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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, AUGUST 30, 1867.

No. 33.

**ANGUS, LOGAN & CO.,**  
PAPER MANUFACTURERS AND  
WHOLESALE STATIONERS, 878 St. Paul st.  
1-ly

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

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

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

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

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

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

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

**GREENE & SONS,**  
HAT AND FUR MANUFACTURERS  
AND IMPORTERS. [See next Page.] 1-ly

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

**S. H. & J. MOSS,**  
MANUFACTURERS OF READY  
MADE CLOTHING, WHOLESALE IMPOR-  
TERS OF WOOLLENS, TAILOR TRIMMINGS, &c.,  
5 and 7 Recollet Street, MONTREAL,  
Our Spring Stock of Clothing is now complete, and  
is well worth the attention of Eastern and Western  
buyers. 83-ly

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

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

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

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

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

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

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

**LINTON & COOPER,**  
MANUFACTURERS AND WHOLE-  
SALE DEALERS IN BOOTS AND SHOES  
524, 526 & 528 St. Paul st., Montreal.

We invite the attention of Merchants, East and West,  
to our large and varied stock of Boots and Shoes now  
on hand, and in process of manufacture for the Fall  
trade. Goods in every conceivable style will be found  
in our establishment, from the finest Kid or Satin  
Gaiter, to the strongest Stoga or Hungarian Boot.  
Men's, Boys', Youths', Ladies', Misses' and Children's  
wear, in over 200 different patterns. Special notice is  
requested to the fact that all our goods are hand-made,  
and of the very best material. The introduction of  
Pegging Machines having thrown a large number of  
workmen out of employment, and consequently re-  
duced the cost of labor, we are thereby enabled to  
manufacture neater and more substantial Boots and  
Shoes, at no greater cost than if made by machinery;  
and are prepared to offer the choicest goods at the  
very lowest possible figures.  
Orders personally or by Post, will have our immedi-  
ate and most careful attention. 1-ly

**TIFFIN BROTHERS,**  
GENERAL AND COMMISSION MERCHANTS,

**HAVE** in stock and are receiving by  
weekly steamers, and following vessels, viz.—  
Ardenlee, John Bull, Onaida, and Psyche, from Lon-  
don and Liverpool, Queen of the Clyde and Heath-  
park, from Glasgow; Canny Scot, from Farragona,  
Schrs. Greek, Margaret and Mary, and Constance,  
from Charente, Trash, from Bordeaux; Courier du  
Canada, from Marseille, Sit, from Havre, and Sea-  
guil, from Antwerp, their usual spring importations  
of

TEAS, GENERAL GROCERIES, WINES,  
BRANDEES, &c. &c.,  
to which they would call the attention of the trade.  
Montreal, May 21, 1867. 1-ly

Established 1803.  
**LYMANS, CLARE & CO.,**

**CHEMISTS AND DRUGGISTS,**  
MANUFACTURERS OF LINSEED OIL,

Importers of  
FOREIGN DRUGS, PAINTERS' COLOURS, OILS,  
DYE STUFFS, & AGRICULTURAL SEEDS,  
382, 384, & 386 St. PAUL STREET,  
MONTREAL, 10-ly

**C. L. RICHARDS,**  
DIRECT IMPORTER OF  
ENGLISH, AMERICAN, AND WEST INDIA  
GROCERY GOODS,  
Commission Merchant in Flour, Oils, &c., &c.,  
40-ly North Wharf, St. JOHN, N. B.

**LADIES' STRAW GOODS,**  
By GREENE & SONS.  
See next Page. 1-ly

**TO CHEESE VAT MANUFACTURERS.**  
Large Tinned Iron Sheets 6 x 2½ feet x 24 and 26 Wire  
Gauge.

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

**BAUKHAGE, BEAK & CO.,**  
481 ST. PATEL STREET, MONTREAL,  
IMPORTERS OF DRY GOODS.  
Black Silks and Kid gloves always on hand. 2-ly

**W. J. STEWART, 420 St. Paul St.**  
Sole Agent For FINE IRON, BOUSFIELD &  
Co.—Machine Shoe, and Linen Threads, Gilling  
Twines, &c., &c.  
W. HORNBEI & Co.—Seine and other Fishing Twines.  
GEO. & Wm. WAITES.—Cheap Shop Twines.  
WM. CLARKE & SONS.—Needles, &c.  
J & T JOLLEY.—Lancashire Files and Tools.  
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-ly

**GREENE & SONS,**  
HATS, CAPS, STRAW GOODS,  
[See next Page.] 1-ly

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

**MCMILLAN & CARSON,**  
CLOTHING.  
WHOLESALE.  
148 & 150 MCGILL STREET, Montreal. 5-ly

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

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

**JOHN H. B. MOLSON & BROS.,**  
BREWERS AND SUGAR  
REFINERS, Montreal.  
20th March, 1866. 10-ly

**JULES FOURNIER,**  
IMPORTER OF GENERAL GROCERIES,  
And Sole Agent in Canada for  
Messrs. George Sayer & Co., Cognac,  
Charles Coran & Co., do.  
" G. H. Mumm & Co., Reims,  
Mr. H. More, Avize, Marno,  
Mr. J Savoye, do.,  
34 St. Sulpice STREET,  
(Next door to Messrs. Darling & Co.  
Montreal. 40-Sa

