts to Nova Scotians for their want of enterprise.

Mr. Drummond then proposed the Local Legislature and the Government of the Province, to which Hon. Robert Robertson responded. To the toast of the "Press of the Dominion," Mr. J. McKenzie of Ictou responded.

After repeated call, Mr. Howe rose, and concluded a very able effort by proposing the health of Sir Wm. Logan.

The distinguished Geologist spoke hopefully of the coal district he was examining, declared that Nova Scotia was, of all the places he had visited the most abundantly blessed with remarkable mineral deposits of great importance.

A. Longley, Esq., Chief Railway Commissioner, made a very happy speech in reply to a toast with which his name was coupled. Several other speeches followed, but we have no time at the present to refer to them.

The colliery was visited by some few of the tourists, but the time was too limited to attend both to the coal and to the cold collation. Those who visited the coal seams spoke of going some seven hundred feet under the bowels of the earth, fluding coal seams nearly 20 feet in thickness, works capable of hoisting to the surface a thousand tons of coal a day, and of shipping the same quantity.

The proceedings of the day were closed by a ball in the Masonic Hall, Pictou, which was a truly grand and pleasant affair.

**PORT HOPE RAILWAY EXTENSION.**—The *Guide says*:—On Monday evening last the Town Council unanimously ratified the agreement between the town and the Port Hope, Lindsay and Beaverton Railway Company, the same having been approved of by a meeting of the rate-payers previously held. By the terms of this agreement the town gives \$80,000 in harbour debentures, bearing interest at the rate of 8 per cent per annum, in consideration of which the Railway Company agrees to extend the railway to Beaverton by 1st September, 1870. A bill to legalize this agreement is to be submitted to the Ontario Legislature at its next session. We understand that the work is to be proceeded with at once, now that Port Hope has supplemented the grant made by Thorah some time since, and that it will be pushed through as rapidly as possible, it being the intention of the Company to have the work completed and the trains running on the extension long before the time specified in the agreement. The *Canadian* says the survey of the line of railway from Lindsay to Beaverton is being actively proceeded with, and will be finished in a short time, when the work of grading, &c., will be commenced. A. T. Williams, Esq., the able Superintendent of the road, with his usual promptitude, has, during the past week, been over the extent of the line to Beaverton, noting the primary phases of the undertaking, and making the necessary preliminary arrangements for its rapid completion. The Company being satisfied with the action of Port Hope in the scheme of extension, have made a proposal to the town of Lindsay, and one which, we trust, will be acceded to by the Council and people of that place.

## COMPARATIVE VALUE OF CROPS, &c., IN NEW BRUNSWICK.

**A GENTLEMAN** in Westmoreland, referring to a short article published in our columns on "Hop-culture," favours us with some ideas as to the comparative value of crops. Barley is a very sure crop in that part of the country, seldom or never failing. Oats come next. Wheat is the most profitable grain when it is not struck with rust or weevil: This year it is good in Westmoreland and in Northern Counties, but occasionally it proves uncertain. It would, perhaps, always be well to sow a little wheat, as a few barrels of home-made flour raised by each farmer, would add greatly to the wealth of the country, should there be a failure of the crop. The loss would not be very serious; of roots, potatoes are the most valuable, but they, like wheat, are a little uncertain. This year they are good. Turnips come next. The winters being long no farmer should neglect to plant a considerable area with turnips, cabbages, beets and carrots are profitable, or would be if Westmoreland had a better market. Hops might be raised in great abundance in that county. They grow luxuriantly and raise large returns; few crops more so. Our correspondent, some time ago, visited the Eastern Townships of Quebec and found hop-culture there very prevalent, and very profitable.

We may add that the manufacture of sugar from beets ought to occupy much attention here. France, in the face of many difficulties, has succeeded in making the manufacture of beet sugar a most important branch of industry, and we notice that this is being done in some of the Western States.

Then there is the important department of stock-raising, one department of which, at least, sheep-farming, has never been turned to proper account in New Brunswick. Long as the winters are, with proper care, the means of feeding sheep profitably in winter might be provided. We understand that Grand Manan is one of the best places in the Province for sheep-walks, as during a greater part of the year the sheep can find vegetation on that island. No doubt there are other localities which present considerable advantages for prosecuting the same branch of industry. It is certain that by giving greater attention to the breed, farmers might soon double, treble, or quadruple the quantity of wool raised in the Province. This would surely be a very important matter. It is difficult to get our people to go into fishing as they ought to do, considering the boundless wealth of our coasts. Let us hope that the good crops of this year will encourage them to give more attention to the cultivation of the soil.

## A NEW ELECTRIC LIGHT.

**THE** marvel of the town just now is an electric light which is displayed every night from the French steamer *St. Laurent*, of the Generale Transatlantique Company's line at the foot of Morton Street. This light is more powerful than anything of the kind ever before exhibited, and when its rays are concentrated upon anything, either upon the shore or the river, the object is illuminated as much as if it stood in the light of the sun. The inventor is M. Berlioz, of Paris, who has received permission from the directors of the French Steamship Company to place his apparatus on board the *St. Laurent*, in order to show the adaptability of the light to the purposes of ocean navigation. Captain Bocande, of the *St. Laurent*, is enthusiastic in praise of the invention, and exhibits it to inquirers with great cheerfulness. He has tested its power in the docks at Havre, in the roadstead at Brest, on the voyage across the Atlantic and at the pier in this city, and feels convinced that one of its uses on steamships would entirely prevent danger of collision at sea. The brilliant rays of light will penetrate the densest fog as well as the blackest darkness, revealing the course of the vessel so great a distance in advance that ample time would be given to change the direction of the ship if an emergency made it necessary. Another advantage of the light is to be found in the fact, that by its use the hold of a ship, or the engine-room may be illuminated at night, and the work of loading and repairing, or any other kind of labour, be carried on with as great facility as by daylight. Where despatch is of so great importance in the management of a steamship line, this is a feature of much value in the invention. In addition to these good points, there is a third which is also of great advantage. By means of the light a code of night signals might be established, which could be interpreted with greater ease than any existing system of day signals.

The light is exhibited from the bridge of the steamer, and being set on a pivot, may be turned in an instant upon any part of the ship, aloft as well as on deck, upon buildings on shore and upon craft passing on the river, throwing the smallest objects out into a brightness clearer than noonday, an effulgence which is startling by contrast with the surrounding darkness. Directed upon a vessel half way across the Hudson River, the light bathes her in a luminous halo, which enables the observer not only to see everything upon her decks, but also to fancy that he can detect the astonishment depicted upon the faces of the crew at being thus suddenly suffused with an illumination so powerful. An ingenious arrangement of the electric force permits, also, the instantaneous extinguishing of the light on the bridge, and its appearance at the same moment in the fore-top. The only objection to this wonderful light is the price of the apparatus, and this, perhaps, will for a time prevent its adoption on steamships. The mechanism, lenses, &c., of the light on the *St. Laurent*, cost \$3,000 in gold, but it is hoped that this amount may be reduced to \$2,400. The cost of supplying the electric force is estimated at 12c. per hour, which is not by any means expensive.—*New York Paper*,

## THE PATENT MONOPOLY.

*The Effects of the Patent System on the Progress of Sciences, Arts and Manufactures.*

**A**T the meeting of the Bristol Association, in the section of Economic Science and Statistics, Mr. H. Dircks read a paper on the Patent Monopoly, as affecting the encouragement, improvement and progress of sciences, arts and manufactures, of which the following is an abstract:—