**JAMES ROY & CO.,**  
**IMPORTERS OF DRY GOODS,** including TABLE LINEN, SHEETING, &c., No 505 St. Paul st. near St. Peter. 1-ly

**ÆTNA LIFE INSURANCE COMPANY.**

The success of this popular Company is most extraordinary. Its policy holders now receive a yearly profit of fifty per cent. in cash, reducing the annual payments to one half the sum usually charged by other Companies.

Applications for Agencies in Canada or the Maritime Provinces made to S. Pédlar & Co., Managers, and General Agents. Office, No. 85 St. François Xavier Street, Montreal. 28-ly

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

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

**C. E. SEYMOUR,**  
**COMMISSION MERCHANT,**  
 DEALER IN LEATHER, HIDES AND OIL.  
 507 St. Paul Street.  
 Agent for Lyn Tannery. 40-ly

**FRED ROWLAND,**  
**GRAIN AND COMMISSION MERCHANT.**

Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley,  
 Barrel Pork, Sugar-cured Hams, Bacon, Lard,  
 Cheese, Butter.

LONDON, CANADA WEST.

**ROBERT SEATH,**  
**WHOLESALE CLOTHIER AND IMPORTER** of Woollens and Tailors' Trimmings, No. 10 St. Joseph Street, near McGill Street, Montreal. 31-ly

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

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

**A. CHARLEBOIS & CO.,**  
**IMPORTERS OF HARDWARE, CUTLERY, IRON, STEEL, &c.,** manufacturers of STOVES, CUT NAILS, &c., 438 St. Paul Street, Montreal. 47-ly

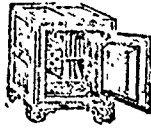
**KINGAN & KINLOCH,**  
**IMPORTERS AND GENERAL WHOLESALE GROCERS,** and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal.  
 Wm. Kinloch. W. B. Lindsay. D. L. Lockery. 8-ly

**ANDREW MACFARLANE & CO.,**  
 Importers of  
 STAPLE AND FANCY DRY GOODS,  
 268 & 200 St. Paul and 92 & 93 Commissioners Streets, MONTREAL. 1-ly

**JOSEPH BAWDEN,**  
 (Successor to the late Eben MacEwen, Esq.)  
**ATTORNEY-AT-LAW,** Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston C.W. 47-ly

**H. JOSEPH & CO.,**  
 TOBACCO,  
 823, 825 & 827 ST. PAUL STREET.  
 Montreal, Aug. 30, 1863. 33-ly

**KERSHAW & EDWARDS,**



ESTABLISHED YEAR 1828.

**IMPROVED FIRE PROOF SAFE.**

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

**GREENE & SONS**

**HATS AND FURS,**

WHOLESALE

FALL STOCK COMPLETE.

**SPECIAL** attention of the Trade is directed to our

NEW AND LEADING STYLES.

HATS,

CAPS,

FURS,

GREENE & SONS,

517, 519, 521, St. Paul Street,

1-ly Montreal.

**AKIN & KIRKPATRICK,**  
**PRODUCE COMMISSION MERCHANTS,**  
 MONTREAL.

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

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

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

**T. M. CLARK & CO.,**  
 MONTREAL AND TORONTO.

**GENERAL COMMISSION AGENTS**  
 for the sale and purchase of Breadstuffs and Provisions.  
 Cash advanced on warehouse receipts, or Bills of Lading. 2-ly

**JAMES LOCKHART,**  
**COMMISSION MERCHANT AND MANUFACTURERS' AGENT,** No. 8 St. Sacrament street, Montreal.

HEAVY FORGINGS AND PLATE WORK.

**E. E. GILBERT,**

**CANADA ENGINE WORKS,**  
 MONTREAL,

Is prepared to furnish

WROUGHT IRON PADDLE SHAFTS at 5½c. per lb.  
 RAILWAY AXLES at 4c. per lb.  
 FLAIN ROUND BOILERS & STRAIGHT GIRDERS at 6c. per lb., &c.

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

**JOSEPH PHELAN,**  
 IMPORTER,  
**GROCERIES AND LIQUORS WHOLESALE,**  
 535 & 537 St. Paul Street. 27-ly

**J. Y. GILMOUR & CO.,**  
 IMPORTERS OF  
**BRITISH AND FOREIGN DRY GOODS**  
 WHOLESALE,  
 NO. 376 ST. PAUL STREET,  
 MONTREAL. 62-ly

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

**JORDON & BREWER**  
 Commission Merchants & General Agents,  
 Dealers in

GROCERIES AND HARDWARE,  
 Nos. 23 & 24 ONTARIO STREET Corner Brock Street,  
 East side Market Square,  
 83-ly KINGSTON, C. W.

**MOORE, SEMPLE & HATCHETTE,**  
 (Successors to Fitzpatrick & Moore)  
**IMPORTERS AND WHOLESALE DEALERS** in Groceries, Teas, Sugars, Wines, Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c.  
 2-ly No. 4 Lemoin's st.

**EVANS & EVANS,**  
**WHOLESALE HARDWARE**  
 MERCHANTS, MONTREAL.  
 AGENTS FOR THE  
**PROVINCIAL HARDWARE MANUFACTURING COMPANY,**  
 7 Custom-House Square. 33-ly

**JAMES MITCHELL,**  
**WEST INDIA AND GENERAL COMMISSION MERCHANT.**  
 In Warehouse and for sale:  
 Hhds Bright Barbadoes and Cuba Sugar,  
 Puns Strong Proof Cuba Rum,  
 Bags Jamaica Pimento,  
 Barrels Extra No. 1 Split Herrings,  
 Barrels Cod Oil,  
 Qtls. Large Codfish, &c., &c.  
 And arrive ex brig "Fawn,"  
 250 hhds Choice Porto Rico SUGAR.  
 No. 7 ST. HELEN STREET.  
 April 4, 1867. 1-ly

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

**THOMAS LEEHING & CO.,**  
**PRODUCE AND COMMISSION MERCHANTS,**  
 St. Nicholas street, Montreal.  
 Special attention devoted to the Sale and Shipment of FLAX, and liberal Advances made on consignments of either Fibre or Seed. 1-ly

**J. C. FRANCK & CO.,**  
 IMPORTERS OF  
 GROCERIES, WINES, LIQUORS, CIGARS, &c.,  
 25 Hospital Street.  
 Montreal, Aug. 24, 1866. 32-ly

**A. ROBERTSON & CO.,**  
 IMPORTERS OF  
**STAPLE AND FANCY DRY GOODS**  
 478 St. Paul, and 599 Commissioners Streets,  
 MONTREAL.  
 MONTREAL, 16th January, 1867. 1-ly

**MONTREAL.**

**EXCHANGE BROKERS.**

**C**HAS. T. IRISH, *Exchange*,  
11 Place D'Armes.

**N**ICHOLS, ROBINSON & CO.,  
*Exchange*, 831 Notre Dame Street.

**ADVOCATES.**

**S**TRACHAN BETHUNE, Q.C.,  
65 Little St. James Street.

**W**H. KERR,  
8 St. Sacrament Street.

**L**AFRAMBOISE & ROBIDOUX,  
82 Little St. James Street.

**L**H. DAVIDSON,  
41 Little St. James Street.

**CIVIL ENGINEERS.**

**C**HAS. LEGGE & CO., Solicitors for Canadian  
and Foreign Patents, &c.  
48 Great St. James Street.

**COMMISSION MERCHANTS.**

**J**OHAN ANDERSON & CO.

**T**M. CLARK & CO.,  
5 St. Sacrament Street.

**D**ONALD McLEAN,  
97 Grey Nun and 82 McGill Streets.

**P**HILLIPS & CO.,  
Cor. St. Sacrament and St. Nicholas Streets.

**ENGRAVER.**

**T**HOS. IRELAND,  
CARD AND SEAL ENGRAVER,  
72 Little St. James Street.

**FURS—WHOLESALE.**

**B**EVINGTON & MORRIS, London, England.  
SOULTHOPE & PENNINGTON,  
*Agents for British North America.*  
131 Great St. James Street.

**HARDWARE MERCHANTS—WHOLESALE.**

**B**ENNY, MACPHERSON & CO.,  
392 St. Paul Street.

**INSURANCE OFFICES.**

**B**RITANNIA MUTUAL LIFE,  
JOSEPH JONES,  
44 Little St. James Street.

**C**ITIZENS' FIRE AND GUARANTEE,  
G. B. MUIR, Manager.  
10 Place d'Armes.

**C**OLONIAL LIFE,  
See Standard.

**L**ONDON AND LANCASHIRE,  
SIMPSON & BETHUNE,  
104 St. Francois Xavier Street,

**N**ORTH BRITISH & MERCANTILE,  
MACDOUGALL & DAVIDSON,  
31 St. Francois Xavier Street.

**S**COTTISH PROVINCIAL,  
A. D. PARKER.  
Toupin's Building, Place d'Armes.

**S**TANDARD LIFE,  
W. M. BANSAY,  
67 Great St. James Street

**MONTREAL.**

**LEATHER, ETC.**

**B**EVINGTON & MORRIS, London, England.  
SOULTHOPE & PENNINGTON,  
*Agents for British North America.*  
131 Great St. James Street.