Patent law is based on the principle of considering it to be of public advantage to protect the secret invention, whatever it may be, by securing to the inventor the sole use of his invention for fourteen years, under letters patent granted by the crown. It is thus that patents are now, as of old, obtained on the payment of certain fees, and the lodging of a complete specification (together with drawings, if needful), exactly describing the nature, object, and mode of working the alleged invention or improvement. But the patent laws, under different reigns, undergone great modifications. The system that obtained during the reign of Elizabeth was strikingly absurd and obnoxious, operating to encourage perverted and fraudulent ingenuity, and it was only on the accession of James the First to the throne that patent monopoly was limited to the "sole" working or making of any matter of new manufactures. Unfortunately it was not at the same time required from the inventor to state more than the title of his invention, to which he generally added an inflated statement of its wonderful properties. This lax mode of obtaining patents for inventions which might be real or purely visionary, continued for nearly three centuries, and it was only late in the eighteenth century that specifications formed necessary adjuncts to the titles of patents. In considering the system of patent monopoly we must never lose sight of these progressive stages, otherwise we shall continually fall into the error of raising objections to patent monopoly on obsolete and admitted defective patent laws. From October, 1852, the mode of obtaining patents has been simplified, and great facilities afforded to inventors; the patent fees have been considerably reduced and made payable at three stages of the term of fourteen years, amounting to a saving to the inventor of 50 per cent on the fees for the United Kingdom, as compared with former practice. It is now sought to introduce many excellent reforms, to admit acknowledged facilities, and to render patents less liable than they are at present to clash with private interests in similar property, to be effected through the medium of specifications undergoing a thorough examination by an authorized legal and scientific body of examiners. This sketch, although necessarily brief, brings under observation—1st. Secrecy in invention as one mode of securing to an inventor the monopoly he desires to possess in the products of his own ingenuity; 2nd. The adoption of patent monopoly, under the existing law; and 3rd. The progressive improvements in patent laws from the reign of Elizabeth to 1852. Letters patent simply afford a monopoly in products which are novel, useful, and economical, the result of individual investigation, ingenuity and enterprise, and of which the public, that is, the community at large, would otherwise have been deprived. Patent fees are the smallest part of the charges incurred by inventor; hundreds, and oftener thousands of pounds are totally sunk in mere experiment; and often when a valuable patent is obtained, its possessor may have to spend years and a fortune in bringing the manufacture to perfection. Metallurgy abounds with examples of this kind, as does also chemistry, weaving, dyeing, ship-building and propelling, railways and locomotives and in short, almost every department of industry. Who among these arduous workers would have dared thus to devote their time, energies, and capital to reap the cold and doubtful acknowledgements in a pecuniary form from any body of manufacturers, however numerous and wealthy? It is not in human nature to devote capital and ingenuity to the perfecting of mechanical or other operations in arts and manufactures without reaping a substantial benefit, arising from a percentage of profit on the advantages gained by a new or old manufacturing process. Much has been said against patent monopoly on the ground of a large number of patents being obtained for subjects which are pronounced to be frivolous, and, of course, worthless. Now, a steel pen would possibly come under this category, and, perhaps, also a button, hook-and-eye, pins, needles, tape, ribbons, gloves, shoes, hats, nails, screws, and with others of a similar class. But most of these, like the sewing machines, require ingenious mechanism for their production; and being articles of large consumption, not only is an extensive manufactory erected, one for pens, another for nails, a third for screws, and so on, but the working of the newly-patented article may involve an outlay of capital, which surely deserves as much protection as capital employed on patented engines, steam-hammers, and other large mechanical appliances. To some minds all is meretricious which they cannot immediately understand; and if a dozen instances out of 2,000 patents granted in one year can be shown to be absolutely worthless, the whole fabric of patent law is declared on no better grounds than the production of a few exceptional cases, than which nothing can be more illogical and unjust. The most cursory view of the progress of patent monopoly shows us gradually increased. Thus in the time of James the First seldom more than 1 to 6 patents were obtained per annum; Charles the First, 1 to 15; George the Second, 1 to 6; Anne, 1 to 10; George the First, 1 to 29; until in the reign of George the Third they rose from 60 to about 100; and at the end of the last year under the old patent law presented a total of 580; against all of which we find the operation of the patent law of October, 1852, giving for three months a total of 1,211; next year, 8,045; the year following, 2,754; and in 1856, a total of 2,858 patents. The conclusions we draw from these facts are, that excessive patent fees are a serious tax on the inventors

ingenuity of the country; that it is questionable whether any distinction should be made between large and small inventions, so long as they are original and useful; and lastly, that patent laws require, and are capable of being amended. It is very certain that patent monopoly has largely assisted in encouraging the development of an amazing amount of ingenuity, in producing entirely new sources of industry, and in extending and improving many old manufactures. Among industrial arts, husbandry is much indebted for machines which a quarter of a century back would have been thought impossible ever to realize. And among manufactures, how many entirely new ones have arisen which we may reasonably trace to the direct operation of patent monopoly in the security it affords the capitalist for the safe outlay of his money on what otherwise would never excite his attention, and most likely only to be treated as a wild, hopeless speculation. Among these patented inventions we trace the large manufactures of Macintosh cloth, vulcanized india rubber, gutta percha, new dyes, felted carpets, gas, electric telegraphs, electro-plating, stereo type printing, iron ship-building, wire rope, railway bars and locomotives, alpaca manufacture, photography paraffine oil, with many more, all springing out of the security given for the investment of capital in the working of patent property. The vast increase of improvements in husbandry, brewing, dyeing, printing, electro-plating, metallurgy, and other extensive operations, has called into exercise such a demand for scientific and skilled labor, that laboratories form an essential feature of many large establishments to test accuracy of production, exactness in important details, to seize any accidental details that may offer, and to further scientific applications derived from independent sources. The entire circle of arts and manufactures is thus being constantly improved, and scientific research materially upheld and encouraged. Still, there may be individuals who seriously believe, and that without the slightest bias from self-interest or disappointed hopes or any flush of success, that renders them independent of adverse opinions to the means that achieved their own rising in fortune, that all the encouragement, improvement, and progress we have pointed out would have gone on all the same had patent laws never existed; and, in short, that all our distinguished patentees from Watt, in 1769-1785, to the present times, would have labored and produced, and laid out capital experimentally and practically just the same had these patent laws been abolished; indeed, that Mr Boulton would have been as secure and as successful without, as he was with patent monopoly. Such reasoners always assume that inventors invent from the pure unalloyed pleasure they take in reforming all existing systems of manufacture. Poets and prose writers may invent with a view to fame and fortune, but mechanical inventors, we are to believe, are men far above the temptation of lucre. In conclusion, and in contrast to any such idle dreams, we have the facts before us that the patents proceeding the 18th century were secret inventions, although an inventor had the power to communicate as much as he pleased to a manufacturer; but the consequence has been that few of these early inventions have come down to the knowledge of the present century; consequently, manufactures progressed slowly. When, later in the 18th century, patents came to be fully described, entered, and competition gradually sprang up, until, at the present period, the total number of patents annually obtained has risen nearly 80 per cent on the amount of those during the reign of George the Third. Therefore, patents are decidedly an evidence of commercial, and manufacturing, and scientific growth and prosperity. A patent is the inventor's sheet-anchor—it is his mainstay, which the more we improve and strengthen, the more shall we improve the prosperity of Great Britain and Ireland. A patent of invention is for a cheaper article, or cheaper process, or an entirely new or untried branch of industry. No patent invention makes any article of manufacture dearer than it is at present; for it would not receive encouragement if it could be shown to be neither better nor cheaper than the ordinary manufactured goods. The million—the public at large—have no direct interest in patents as patents; the public interest is indirect, being concerned only in the products of the new manufacture. The interest of the public is in being able to purchase lace for 1s or 6d which had previously been sold as high as five guineas for equal quantities; and whoever attempts to argue against patent monopoly will have to show that science is independent of manufacturing interests for its encouragement, and that the progress of manufactures has been trammelled by patent monopoly; or that just the same or greater progress would have been made had the world never known such patentees as Watt, Bramah, Cort, Brunel, Moshet, Fourdrinier, Heathcote, Palmer, Perkins Roberts, Napier, Wheatstone, Bessemer, Muddock, and a host of other worthies, whose names and inventions have become almost as household words.—*London Athenaeum, Sept. 19*

ENGLISH GRAIN MARKETS.

The following extract is from an able and carefully written article in the *National American*, and is well worthy of attention in Canada:— It is, of course, very difficult to estimate with precision the quantity of breadstuffs Great Britain will require to import for the ensuing year, but we may perhaps approximate. Her importations of wheat for the first six months of the present year amounted to 17,685,503 cwt., which will be about thirty-five millions of hundred weights, or not quite sixty millions of bushels of wheat for her entire deficiency last year; her own crop of the present harvest supplies twenty millions of this deficiency, leaving the entire quantity she will need to import at less than forty millions of bushels. That she anticipates no difficulty in obtaining this supply at a moderate price is plain from the fact that the price is rapidly going down.