**NOTARY.**

**W**A. PHILLIPS,  
41 St. John Street.

**SHIP CHANDLER, ETC.**

**G**ORDON KINGAN,  
26 St. Peter Street.

**PAPER BOX MANUFACTURER.**

**R**JELLYMAN,  
582 Craig Street.

**WHOLESALE GROCERS.**

**J**A. & H. MATHEWSON,  
1-ly McGill Street.

**L**EWIS, KAY & CO.,  
IMPORTERS OF STAPLE AND  
FANCY DRY GOODS,  
1-ly Nos. 276 and 277 St. Paul street, Montreal.

**S. GREENSHIELDS, SON & CO.,**  
DRY GOODS, WHOLESALE.  
CUVILLIERE'S BUILDINGS, ST. SACRAMENT ST.,  
Montreal. 50-ly

**JAMES P. CLARK & CO.,**  
DRY GOODS IMPORTERS, 162  
McGill Street, MONTREAL. 9-ly

**J. G. MACKENZIE & CO.,**  
Importers of  
BRITISH AND FOREIGN DRY GOODS,  
381 & 383 St. Paul Street,  
MONTREAL. 8-ly

**JOSEPH MACKAY & BROS.,**  
IMPORTERS OF BRITISH AND  
FOREIGN STAPLE & FANCY DRY GOODS,  
170 McGill Street. 9

**JAMES BAILLIE & CO.,**  
WHOLESALE DRY GOODS,  
480 ST. PAUL STREET,  
MONTREAL. 5-ly

**W. & R. MUIR,**  
IMPORTERS OF BRITISH AND  
FOREIGN DRY GOODS  
166 McGill street.  
Montreal. 8-ly

**DAVIS, WELSH & CO.,**  
Importers of  
STAPLE AND FANCY DRY GOODS,  
No. 479 St. Paul Street,  
MONTREAL. 8-ly

**McINTYRE, DENOOB & CO.,**  
IMPORTERS OF STAPLE AND  
FANCY DRY GOODS.  
38-ly Lemoine st., Montreal.

**B. C. JAMESON & CO.,**  
MANUFACTURERS OF VARNISHES, JAPANS,  
and Dealers in Spirits of Turpentine, Benzine,  
Oils, &c., &c. No. 3 Corn Exchange Buildings, St.  
John Street, MONTREAL. 10-ly

**MONTREAL.**

**JOHN ANDERSON & CO.,**  
SHIPPING AND COMMISSION MERCHANTS,  
IMPORTING, FORWARDING,  
Ship and Insurance Agents and Brokers,  
MONTREAL AND QUEBEC. 42-ly

**W. & F. P. CURRIE & CO.,**  
100 GREY NUN ST. LET, MONTREAL,  
HAVE FOR SALE—  
BOILER TUBES, Oil Well Tubes,  
Gas Tubes, Paints and Putty,  
Fire Bricks, Fire Clay,  
Flue Covers. DRAIN PIPES,  
Roman Cement, Water Lime,  
Portland Cement, Paving Tiles,  
Garden Vases. Chimney Tops, &c., &c.  
Manufacturers of AMERICAN Sofa, Chair, and Bed  
SPRINGS. 12-ly

**FOULDS & HODGSON,**

IMPORTERS OF  
Grey Cottons, Laces, Spools,  
White Shirtings, Blondes, Pins,  
Regattas, Handkerchiefs, Needles,  
Prints, Fancy Dresses, Tapes,  
Bed Ticks, Umbrellas, Buttons,  
Denims, Parasols, Combs,  
Silesias, Shawls, Brushes,  
Cobourgs, Hoop Skirts, Hair Oils,  
Orleans, Table Oil Cloths, Colognes,  
M de Laine, Yarns, Soaps,  
White Muslins, Battings, Stationery,  
Jeans, Silks, Brooches,  
Moleskins, Velvets, Spectacles,  
Flannels, Linon Threads, Dolls,  
Blankets, Playing Cards, Mirrors,  
Cloths, Jewellery, Razors,  
Tweeds, Tea Trays, Pocket Knives,  
Vestings, Snuff Boxes, Table Knives,  
Hosiery, Pipes, Chaplets,  
Gloves, Toys, Crosses,  
Braces, Bag Furses, Marbles,  
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1867 — FALL TRADE. — 1867

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**THE TRADE REVIEW**  
 AND  
**Intercolonial Journal of Commerce.**  
 MONTREAL, FRIDAY, AUGUST 30, 1867.

The following is a statement of the Revenue and Expenditure of the Dominion of Canada for the month of July, 1867.

Revenue—Customs .....	\$568,030
Excise .....	185,760
Hill Stamp Duty .....	12,064
Post Office .....	64,788
Crown Lands .....	98,825
Miscellaneous .....	147,000
	\$1,076,462
Expenditure .. .....	\$1,446,691

**THE INTERCOLONIAL RAILWAY.**  
 THE able and interesting letter of Mr. J. W. Lawrence, of St. John, to the Minister of Public Works, on the subject of the route of the Intercolonial Railway, which was published in the *Trade Review* of the 16th, must have the effect of directing public attention very strongly to this important subject. It is undeniably one of great moment, and as everything that can help to throw light on it must, of necessity, be productive of good, we propose to devote a little space to its consideration.  
 It seems to us that there has been, and still exists, a good deal of confusion on this question of route. The North Shore route everybody understands to mean that surveyed by Major Robinson, or something almost identical with it, but in speaking of the Western routes, some persons mean one thing and some another. If we turn to Mr. Fleming's report, which is about the only authority to refer to, we shall find that as many as fifteen routes were surveyed, or partly explored by that gentleman. These are numbered, commencing with that nearest the American boundary. 1, 2 and 3, are called frontier routes, 4 to 12 are called central routes, and it must be observed that all these central routes are, for a great portion of the distance, identical with each other, the chief difference being found in those portions of the line which approach St. John. 13, 14 and 15 are North Shore, or Bay Chaleur routes. We are inclined to think that with the exception, perhaps, of one of the North Shore routes, the surveys have been of too partial and hurried a character to enable us to arrive at a correct estimate, either of the natural difficulties to be overcome, or the full advantages to be derived from the selection of any route. Indeed, Mr. Fleming himself says—  
 "I do not desire it to be understood that I now report all the lines about to be described as practicable. Some of them I believe to be practicable, but my personal knowledge of others is not sufficient to warrant me in expressing a positive opinion as to their feasibility. The lines, and combination of lines, about to be referred to, are those which, from partial examinations and information acquired, I think, offer a rea-

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*General Agents for Canada.*  
 FRED. COLE, Secretary.  
 Inspector of Agencies—F. C. LIVINGSTON P.L.S.  
 9-ly

sonable chance of being found practicable; and they are here described and classified, in order that a judgment may be formed as to which route, or routes, may be most eligible for further survey."  
 Mr. Lawrence advocates the construction of the line by either route No. 3 or No. 5. Let us see what it means. The first is a frontier route. From Riviere du Loup it pursues a course parallel to the Temiscouma Road down the Madawaska River to the village of Edmonston or Little Falls, thence along the Eastern bank of the River to Grand Falls; it then leaves the river, and strikes across the country, crossing the rivers Tobique and Munguat, the Forks of the Miramichi, and down the Keswick Valley to Fredericton. At Fredericton it crosses the River St. John, and proceeds, by the line recently surveyed by order of the New Brunswick Government, to St. John, where it joins the existing railway to Moncton and Shediac. The distance to Halifax by this route is 667 miles, and to St. John 301 miles. The great objection made to this route, and one which will in all probability cause its ultimate rejection, is the fact of its passing for the whole distance from Little Falls to Grand Falls (exceeding thirty miles) close to the boundary, the River St. John only intervening. Route No. 5, the other suggested by Mr. Lawrence, is the second of the central routes surveyed by Mr. Fleming. Leaving Riviere du Loup it keeps a course farther to the northward than the former line, by Eagle Lake, and the Forks of the Toledo; crossing the Forks of the Miramichi it proceeds down the Keswick Valley to Fredericton, where it crosses the River St. John, and onward by the Oromocto and Douglas Valleys to St. John. The distance to St. John by this route will be 328 miles, and to Halifax 594 miles. It must be observed that in both these cases the existing railway from St. John to Shediac will be available as far as Moncton—90 miles—at or near which place the connection with the Nova Scotian Railway system must necessarily be made, and that the distance to Halifax by either route is less than by one of the Bay Chaleur or North Shore routes, and very little in excess of the two others.  
 We certainly think that if, upon a more accurate survey of this No. 5 central route, it should be found practicable, it is the one of all others calculated to subserve the general good. It is far enough removed from the boundary to obviate any objections on that score. It brings into direct railway communication the cities of Halifax, St. John, Fredericton, Quebec, Montreal and Ottawa, and in so doing, places St. John about 100 miles nearer Quebec and Montreal than by either of the North Shore routes, without materially increasing the distance to Halifax, and, as we have seen in one instance, making it actually less. It is not necessary to dwell upon the great importance to Ontario and Quebec of having easy access to St. John. Its advantages as a shipping port are well set forth in Mr. Lawrence's letter, and have been lately advocated in the *Trade Review*, but we may observe that No. 6 line, taking Moncton as a starting point, passes for a distance of more than 180 miles through a settled coun-



try, and whatever commercial advantages may be derived from that, will certainly follow its adoption. We cannot help thinking, however, that a little too much stress has been laid on this point in some quarters, and that a Railway, even though it should pass through unsettled districts, will generally be found to develop resources previously lying idle and very often far more valuable than anticipated. There is good reason for believing that this will be found to be the case with the unsettled portions of this central line Mr. Fleming says.—

\* A line through the centre of New Brunswick would take the supplies for the lumbering trade, and would rapidly settle up the large tracts of cultivable land in this district. A railway so situated would, as a line of communication, have similar effects on the trade and progress of New Brunswick as the River St. John has had, with this additional advantage, it would be open all the year instead of half of it.