Wheat, which was sold in Mark Lane on the 8th of May last at 74s 4d per quarter, was offered on the 26th of July at 62s 9d. If Great Britain should require (as we expect) forty millions of bushels of wheat, and we supplied forty per cent. of that amount, (which would be a larger proportion than we have done since the famine of 1846, and three-fold more than we shipped last year.) it would afford us a market for about 16,000,000 bushels of wheat. If, for the purpose of our argument we suppose the average price to be 64s a quarter in London, (which by the way is enormously beyond the average of years and higher than the price ruling today) it would leave the price of American wheat at just \$2 a bushel in gold, or \$2.20 in currency. From this is to be deducted the cost of freights, commissions, storages, &c., incurred in the transit from the farmer to the consumer, which we suppose can not be estimated at an average less than \$1.25, leaving to the farmer as his net price, say \$1.65 to the bushel, and producing in the aggregate about \$26,000,000 for the entire export of surplus wheat.

We wish to be understood, when we name \$26,000,000 as the possible value of our wheat export for the current year, that in doing so we state a much larger amount than we have any idea it will reach. We doubt if it will be half as much, but we wish our estimate to be entirely within the truth.

SALE OF TIMBER BERTHS.

YESTERDAY, at the Crown Timber Office, in this city, a sale of timber berths, in the Upper Ottawa territory, was held by Mr. Hector McLean, auctioneer, on behalf of the Crown Lands Department of the Province of Quebec. The attendance was large and the competition spirited, the bonuses paid for some of the berths, as will be seen below, having reached a pretty high figure, and the average bonus per square mile realised about \$19. This bonus is in addition to the annual ground rent and according to conditions of sale is payable at the time the berth is adjudged to the purchaser. The limits sold (nearly all new) cover an area of about 2,000 square miles and realised the handsome sum of \$38,000 in the shape of bonus. If we were to judge by this sale it is pretty evident that the Quebec Government did not make such sad havoc with the timber business by its new regulations as some newspaper writers recently represented. Of the whole number of berths offered for competition only two or three were withdrawn. The following are the numbers, area and prices of the limits sold, with the names of their respective purchasers:—

On East Branch River Coulonge.		
Forfeited License No. 831, of 1864-5. Estimated area, 42 square miles, J. Roach.....		\$385.00
Forfeited License No. 832, of 1864-5. Estimated area, 39 square miles, J. Roach.....		542.00
Forfeited License No. 833, of 1864-5. Estimated area, 50 square miles, J. Roach.....		460.00
NEW TIMBER BERTHS.		
On Head Waters of West Branch River Coulonge.		
Berth	sq. miles.	\$ c.
B	50	J. Roach..... 3,030.00
C	50	Mr. Lauzon..... 2,250.00
D	50	Mr. Lauzon..... 2,020.00
E	50	J. Roach..... 810.00
F	50	do..... 830.00
G	50	do..... 910.00
H	41	do..... 930.00
I	50	do..... 1,050.00
J	50	do..... 1,600.00
On Lake Keepawa and Tributaries.		
Nos.	sq. miles.	
2	40	George Brighton..... 800.00
3	20	do..... 300.00
4	35	D. M. Moore..... 1,200.00
5	28	do..... 1,120.00
6	28	Charles Mohr..... 340.00
9	44	Dr. Grant..... 850.00
10	41	do..... 640.00
11	46	Charles Mohr..... 740.00
12	40	Dr. Grant..... 860.00
13	33	do..... 780.00
14	46	do..... 1,340.00
15	26	E. B. Eddy..... 800.00
16	27	Mr. Ward..... 1,000.00
17	29	do..... 640.00
18	35	do..... 520.00
19	38	B. McConnell..... 540.00
21	36	David Mohr..... 680.00
22	50	James Finley..... 780.00
23	50	do..... 770.00
24	50	do..... 1,050.00
25	18	do..... 440.00
26	46	Rod. Ryan..... 710.00
27	26	do..... 240.00
28	26	do..... 220.00
29	50	Mr. Thistle..... 420.00
30	50	Charles Mohr..... 530.00
31	50	do..... 520.00
32	50	do..... 810.00
33	50	do..... 420.00
35	50	Rod. Ryan..... 450.00
46	50	Edward Griffin..... 430.00
47	50	do..... 410.00
On East Side Lake Temiscaming.		
39	42	John Roach..... 400.00
40	36	do..... 310.00
43	39	do..... 320.00
44	39	John Roach..... 360.00

The above are the estimated areas, more or less, but not guaranteed.—*Ottawa Times.*

BRANDT MINING COMPANY.—Yesterday Mr. Cyrus Nixon, of Paris, and Mr. John Johnson, Manager of this Company, called on us and exhibited specimens of quartz from their property, situated lot No. 19, in the 1st Concession of Madoc. The Company was organized last winter, and operations were commenced last spring. The stock is principally held in Paris, Grimsby, and St. George. They have already sunk three shafts; the specimens shown are from a depth of about sixteen feet. Measures have been taken to obtain a charter, which, it is expected, will at once be issued, and a crushing mill will be put up and ready for next summer's operations. Judging from the specimens, the prospects are good for the Company. The quartz exhibited is very rich in free gold—and there can be no question that if any quantity of quartz like the specimens shown us can be had, the problem as to the paying qualities of the Madoc mining territory is solved satisfactorily. Mr. Johnson has also with him a specimen of rock taken from the Richardson mine that quite equals the best specimens we have seen from Nova Scotia. It is matter of sincere congratulation that the enterprise that has so far induced these large expenditures, is likely to be rewarded by some substantial return.—*Hamilton Spectator.*

WOODEN RAILWAYS.—The *Montreal Gazette* says: A Quebec contemporary has reason to believe that the Local Government has ceded 1,200 acres of land to the Gosford Railway Company, at the rate of 30c per acre, and the company has therefore undertaken to lay down firewood in Quebec at \$2.50 to \$3 per cord. The enterprise naturally attracts a good deal of attention; and we would not be surprised if a company, on the same basis and with the same object, was got up in this city. The country to the northward contains an abundance of firewood, which could readily be brought to this market and sold low, but yet remunerative prices, if access could be had to it by means of a cheap wooden railway on the plan recently set forth in these columns.

RAILROAD EXTENSION.—The *American Railroad Journal* learns that arrangements are nearly completed for commencing the extension of the White Mountain Railroad from Littleton to Lancaster, and ultimately to the Grand Trunk line at Northumberland. The first section of the new road to be constructed will run from Littleton to the "Wing Road" in Bethlehem, a distance of 6½ miles.

COMMUNICATION BETWEEN RED RIVER AND LAKE SUPERIOR.

AMONG the blue books recently issued by the Parliamentary printers, is one containing a report upon the best line of communication to be opened up between the Red River and Lake Superior, by Mr. S. J. Dawson, C.E. It is based upon knowledge acquired during 1857-8 and 1858-9, while superintending the survey there, and embodies and condenses a great part of the information contained in his reports made to the Canadian Government at the time. It is accompanied by a map prepared in the Crown Lands Department of Ontario. It is of especial interest just now. He divides the route into four parts or sections, beginning at the eastern end. 1. Embraces the region to the east of the water shed or height of land, which he calls the Lake Superior section. 2. From the height of land to Fort Frances, on Rainy Lake, which he calls the lake section. 3. The navigable reach from Fort Frances to the North-west angle of the Lake of the Woods, which he names after that lake. 4. The land route thence to Fort Garry, which he names after that fort. In surveying section 1, he found that the Pigeon River route, besides starting in the United States, the canal route forms the boundary line for 150 miles. "The ascent from Lake Superior is very rapid and steep, and at the height of land, and far to the westward thereof, the route leads over a very high and broken region. The lakes at the summit of the water shed are 1,068 feet above the level of the lake, and even at that elevation are embosomed in rocky hills." The supply of water was inadequate to open navigation. This route was, therefore, abandoned. Next the Kaministiquia route to Dog Lake was surveyed—the old canoe route of the North-west and Hudson's Bay Companies. The supply of water was ample, and the elevation of the land 200 feet less than by the Pigeon River route. At the summit or turn of the water shed the country is practicable for roads. Dog Lake is about 24 miles from Lake Superior, and westward from it, its chief tributary, Dog River, can be made navigable nearly to the height of land—and will be so when a dam, now being constructed, is completed. The lake and river will give a navigable reach of 35 miles. The question to be determined was how to get from one lake to the other. The Kaministiquia River (through which the waters of Dog Lake are emptied into Superior) was surveyed. The former was proved to be 718 feet above the latter lake, and the intervening country rough and mountainous. The river makes a sweep of 60 miles, affording "an available, although difficult, route for canoes; but for large craft, it could only be made unavailing at an outlay which no circumstances likely to arise would warrant." A land road to Dog Lake, 25 miles in length, was, therefore, decided upon, and about 6 miles of it have been already built. The lower reach of the Kaministiquia might have been used up to Pointe des Meurons, a distance of some 10 or 12 miles, but a bar of great extent at its mouth prevents vessels drawing more than 5½ feet of water from passing up, and when so far up the river you are no nearer Dog Lake than on the shore of Lake Superior. The line of road was, therefore, started from "The Depot," on Thunder Bay, about three miles eastward of the mouth of the Kaministiquia. "At this point," Mr. Dawson says, "there is, in my opinion, every facility for constructing wharves and forming a per-

fectly safe harbour. A branch of the road will be run down to Fort William, the port at the mouth of the river. The friends of the Fort William and Kamistiquia route have raised some objections to this terminus and route, which Mr Dawson answers at some length. Nipigon Bay has also been proposed, because of the excellence of its harbour but it is said to be liable of opening in the spring and would necessitate a land road of from 80 to 100 miles to reach the water shed, through a region as yet unexplored, and only known to be exceedingly mountainous and rough. In a direction transverse to the valleys more than one mountain range would have to be crossed and several considerable rivers bridged. We come next to the lake section westward of the height of land. This section is remarkable for the extent of surface covered by lakes. "It would be difficult," says Mr Dawson, "to say whether the country would be better described as one vast lake with ridges of land running through it, or land intersected by water."

"Such a region is but ill adapted for railways, but nature has made up for the deficiency by providing such means for canals as exist in but few regions of so mountainous a character. Between the hills and mountain ranges, there are long reaches of tranquil water which could be connected together by means of lock and dam, with but little excavation. The country, however, in its present state is not in a condition to admit of such projects as either railways or canals but, even if it were, the very primitive and moderate way in which I propose to open the communication would still be necessary as a preliminary step, to render the different points accessible. A very marked characteristic of the region is that the streams are not subject to sudden or considerable floods, and this is a feature which the engineer who has to provide for water works of whatever description, will look upon with unmixed satisfaction."

First on the route beyond the water shed is Lac des Milles Lacs, which it is proposed to connect with navigation upon Dog River by a road 10 miles long across the height of land, between Jourdain's Rapids and the navigable water of the Savane River. Thence to Rainy Lake there are two routes one by way of the Seine River, the other by the old canoe route. In his original report, Mr Dawson seems to have given greater prominence to the former, now he inclines to the latter as the better. The following tabular view shows how the remainder of the distance to Fort Frances may be opened up—

Table showing Portages and Navigable Reaches between Height of Land and Fort Frances.

PORTAGES.		Land Carriage.		Differ. Level, in feet.	Navigable Reaches.	
	Miles.	Chains.				Miles Navigable.
Land Carriage	0	41	493	49	42	
Diff. level between Lao des Milles Lacs and Rainy Lake	2	11	85	177	17	
Portage between Nipigon Lake & Nemoukan Lake	1	13	172	10	10	
Land Carriage	1	13	172	10	10	
Portage between Rainy Lake & Savane River	1	13	172	10	10	
Land Carriage	1	13	172	10	10	
Portage between Savane River & Jourdain's Rapids	1	13	172	10	10	
Land Carriage	1	13	172	10	10	
Portage between Jourdain's Rapids & Height of Land	1	13	172	10	10	
Land Carriage	1	13	172	10	10	
Portage between Height of Land & Fort Frances	1	13	172	10	10	
Land Carriage	1	13	172	10	10	

Mr Dawson proceeds to say— "Thus, between the head of the Savane River and Fort Frances, the extent of navigable water would be one hundred and seventy-seven and a half miles, in eight reaches, (divided by seven portages), the latter

having an aggregate length of six miles and forty-one chains, in round numbers, six miles and a-half. At a very little outlay, however, over what I am about to propose, the navigable reaches could be somewhat extended and the number of carrying places reduced to five. For example, the difference in level between Lao des Milles Lacs and Baril Lake is hardly two feet, the latter being by so much the highest. If therefore, Lac des Milles Lacs were raised by means of a dam to the level of Baril Lake, and a cut made between the two, eight miles and a half would be added to the navigable reach of Milles Lacs, and one portage done away with. In like manner, the difference in level between Nemoukan and Rainy Lakes is but 8.25 feet, which might be overcome by a wooden lock, thus adding some ten miles to the navigable water of Rainy Lake and avoiding another trans-shipment. There would then remain only five portages, in a distance of one hundred and eighty-four miles—one hundred and seventy-seven and a half miles being by water and a little over six by land—on three of the portages, averaging about two miles each, horses or oxen would have to be maintained, while, on the remaining two, namely Brule and Island Portages, being respectively but twenty-one and thirteen chains in length, wooden ways might be so constructed as to admit of hand-cars being drawn over them with facility. I point this out, but would not recommend, for the present, either a cut at Baril Lake or a lock to connect Nemoukan and Rainy Lakes."

Mr. Bridgland, Superintendent of Colonization Road, in Ontario, apprehensive that a branch of the Pacific railway may be built northward to draw the traffic from the Red River and Saskatchewan to the United States, proposes as the only means of effective competition, the construction of a cheap railway direct from Pointe des Meurons to Rainy Lake, a distance, as he estimates it, of from 170 to 200 miles. Thence navigable waters would take the largest steamers to within 90 miles of Fort Garry. He says:—"The country through which it is proposed to carry this projected railway embraces a considerable average breadth—say from 30 to 60 miles lying between long and irregular water-courses formed by the most considerable streams and connecting lakes. All this region has been very imperfectly, and I think, in most respects, wholly unexplored, and hence offers the probability of obtaining, by some reasonably direct-course through its centre a practicable line of route for a railway." He recommends, in any case, an immediate thorough survey, to ascertain whether the project is practicable or no. Mr Dawson does not concur in Mr. Bridgland's opinion. In the first place, any one will see that until a railroad is carried around the north side of Lake Superior, railway communication between that lake and Fort Garry would be almost useless during the season in which the navigation of that lake ceases. A railway, to be useful, must have one of three things—large local traffic, a connection with open water throughout the year, or with the system of railways belonging to the country or the continent. This road would have neither. Water communication would be cheaper while navigation is open, and along the borders of the water route settlements may grow up which would justify the construction of a cheap line of railways later. Turn we, however, to Mr. Dawson's answer to Mr. Bridgland. He says that the district has been quite sufficiently explored to show that it is a very difficult one for a railway. Messrs. Wells, Russell and Gaudet, Provincial Land Surveyors, crossed and re-crossed it in various directions, and I, myself, also did, making surveys and determining levels over extensive sections. "It would be useless to expend further sums of money in the exploration of the route." "His line at the summit of the watershed would be at an elevation of some 1,500 feet above the level of Lake Superior, and that not in one gradual rise, but over successive hills and valleys. Further to the westward it would be on a sort of dividing ridge between long and irregular water courses." Its course would be transverse to the strike of the gneiss, which over a considerable part of the route is heaved up in mountain chains, or depressed in sharp valleys, filled with lakes," &c. Mr. Dawson estimates the cost of a railway for the 200 miles at \$40,000 per mile, or \$8,000,000, and when you get to the end of it, you must take to the water again. Then why not rather bring the water communication as near to Lake Superior as possible, and build a shorter railway? It could be done for half the sum. To us this answer seems to be conclusive. But Mr. Dawson goes further. He is not afraid of competition with the United States route except, of course, with mails and light goods, where more speed is a principal object. And for these the distance from Sarnia or Collingwood by water must, in any case, put us at a disadvantage, until, as we have said, our railway on the north side of Lake Superior will be built. "On the United States side the distance from the Red River Settlement to the navigable waters of the Mississippi is about 600 miles by land, whereas, through British territory to Lake Superior, allowing for all possible deviations, it is but 463 miles, of which 131 would be by land and 332 miles by navigable water. Those who have examined both routes, without any bias in favour of American lines, are generally of opinion that the natural facilities predominate on the British side. Even with the cheap improvements which he now proposes (costing only \$165,500) he estimates the cost of carriage of goods from Lake Superior to Fort Garry at less than \$2 per 100 lbs., while the present rate from St. Paul to Fort Garry is \$4.00 to \$5. From York Factory, on Hudson Bay, to Red River, the price of transport used to be \$20 stg., or about \$100 per ton of 2,000 lbs. The present rate, via the Prairies and Red River, is \$90—while by this route it would be under \$50. So that we must carry the goods until they build their railway, and by that time, with a canal and continuous steamboat communication for all but 105 miles of the way, and cheap railways on the two bits not canalised, we may again defy competition during the season of open navigation."