† In much less time, it is believed than has been occupied in settling and improving the lands which have been made accessible by the river would the artificial means of communication result in populating the interior of the country through the greater part of its length, and thus develop and foster a traffic which does not now exist.

Regarding the quantity and quality of the land in this region, the same authority says—

Between Fredericton and the River Restigouche, the land referred to above affording the line of explorations of last year and considered generally suitable for settlement, embraces an area of possibly not much less than 2,000,000 of acres. Comparing this extensive tract of land with the soil of Upper Canada I am inclined to think that it is generally better than any of the unsettled districts in that part of the country.

We shall watch the progress of this question with great interest, being fully convinced that a route near the one we have been speaking of, is best calculated to serve evenly the interests of all four of the Provinces of the Dominion, of Ontario and Quebec more especially, by giving them the readiest means of access to two Atlantic ports instead of one.

### MUNICIPAL GOVERNMENT

THAT the right of self government is an inestimable blessing, and one which cannot be too highly cherished or too carefully guarded, is a proposition which at this time of day is not very likely to be disputed. Men have fought and nations bled in the struggle to obtain this blessing, and yet too often the goal has only been reached, when culpable indifference or something akin to it, has allowed the prizes as it were to slip from the grasp—and nations and communities have drifted back to a state of things but little removed in point of general benefit from that which previously existed. This perhaps is not so much to be observed in the more weighty affairs of general government as in the oversight of municipal institutions. That municipal institutions in themselves are of the highest value cannot be doubted. As adjuncts to the higher branches of government, and more particularly as exercising an educational influence in training men to the proper exercise of their political duties, their value is unquestionable, yet from various causes it is seldom that the full measure of good has been obtained from them, and in a great many instances there has been so much of positive evil developed, that many persons have lost faith in the system. This can scarcely be wondered at when we look around and see the results which in too many instances are apparent. Everywhere we meet the same bitter complaints of incompetency, extravagance, and too often corruption. Taxes enormously increased, public complaints treated with contumely, and judging from present appearance, but little prospect of improvement. The notorious extravagance and corruption of the New York municipality is world renowned, and there it has reached such a pitch that the whole constituency appears to be debased, and it is difficult to see how or in what way to set about amendment. Unfortunately there are not wanting indications among ourselves of a tendency which at least may have the effect of precipitating us on a similar course. From almost every municipality in the Dominion comes the complaint of increased taxation, and in many instances of corruption and extravagant expenditures. We do not wish to particularize or to make invidious distinctions, but we are quite sure that most of our readers must admit the truth of the statement. Now it may, or may not be the case that these charges of extravagance and corruption are well founded, probably in many instances not, but so long as the impression exists, it is calculated to bring municipal institutions into something very like contempt, and to hinder the cause of progress and rational

self government. The remedy for all this lies with the constituencies, and more particularly with men of character and respectability within them. So long as men of that class persist in holding themselves aloof from civic affairs as something beneath their notice, so long will the offices be filled by men whose first consideration is to make money and influence for themselves, and, by corrupting their adherents, to render their power permanent.

Let, then men of character and standing be willing to identify themselves with and seek to perfect the working of our civic and municipal institutions before it be too late, and above all let constituencies be careful to give such men (whenever they can be induced to come forward) an earnest and discriminating support, and the grievances complained of will be speedily removed.

### PROGRESS OF BRITAIN AND BRITISH AMERICA.

A little more than a hundred and fifty years ago, England had a population of only some five million and a half or six million inhabitants. Her people were rude and warlike. Her coal and iron mines were scarcely worked, and her copper mines were considered as of no value. The whole annual revenue of the crown has been estimated at \$7,000,000. The only army which the law recognized was the militia, which was popularly estimated at 130,000 men, and which was maintained without any expense to the crown. Every man who possessed \$2,500 a year or \$30,000 of personal estate, was bound to provide, equip, and pay, at his own charge one horseman. Every man who had \$250 a year derived from land, or \$2,000 of personal estate was charged with one pikeman or musketeer. Smaller proprietors were joined into societies, and each society according to its means was charged with the support of one horseman or one footman. The whole regular army kept up, although not recognized by law, consisted of 7,000 foot and 1700 cavalry. The navy was counted formidable. There were nine first rate men of war, fourteen second rates, and thirty nine third rates. It was maintained at a cost of \$2,000,000. The whole charge of the army, navy, and ordnance at the time of Charles the Second, was about \$2,750,000 a year.

At that time agriculture was in its infancy. The arable and pasture lands were not supposed to amount to much more than half the area of the kingdom. The remainder consisted of moor, forest, and fen. The rotation of crops was almost unknown. It was the custom to kill sheep and oxen in large numbers at the beginning of the cold weather, owing to the impossibility of keeping them alive at a time when grass was scarce. Great as has been the change in the rural life, the change in the cities has been still greater. A century and a half ago London contained but 500,000 inhabitants. Her shipping did not exceed 70,000 tons. She had no sanitary arrangements, and no police. The streets were filthy and at night they were unlighted. Of the other chief towns and cities which now exist, some were not then known, and others have increased their population ten and twenty fold. In 1655 the population of Birmingham was but 4,000, now it is over 200,000. At that time Sheffield contained but 2,000 inhabitants, now its population is over 150,000. Liverpool at the same period was beginning to rise into notice. Her population was but 4,000; her shipping but 1400 tons. Now her population is going on to 500,000, and her shipping is between five and six hundred thousand tons.

Steam was not made use of in those days of course, and it was by the high-ways that travellers and freight were transported from place to place. These high-ways were worse or as bad as any to be found in the newest or oldest settlement in British America. On the best lines of communication says an historian, the rats were deep, the descents precipitous, and the way often such as it was impossible to distinguish from the heath and fen which lay on both sides. The mud was deep, and coaches and waggons often stuck fast until a team of cattle tugged them out of the slough. Locomotion was slow in those days. "Flying" coaches did their fifty miles a day, but this was thought too fast for safety, accordingly it was recommended by a large class that no public carriage should be allowed to go more than thirty miles a day. No doubt the sage ones who made this recommendation were the forefathers of those who, on the introduction of railways, got up an agitation against their use, on grounds of political economy and public safety. There were no newspapers in those days, and the Post Office

was thought to be doing well when its gross receipts touched \$375,000 per annum.

Such was the England of little over a century and a half ago. Yet even before that period she was counted one of the great nations of Europe, and she preserved the balance of power on the continent. The progress she has made in a hundred and fifty years is a matter of history. It is known to and acknowledged by the world. Great and dazzling as it has been however, it has been outdone by the progress of British America within less than half a century. There are those now living who have shot wild fowl over Toronto in places where the real estate is now worth \$200 a foot. The growth of Montreal has been marvellous. Its immense wealth, its great population, its splendid private residences, its noble public buildings, its admirable quays and docks, and its large shipping, are the growth of but a few years. Other towns and cities have risen with equal rapidity to opulence and importance. It is but yesterday since the Grand Trunk and other railways opened up a path through the "howling wilderness," and villages and towns sprang up as if by magic all along their track. The discovery of oil has done in the Western part of the Dominion what the introduction of railways has done every where. In the increase of wealth, in the increase of our population, in the growth of our prosperity and importance, British America has advanced faster than England with all its might and glory, and can we doubt that we shall do so in the future as we have done in the past? Indeed there is every reason that we should progress faster than the Mother country. We have the benefit of all her experience. We start in the race at a time when civilization has reached a high point, when steam and the electric telegraph have long been invented. We are not so favored as England by our geographical position, but still we have only two causes of fear in the world. First, ourselves, and secondly, our neighbours. And if we are true to ourselves, not all the power of the United States can ever hurt us. We are certainly favored by nature in that we have vast possessions on which to raise teeming populations. Great Britain and Ireland compared in size to British America, are insignificant. True a large portion of our territory lies beyond the temperate zone. But Russia has to contend with the same obstacles, and it is the fashion now-a-days to speak of her as one of the growing powers which overshadow the world. The hardy sons of the North have ever been looked upon as made of more enduring stuff than the effeminate children of southern climes.

It is also much in our favor that in this new world we have no pauper population to support as they have in the Mother Country. True, there are poor people in this country; but in numbers they bear no proportion to the innumerable class who, in European countries, live entirely on charity. Able-bodied paupers are to be met with in crowds everywhere in England; here they are rarely seen; and in no case is their vocation excusable. We may also lay it to our advantage that our taxes are light compared to those payable in the Old Country. We have no standing army to support; no navy to maintain; no ambassadors to keep up in regal pomp at foreign Courts. We are not plagued with the affairs of other nations, as long as they do not affect ourselves. The balance of power merely serves as a topic of newspaper discussion when the times are dull. At present the Canadian public heart is supposed to be strangely agitated by an event of no greater importance than a general election, in which no principle is at stake, and in which office alone is the object struggled for. With all these advantages in our favor, ought we not to be a happy and prosperous people, compared even to John Bull and his happy and prosperous family? Of course, we do not set it down to our advantage that the country should allow itself to be agitated by mere demagoguism; we do not think there is any such danger. It is one thing for the local papers to represent the local and general community as in a blaze of excitement as to whether Smith or Jones is to be returned to Parliament. But such shams are as old as the days of Pickwick, and much older. In reality, the country is not excited or agitated. It is wonderfully calm and stolid, notwithstanding what the papers say about it. Canada, we rejoice to say, hates demagoguism and charlatanism, and this moment she is very busily engaged in looking after the main chance. She is really profiting by the history of other nations, and the experience of the past. She is laying the foundations broad and deep of a new nationality, and a bright and glorious future.