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

(From Cudlip & Snider's Circular.)  
St. John, N.B., October 6, 1863.

FRIGHTS.—The market has continued quiet at about the same figures for the past fortnight, and 75s is paid for Liverpool for the few ships offering. From the tenor of New York advices, we are not likely to have any American ships from that quarter—vessels preferring to take their chances at the port of passage. We quote Liverpool, 75s, London, 75s 3d to 75s 6d, Clyde, 72s 6d; Bristol Channel 73s 9d; Ireland, East Coast, 75s to 82s 6d, according to port and size of vessel.

The engagements have been.—Ship, 553 tons, 76 3d, ships, 1,317, 94s, 1,077 tons, all at 75s; ship, 1,435 tons 200 tons birch, at about 30s balance deals, 75s, all for Liverpool, ship, 1,978 tons, 76s 3d, for London, steamer 692 tons, 72s 9d, for Glasgow, ships, 1,100 and 621 tons, both at 73s 6d, for Newport ( Cardiff, or Bristol: ship, 1 82 tons, 82s 6d, for Westford; ship, 198 tons, for Ballina, price not transpired, ship, 660 tons, 75s 0d, for Dublin.

SPRUCE AND PINE.—We have no change to advise in Spruce, which quite maintain their value. Many of the mills are now engaged in cutting Pine for the West India market.

SALT AND COALS.—With continued heavy arrivals of Salt, and the season for consumption nearly passed away, prices have declined to 62s. Common Steam Coal has been largely in supply, and prices have declined to \$4 to \$4 1/2 per chaldron. Good Liverpool House are more likely to be in request, and command \$5 1/2 per chaldron.

MONEY MARKET.

MONEY is abundant, with every prospect of its continuing so, the business of the country not having increased in proportion to the increase of banking capital. A large amount of money is and has been for some time invested in New York on call loans against collaterals by several leading Canadian Banks. To them the operation has been very profitable. They have lent their gold, in the first place, on the security of greenbacks at occasionally as high as 1 to 1-16th per cent. per day, and then have had a second profit by lending the greenbacks to stock-brokers, on call at the current rate of 6 or 7 per cent. per annum. It is expected that gold will be more abundant in New York after the 1st of November, as large amounts will both be sold by the Treasury and paid out as interest on the public debt. Gold will then cease to be wanted, and we may suppose our banks will withdraw their coin as soon as it ceases to be profitable to hold it in New York, and thus throw much additional money into the market for investment. There has been some expansion of bank circulation during the past month, but as we said money is still very abundant, and the demand is not large in proportion. There is no present change in rates, however, for business paper, although large loans between banks have been done at from 4 to 5 per cent. per annum.

Sterling Exchange is firm, and in sympathy with the New York market has advanced to 109 for Bank 60 day drafts in London, the latest quotation in New York being 109 1/2. Very little private Exchange offering.

Gold drafts on New York not much in demand, but may be quoted at par.

Gold in New York has been very weak, and declined to 137 1/2, closing, however, at 137 3/4. The Republican victories at the polls have helped to reduce the premium for the present, but we look for a reaction, and an advance to 140 or higher.

Silver is in rather better supply, with buyers at 3; 1/2, and sellers 3 1/2 to 3 per cent. discount.

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

Bank on London, 60 days sight	109 1/2 to 109 3/4
" " " " " "	110 1/2 to 110 3/4
Private, " " " " " "	108 1/2 to 109 1/2
Bank in New York, 60 days sight	109 1/2
Gold Drafts on New York	Par.
Gold in New York	137 1/2
Silver, large	3 1/2 to 3 dia.

THE DRY GOODS TRADE.

- |                         |                           |
|-------------------------|---------------------------|
| Baillie, James & Co.    | May, Joseph               |
| Clark, Jas. P. & Co.    | McMaster & Co., Wm. J.    |
| Claxton, T. James & Co. | Hess, S. H., & J.         |
| Donnelly, James         | Muir, W., & R.            |
| Forbes & Macmillan      | Plimack, Warnock & Co.    |
| Graham, S., Son & Co.   | Roy, Jas., & Co.          |
| Hughes Brothers         | Robertson, Stephen, & Co. |
| Lewis, Kay & Co.        | Skriving, McCall & Co.    |
| MacKenzia, J. G. & Co.  |                           |

BUSINESS has been quiet during the past week, though not altogether inactive. A good many second orders to sort rp stocks have been received, but there has not been any marked demand for staples. So far the trade of this month has hardly

equalled expectations. The retailers reporting an in disposition on the part of their customers to buy freely.

Stocks here are still quite full heavier perhaps than is desirable at this season, but they may yet be considerably reduced before the close of navigation.

Cotton goods in the English markets have been advancing of late, and though there has not been any actual advance on previous prices here, holders are firm and not disposed to force sales at a sacrifice. Woollens are unchanged, and the market rather in favour of the buyer. Fancy goods meet with a moderate demand, though orders are not large.

The prospects are not considered good for a heavy late trade, but the results of the season so far are for the most part satisfactory. Remittances are coming in as well as could be expected, but a fair proportion of country paper will undoubtedly have to be renewed, less, however, we think, than has been the case previous to 1863.

THE GROCERY TRADE.

Baldwin, G. B., & Co. Chapman, Fraser & Tylo. Chasman H., & Co. Childs, George, & Co. Fraser, J. C., & Co. Galtie, McNeil & Co. Jaffery, Brothers & Co. Kirran & Kitch. Mathewson, J. A.

Mitchell, James Robertson & Beattie. Luberton, David. Tait, Bro. Thompson, Murray & Co. Torrance, David, & Co. West, Bro. Winning, Hill & Warr.

WE have to report rather more animation in our market during the past week, with a decided improvement in its general tone. The business done at the trade sales of two cargoes fruit from Maags, for account of Messrs. T. & F. Ross & Co., on the 13th and Messrs. Crane & Baird, on the 14th, was not as large as was expected however. The attendance was good and the bidding not without spirit, but the prices to which buyers seemed disposed to go were below the point at which sellers were willing to let their goods go, and only a portion of what was offered was placed. We give below quantities sold, with the prices obtained.

TEAS.—The market has been rather quieter since our last report, the demand being chiefly for local wants, and otherwise very little doing. Twankays and low grade Japans have had a good enquiry, the absence of desirable stocks preventing business to any considerable extent. The few lots which have arrived, however, have been at once picked up and full rates paid. Low grade Imperials have also been wanted to take the place of Twankays, but chiefly by the local trade and no large transactions are reported. Blacks are still enquired for, but the supply is small at present, although arrivals to a considerable extent are shortly expected.

COFFEE.—Is inactive, the only demand being from the local trade, and prices are unaltered.

SUGAR.—Raws have been in active demand. Stocks of refined being low, the refiners have been compelled to come into the market, and from 800 to 1,000 hhds are reported as having been purchased at full rates, although prices have not transpired. There has also been a fair outside demand for grocery samples, several lots having been taken by the local trade. Prices are tending upwards, and holders of the better grades of Sugars have withdrawn their samples from the market. Good bright Barbadoes are offering at 8j, and held firmly at that figure. The New York market for raw Sugars is also firm, low grades being scarce. Refined Sugars are in active demand and stocks are low, the refiners being unable to fill orders on hand for immediate delivery. They have again advanced their quotations, 3c. on all grades of whites and 4c. on yellows, and are by no means anxious to make sales.

MOLASSES.—Has been in active demand, both from the trade and from the refiners, and holders are now asking an advance of from 2c to 7c on previous rates, and are firm in their views. Transactions reported are on private terms, and principally in Muscovado and Clayed. The following are the quotations.—Muscovado, 46c to 42j; Clayed, 32c to 33c; Centrifugal, 7j to 30c.

SPICES.—Have also advanced, 8c on Golden, 4c on Standard, and 2c on Amber.

FISH.—Arrivals of Herrings have been very light. No. 1 split are in demand, but the high prices asked check transactions, although in several instances full rates have been paid. Both large table and green Cod in barrels and draft are well inquired for. The stock is light, especially of green, and both hold for full figures.

FRUIT.—Owing to the public sales of new fruit, very little has been done at private sale. For quotations we refer our readers to the reports given below.

OILS.—Fish Oils are firmly held, but not much doing in them. Lard and Olive Oil being scarce and high in price, Sax's Engine Oil is in good demand at \$1 00.

RICE.—The market for the past week has shown very little activity, and except for our local trade, but few sales have been made. Last week's prices remain unchanged, although holders seem more disposed to meet the views of purchasers. Rangoon is quoted at \$4 00 to \$4 10, Patna \$4 15 to \$4 25, and Arracan \$4 35 to \$4 50 for round lots.

SALT.—Is rather easier in consequence of expected arrivals, and prices are for the most part nominal.

SPICES.—Have been less enquired for, and sales have been confined to local wants. No alteration to report in prices.

WINES AND LIQUORS.—Since the public sales the feeling with regard to prices has been rather easier. Purchasers seem indisposed to pay the high prices previously asked, and holders appear more willing to meet their views. Business, however, has not been to any large extent, and prices can hardly be looked upon as settled.

Cargo Sale of Fruit, Oct. 13, 1863, for account of Messrs. T. & F. Ross & Co., John Leeming & Co., Auctioneers:—

700 lbs layer raisins 10s 6d; 500 do 10s 3d; 250 hif do 5s 4d; 500 qr do 2s 11d; 100 boxes London layers 14s 3d; 100 do black brand 14s 9d; 50 drums Malaga figs 8j; 100 qr do 7c; 30 bags Gilberts 5j; 65 do Jordan shelled almonds 39j; 200 half boxes Valencia raisins, to arrive, ex "Deodar," 7c, 500 do 6j.

Sale of Fruit, &c., October 14th, 1863, for account of Messrs. Crane & Baird. John J. Arnton, Esq., Auctioneer:

100 half-boxes (flat) Layer Raisins, 5s 4d; 200 qr do do, 2s 11d; 25 hds do, 10s 6d; 100 do do, 10s 4d; 250 qr do do, 2s 6d; 100 hf do do, 6s; 100 boxes do, 10s 4d; 1,000 do do, 10s; 20 hf-boxes blk Crown Layers, 6s; 100 boxes Muscatel Raisins, 11s 1d; 25 do do, 11s 3d; 75 kegs seedless Raisins, 8j; 100 do do, 8j; 100 frail-soft shell Almonds, 14j; 10 boxes Lemons, \$4 25; 10 do do, \$4; 5 bags Filberts, 6s; 15 do do, 5j; 25 boxes Jordan Almonds, 30c; 5 qr butts Olive Oil, 7s 6d.

THE HARDWARE TRADE.

Crabtree & Coverhill. Evans & Evans. Evans, John Henry. Hall, Kay & Co. Ireland, W. H.

Howland, Watson & Co. Mulholland, & Baker. Robertson, Jas. Waddell & Pearce.

WE have to report a fair though quiet business for the past week. Heavy goods have moved off rather slowly, but for shelf and manufactured goods there has been a steady demand.

PIE IRON.—Is without demand, and transactions reported are altogether of a retail character.

BAR IRON.—Is unchanged. Stocks are large and well assorted, and buyers of round lots can command some reduction on our quoted prices.

HOOP AND BAND IRON.—Are unchanged.

TIN PLATES.—Are not over abundant, and prices are well sustained.

CANADA PLATES.—Are slightly more active, but with no large transactions reported, and no change in quotations.

CUT NAILS.—Are firm. Several of the nail makers have been compelled to stop work for some weeks, owing to a deficiency in the supply of water to run their machinery. Consequently holders of nails are firm in their views, with the expectation that decreased production will lead to a still more active demand.

SHIEL GOODS.—Have sold freely, orders continuing to be received to a fair amount.

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick. Black & Locke. Crawford, James. Dawes Brothers & Co.

Hannan, M., & Co. Hobson, Thomas, & Co. Mitchell, Esq. Rajahel, Thomas W.

LOUR.—Receipts continuing liberal, and there being little export demand, prices have steadily receded day by day, with little changing hands, beyond the small local requirements. Latest reported sales of Welland Canal brands have been at \$3 19. City millers refused to sell under \$5 25, at which a parcel of 600 bbls changed hands a couple of days ago. Supers from Canada Spring wheat range from \$5 20 to \$5 45, but beyond occasional hundreds for local use, little business can be reported. The higher and lower grades are in restricted demand and only moved in a retail way within quoted range. Bags are also dull and lower, latest sales have been at \$2 50 to

\$2 60 according to sample. Rates of flour have at length reached a point to seriously engage the attention of shippers, and with the prospect of more Ocean tonnage available shortly, more activity, and probably some improvement in prices may be looked for.

OAT AND CORNMEAL.—Remains unchanged, there being no improvement on the previous retail demand.

WHEAT.—There are few recent sales to note, and rates are practically nominal. Till within a day or two carloads of Red winter were taken at \$1 25, but are now neglected, buyers talking of \$1 20 as their views of value. Upper Canada spring is purely nominal, there is little in stock, but though offered at \$1 25; does not elicit a bid. Nominal rates are about \$1 20. Western No 2 may also be quoted nominal at \$1 18.

PEASE.—More favourable advices by cable have strengthened the market, and some advance on last week's rates may be noted. Latest sales have been of car-loads from store at \$1 07 to \$1 08 per bbl. A cargo sold yesterday at \$1 07. Holders in store are mostly firm at about \$1 09 to \$1 10, but \$1 08 is the highest yet attained.

BARLEY.—Is active, and ranges from \$1 25 to \$1 35. Latest reported sale was of a cargo of good at outside rate.

OATS.—Continue purely nominal at unchanged rates.

CONN.—Latest reported sale of mixed western at 86c for 56 lbs.

PORK.—A steady consumptive demand continues for Mess at full rates of last week. Other grades practically nominal in the comparative absence of supplies.

LARD.—Still scarce, and former high rates are maintained.

BUTTER.—Little demand can be noted, the late decline in the States having checked business especially in poor or ordinary qualities. Choice, from the comparatively small proportion in stock, is for the time held firmly, but attracts little attention.

ASHES.—Pots are dull and former rates barely obtainable except for heavy tares. Pearls also meet a more restricted demand, and have lost about five cents of the recent advance, highest closing rates, \$5 60.

THE LEATHER TRADE.

Akin & Kirkpatrick. Ureton, Campbell.

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

A FAIR amount of business has been done during the past week. The scarcity of some kinds of stock still continues. Prices of prime stock rule about as last quoted, and indifferent figures are obtained for inferior grades. Receipts have been light, and stock on hand has not accumulated.

GREAT WESTERN RAILWAY.

Traffic for the week ending 18th Sept., 1863.

Passengers.....	\$41,722.12
Freight.....	\$3,974.06
Mails and sundries.....	2,243.75

Total receipts for week . . . . .	\$48,939.93
Corresponding week, 1867.....	\$2,452.26
Increase . . . . .	\$46,487.67

NORTHERN RAILWAY.

Traffic receipts for week ending 26th Sept., 1863.

Passengers.....	\$4,163.35
Freight and live stock . . . . .	8,578.41
Mails and sundries.....	274.74

Total.....	\$13,016.51
Corresponding week, 1867 . . . . .	13,257.78
Increase.....	\$23.27

TIMBER REGULATIONS.—A Three Rivers paper has reason to believe that the Local Government is about to make some modifications in the present timber regulations, but not in the duties, which will remain as heretofore.

A Halifax paper says.—That the latest gold discoveries in the Province of Nova Scotia are reported from Whycocomah, Inverness County, and Freston, Halifax County,

WEEKLY PRICES CURRENT.—MONTREAL, OCTOBER 14, 1868.

MARKET PRICES OF COUNTRY PRODUCE.

Table with columns: NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES. Includes sections for CROCKERIES, IRONWARE, SOAP AND CANDLES, BOOTS, SHOES, and DRUGS.

Table with columns: NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES. Includes sections for GLASS, SOAP AND CANDLES, BOOTS, SHOES, and DRUGS.

Table with columns: MONTREAL, October 14, and various commodity prices. Includes sections for FLOUR, GRAIN, FOWLS AND GAME, MEATS, DAIRY PRODUCE, VEGETABLES, SUGAR AND HONEY, and HAVANA PRICES CURRENT.

**JOHN HENRY EVANS,**  
 Importer of  
**IRON & GENERAL HARDWARE,**  
 SADDLERY AND CARRIAGE HARDWARE,  
 No. 463 and 465 St. Paul Street,  
 and 12, 14, 18, 20, 22, and 28 St. Nicholas Street,  
 MONTREAL.  
**JOHN HENRY EVANS,**  
 Sole Agent for Canada  
 For the TROY BELL FOUNDRY, 14-15

**MULHOLLAND & BAKER,**  
**IRON, STEEL AND GENERAL HARDWARE**  
 MERCHANTS,  
 419 AND 421 ST. PAUL STREET,  
 MONTREAL.  
 YARD ENTRANCE, ST. FR. XAVIER ST. 1-15

**THE MERCANTILE AGENCY,**  
 Established 1841.  
 FOR THE  
**PROMOTION AND PROTECTION OF**  
**TRADE.**  
**DUN, WILKIN & CO.,**  
 Proprietors.

Toronto Office, 4, 5 & 6 Merchants' Exchange  
 44

**ASSIGNEES APPOINTED.**

NAME OF INSOLVENT	RESIDENCE	NAME OF ASSIGNEE
Sawblower John A.	Brantford	A. W. Smith
Beliam, Hiram H.	North Augusta	H. C. Wood
Carleton David E.	Peterboro	D. W. Drumble
Chrysler William & Isaac	Thorold	John Harris
Colman, P., Thos., & Mathew	St. John, Ont.	Stephen Halsey
Cooley, John	Drummond	High Innes
Cooper, L. R.	Seaforth	John Halden, jr.
Dobson, William	Seaforth	Do.
Jones & Sandford	Montreal	T. E. Brown
Keane, Thomas J.	St. Mary's	Thos. Milten
Leachman, John	St. Mary's	W. Collins
McDonald, Daniel, jr.	Lincoln	S. C. Wood
U'Dwyer, Daniel & John	Stratford	Thos. Campbell
Ramsay, John	Montreal	John Whyte
Vancouver, Sidney A.	Sarnia	Geo. Stevenson

**APPLICATIONS FOR DISCHARGE.**

NAME	RESIDENCE	DATE
Brown, Samuel	St. Mary's	Dec. 15
Camp, William	Proctor	" 18
Conrad, Samuel	Dumfries	" 19
Erskine, W. W.	Montreal	" 20
Hays, John T.	Montreal	" 17
Hobbs, Richard A.	Toronto	Nov. 20
Jefferson, Hugh	Toronto	Dec. 14
McEachern, John D.	St. Mary's	Dec. 22
McIntyre, John	St. Mary's	" 27
McLennan, Donald	London	" 14
McLennan, Donald	London	" 16
McLennan, Donald	London	" 16
McLennan, Donald	London	" 21

**WRITS OF ATTACHMENT ISSUED.**

DEBTOR'S NAME AND RESIDENCE	PLAINTIFF'S NAME	DATE
James Henry & Robert	W. H. Bell, Co. & Co.	Oct. 6
McDonald, William, Goderich	Alex. Carroll	Sept. 23

**STOCK MARKET.**

	Closing prices.	Least Week's Price.
<b>BANKS.</b>		
Bank of Montreal	135 1/2	133
Bank of N. H. A.	103 1/2	104
City Bank	103 1/2	103
Bank of New York	103 1/2	103 1/2
Bank of Toronto	103 1/2	103
Quebec Bank	103 1/2	103
Bank Nationale	103 1/2	103
Gore Bank	103 1/2	103
Bank of Commerce	103 1/2	103
<b>RAILWAYS.</b>		
G. T. R. of Canada	16	17
A. & St. Lawrence	13	14
G. W. of Canada	10	11
C. & St. Lawrence	10	11
Do. preferential	10	11
<b>MINES, &amp;c.</b>		
Montreal Consols	\$2.50	\$2.90
Canada Mining Company	25	25
Huron Copper	25	25
Lake Huron S. & C.	25	25
Quebec & L.N.S.	25	25
Montreal Telegraph Co.	128 1/2	131
Montreal City Gas Company	128 1/2	131
City Passenger R. R. Co.	111	112
Edmonton Navigation Co.	108 1/2	109
Canadian Island Steam N. Co.	108 1/2	109
Montreal Elevating Company	108 1/2	109
British Colonial Steamship Co.	108 1/2	109
Canada Glass Company	108 1/2	109
<b>BONDS.</b>		
Government Debentures, 5 p. c. 1872	90	91
Do. " 6 p. c. 1873, 7 p. c. 1874	100	101
Montreal Water Works 6 per cent.	97 1/2	98 1/2
Montreal City Bonds, 6 per cent.	97 1/2	98 1/2
Montreal Harbour Bonds, 7 p. c.	100	100 1/2
Quebec City 6 per cent.	90	90
Toronto City Bonds, 6 per cent. 1890	90	90
Kingston City Bonds, 6 per cent. 1872	90	90
Ottawa City Bonds, 6 per cent. 1880	90	90
Champlain R. R., 6 per cent.	90	90
County Debentures	90	90
<b>EXCHANGE.</b>		
Bank on London, 60 days	109 1/2	109 1/2
Private do	108	108 1/2
Private, with documents	107 1/2	107 1/2
Bank on New York	23 1/2	23 1/2
Private do	23	23 1/2
Gold Drafts do.	3	3 1/4
Silver do.	127 1/2	127 1/2
Gold in New York	100	100

**CANADIAN SECURITIES IN ENGLAND.**

London, Sept. 23rd, 1883.  
 Consols for money, 9 1/4; for account, 00. Exchequer Bills, 16 to 20 pny.

**GOVERNMENT SECURITIES.**

British Columbia 6 p. c., 1st Dec., 1872	— to —
Canada 6 per cent. Jan. and July, 1877	104 to 106
Do 6 per cent. Feb. and Aug. ....	103 to 105
Do 6 per cent. March and Sept. ....	103 to 105
Do 6 per cent. Jan. and July. ....	91 to 93
Do 5 per cent. inscribed stock. ....	90 to 92
New Brunswick 6 per cent. Jan. and July	102 to 104
Nova Scotia 6 per cent., 1875	100 to 102
Do 6 per cent., 1886	100 to 102

**RAILWAYS.**

Atlantic and St. Lawrence	56 to 63
Buffalo and Lake Huron	3 to 3 1/2
Do preference	5 1/2 to 6 1/2
Buffalo, Brant, and Goderich, 6 p. c.	— to —
Grand Trunk of Canada	101 to 102
Do equip. mort. bds., charge 6 p. c.	84 to 88
Do 1st preference bonds	49 to 51
Do 2nd preference bonds	39 to 41
Do 3rd preference stock	23 to 30
Do 4th preference stock	19 to 20
Great Western of Canada	13 1/2 to 14
Do 6 without option, 1873	101 to 103
Do 5 1/2 do 1877-78	83 to 86
North. R.R. of Canada 6 p. c. 1st p. bds.	80 to 83

**BANKS.**

British North America 49 to 51

**MISCELLANEOUS.**

Atlantic Telegraph	54 to 56
Do do 2 per cent.	52 to 55
British American Land	15 to 17
Canada Company	67 to 72
Colonial Securities Company	— to —
Canadian Loan and Investment	2 1/2 to 1 1/2 dis
Hudson's Bay	15 to 16 1/2
Trust and Loan Company, U. C.	1/2 dis to par
Telegraph Con'n & Maintenance (Lim)	— to —
Do do	— to —
Vancouver Coal Company	— to —

**DAVID TORBARCE & CO.**  
**EAST AND WEST INDIA**  
 MERCHANTS,  
 Exchange Court,  
 1-15  
 MONTREAL.

**THOMPSON, MURRAY & CO.**  
 GENERAL  
 COMMISSION MERCHANTS AND IMPORTERS  
 42 St. Sacramento Street,  
 MONTREAL.  
 Sole Agents in Canada for  
 J. Denis, Henry Monnie & Co., Brandies.  
 F. Mestreau & Co.  
 Wolfe's Schiedam Schnapps. 1-15

**\$2,000,000 SILVER WANTED FOR EXPORTATION.**

Government having arrested the influx of United States Silver Coin by a prohibitory duty, the undersigned proposes, with a view to remedy the evils resulting from the great redundancy of that Currency, to purchase, for exportation two millions of dollars of Silver Coin (British and American, large and small) on the following terms:—  
 TENDERS will be received up to the FIFTH day of NOVEMBER next, for the delivery to me, at my OFFICE in MONTREAL, for all Offices to be named by me at TORONTO and QUEBEC as may be most convenient to the seller, of Silver Coins, in sums of not less than FIVE HUNDRED nor more than TEN THOUSAND dollars, to be delivered within FOUR MONTHS from the TENTH day of NOVEMBER next, and paid for on delivery at THREE AND ONE HALF per cent. discount. The whole sum tendered may be delivered at once, but no amount under one hundred dollars will be received, and at least ONE HUNDRED of the whole amount tendered must be delivered per month.

Parties who contribute one or more dollars per week for forty weeks towards the expense of EXPORTING the silver will be entitled to tender THREE THOUSAND dollars of silver for every one dollar per week so contributed by them (i. e., three thousand dollars for every forty dollars), at TWO AND ONE HALF per cent. discount. Deliveries of Silver under this agreement to be also made within four months, and not less than one fourth in each month.

Those desirous of assisting the movement may tender ANY AMOUNT (not being less than one dollar per week for forty weeks) towards the expense of SHIPPING THE SILVER without tendering any amount of silver whatever, and all who so contribute will have the privilege of delivering or not, as may suit their convenience, ONE THOUSAND DOLLARS of silver per month for four months, at THREE PER CENT. discount for every dollar per week for forty weeks contributed by them.

Any party obtaining tenders of silver to the amount of ten thousand dollars at three and one half per cent. discount, or obtaining contributions towards the expense of shipping the silver to the extent of five dollars per week, will be entitled to tender on his own account two thousand dollars of silver at TWO AND ONE HALF per cent. discount.

It is a condition of all the above tenders that the sum of at least FIFTY THOUSAND dollars per week will be exported by me from the Dominion of Canada until TWO MILLIONS of dollars shall have been so EXPORTED. Satisfactory evidence of the exportation of the above amount of silver to be furnished by me.

Arrangements will be made by me to receive and pay for all silver tendered, wherever there is a Bank Agency, but, except at the three places above mentioned, it will be necessary for contributors to pay express charges to Montreal.

For Forms of Tender and all other information, apply to  
**W. WEIR,**  
 Exchange Broker, Montreal.

N.B.—Owing to the extent of the undertaking, it has been found necessary to EXTEND the time for closing the contracts to the FIFTH day of NOVEMBER as above. Should the offers of support be then insufficient to warrant me in proceeding with the shipments, the tenders will be declined.

It has also been found necessary to vary somewhat the original proposition, with a view to make it more clearly understood, and also to receive tenders at THREE AND ONE HALF per cent. discount from parties unwilling to contribute to the guarantee fund.  
 W. W.  
 Montreal, 1st October, 1883. 41-2



**HAMILTON.**

D. McINNES & CO.,

CANADIAN MANUFACTURES

EXCLUSIVELY.

Hamilton, June, 1868.

AUTUMN 1868.

McINNES, CALDER & CO.

HAVE NOW OPEN

FULL AND COMPLETE ASSORTMENTS IN ALL THEIR DEPARTMENTS OF

BRITISH, CONTINENTAL,

AND

AMERICAN GOODS.

Hamilton, September, 1868.

SANDFORD, McINNES & CO.,

Manufacturers of and Wholesale Dealers in CLOTHING,

87 and 89 King Street East,

Hamilton, Ontario.

YOUNG, LAW & CO.,

HAMILTON,

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

DRY GOODS,

including

CANADIAN

Tweeds,

Flannels,

Hosiery,

Yarns,

Grey Domestic,

Twilled Shooting,

Cotton Bags,

Cotton Yarn.

DUNDAS COTTON MILLS AGENCY.

G. H. FURNER & CO.,

Importers of

STRAW GOODS, MILLINERY, &c.

Premises over those occupied by D. McInnes & Co.

Entrance on King Street, next to Ontario Bank Offices, Hamilton.

D. CALBRAITH & CO.,

Manufacturers and Importers of

HATS, CAPS, AND FURS,

BUCK & CALF GLOVES AND MITTS,

BUFFALO ROBES.

Full Stock complete in every department.

King Street, HAMILTON.

**HAMILTON.**

KERR, BROWN & MACKENZIE,

HAMILTON,

BEG leave to inform their customers and the trade generally, that they have THIS DAY commenced opening their

SPRING IMPORTATIONS

and will, by 17th instant, have a large quantity ready for inspection.

Hamilton, 14th March, 1868: 44-ly

E. JEWELL DUNSTAN & CO.,

3 Royal Hotel Buildings, Merrick Street, Hamilton, Ont.,

CANADA AGENTS FOR

Messrs. POTTERS & TAYLOR, General Dry Goods, Manchester.

WINDLEY SON & Co., Paper-makers and Wholesale Stationers, Bury and Manchester.

A. WIRKHAERTON, Manufacturer of Bookbinders Cloth, Lancashire.

A full assortment of Samples of each class of goods, from which to take orders, always on hand.

New patterns of Dry Goods and Price Lists received weekly.

JAMES SIMPSON,

IMPORTER AND WHOLESALE GROCER

MONAD STREET,

Hamilton, Ont. 47-6m

G. J. FORSTER & CO.,

IMPORTERS OF GROCERIES,

Hamilton, Ontario. 44-ly

HARVEY STUART & CO.,

IMPORTERS & WHOLESALE GROCERS,

Hamilton, Ontario. 44-ly

BROWN, GILLESPIE & CO.,

WHOLESALE GROCERS,

AND

GENERAL MERCHANTS,

Hamilton, Ontario. 44-ly

PERKINS & CLARK,

IMPORTERS AND WHOLESALE GROCERS,

Proprietors of the Excelsior Coffee and Spice Mills,

45-ly Catherine Street, Hamilton, Ont.

SINGERS'

NOISELESS SEWING (New York) MACHINES.

J. & R. KILGOUR, Agents,

No. 17, King Street, Hamilton, Ontario.

Machines repaired on short notice; corresponding parts always on hand. 46-ly

D. MOORE & CO.,

King Street East, Hamilton, Ontario.

Manufacturers of Stoves, Tin and japanned Ware, Importers and dealers in Tin-Plate Sheet-Iron, Wire, Copper, and Copper Bottoms, Zinc, Block Tin, Rivets and Kettle Ears, &c., &c. Also, Tinmen's Tools and Machines. 44-ly

W. H. GLASSCO & CO.,

Importer and Wholesale Dealer in

HATS, FURS, &c.,

46-ly King Street, Hamilton, Ont.

**KINGSTON.**

GROCERS-WHOLESALE.

GEORGE ROBERTSON & CO.,

Importers and Wholesale Dealers in

GENERAL GROCERIES.

Special attention of buyers is solicited to our large stock of Teas. 38-ly

JOSEPH BAWDEN,

(Successor to the late Ewen MacEwen, Esq.)

ATTORNEY-AT-LAW, Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston C.W. 47-ly

**LONDON.**

BOWLAND &

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

FREDERICK ROWLAND. 43-ly

JAMES JOHNSON, Sunnyside.

FRED. BOWLAND,

GRAIN AND COMMISSION MERCHANT. Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley, Barrel Pork, Sugar-cured Hams, Bacon Lard, Cheese, Butter. London, Ont. 43-ly

**BRANTFORD, ONT.**

VICTORIA FOUNDRY,

CEDAR STREET, BRANTFORD.

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

WILLIAM BUCK, Victoria Foundry, Brantford. 43-ly

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

**PORT HOPE, C. W.**

R. S. HOWELL,

Forwarder, General Commission Merchant, and Shipping Agent,

WALTON STREET, PORT HOPE, C.W. 2-11

**OTTAWA.**

HENRY GRIST,

OTTAWA, Canada,

PATENT SOLICITOR AND DRAUGHTSMAN,

Drawings, Specifications, and other documents necessary to secure PATENTS of INVENTIONS, prepared on receipt of the model of invention. Copyrights and the Registration of Trade Marks and Designs procured. Established 1859. 43-5m

**HESPELER.**

JACOB HESPELER & SON,

MANUFACTURERS OF TWEEDS,

AND

RANDALL, FAER & CO.,

Manufacturers of

HOSIERY, WOOLLEN YARNS, JACKETS,

SHAWLS, SCARFS, &c., &c.

Now and in future will sell to Retail Dealers, direct from their Mills, at Manufacturers' wholesale prices and terms, thereby saving the trade one profit. Hespeler, Ontario, April 17, 1868. 16

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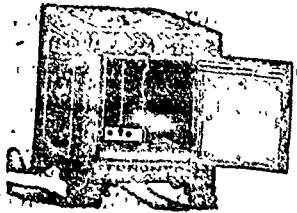
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