## A GOOD EXAMPLE.

OPPOSITE the city of Fredericton, in New Brunswick, a stream called the Nashauk flows into the River St. John. It has its course through a magnificent lumber country, and about three miles from its mouth is situated the splendid milling establishment of Mr. Alexander Gibson. The site is not a new one for milling operations, having been, about five years ago, in the possession of the somewhat celebrated firm of Robert Rankin & Co. Since it has passed into Mr. Gibson's hands, it has been completely metamorphosed, and is now, perhaps, one of the finest establishments of the kind in British America. The mill itself is driven by water power, and has four double gangs of saws fitted up in the most approved manner, for sawing deals, there are eight circular saws in the mill, besides an edger and trimmer to each gang and about 60 men are employed about it in various ways. The deals, when manufactured, are rafted to the mouth of the Nashauk, where they are transferred to wood boats, which deliver them alongside the ships lying in the harbor of St. John to convey them to England—thus saving much expence for lighterage. The extent of the operations may be gathered from the fact that last year thirty millions of feet of logs were cut by Mr. Gibson, and the number of men employed in the woods during winter was between five and six hundred. A very handsome residence has been erected by Mr. Gibson for his own occupation, but the most interesting feature about the establishment is the care which has been taken to look after the best interests of the work people, and affords a notable instance in proof of the fact that the interests of capital and labour are incidentally, if only each performs its duties. Cottages have been built for all the hands employed in the mill, and these are not mere shanties, as is too often the case, for which a high rent is demanded, but really tasteful and convenient cottage residences, and every occupier has the use of as much land as he can cultivate, besides as much fuel, free of charge, as he needs to burn. A large store has been built, where everything can be bought as cheap as in the city, and in connection with this is a hall for meetings and lectures. A school-house has been erected, with accommodation for fifty or sixty scholars. It is furnished with separate desks and seats, an excellent library, and all the necessary appliances of a first-class school—the cost exceeding \$2,000. All this has been done at Mr. Gibson's own private expence, and his reward is found in the improved condition of his workmen and their families, and in the satisfaction which every intelligent and benevolent mind must feel in the general well-being of those by whom he is surrounded.

The change in the appearance of the place is described as being something marvellous, and illustrates in a striking manner what well-directed capital and untiring energy can accomplish.

It only remains to state that Mr. Gibson is entirely a self-made man, and the architect of his own fortune, which, to our thinking, adds materially to the merit as well as to the interest of the whole thing.

The above account is condensed from an interesting paper published in the *St. John Telegraph*. Of its entire correctness we can vouch from personal knowledge.

## THE NOVA SCOTIAN GRIEVANCES.

IT is to be hoped that when the election campaign is over, and the battle-cries of the Anti-unionists have failed or succeeded in serving the purposes of the moment, our friends of the Maritime Provinces will take a more sober view than they do at present of the probable career that is before them under Confederation. Hitherto we have heard little from the opponents of the measure, especially in Nova Scotia, but passionate wallings over the injuries inflicted by it on that Province, and still more passionate denunciations of those who have been the authors of their supposed woes. Their own statesmen who aided in carrying the Union, are traitors who sold themselves for "Canadian" gold, or to obtain peace and favour under the new dispensation; and those of Canada are tyrants, cheats and robbers, whose sole object in the affair has been to get hold of the Nova Scotian revenue, and by the force of numbers to rule that unfortunate Colony as the Czar rules Poland, and as the Sultan rules Crete. We, of course, cannot say with certainty to what extent these persons believe in their own exaggerated utterances, but at this distance they sound very much like the ravings of insanity. But for the absolute necessity of Union, if we are to continue a portion of the

British Empire, we cannot well conceive what especial benefit we, old Canadians, can derive from our new connections with the Lower Provinces. For a long time, at least, they will be more a burden than a source of profit to us. The greater part of the money to be expended on the Intercolonial Railway will come out of our pockets, and the Bay Verte Canal, an equally necessary undertaking, must be constructed chiefly at our expence, as the wealthiest and most populous sections of the Dominion. It is true that the duties derived from the Customs and Excise in Nova Scotia, as in the other three Provinces, will go into the Federal Treasury, but when a balance is struck between the expenditure on Nova Scotian account and the income from Nova Scotian sources, we rather suspect that the rapacious "Canadians" will find that, in a pecuniary point of view, they have made anything but a profitable bargain in the premises, for the present, at least. So far, our Anti-unionists here are more in the right than those of the Maritime Provinces are, for, assuredly, the result of the Union will not be to put money in the common purse, for years to come, whatever the future may have in store in that respect. But it is to that future that we mainly look.

Among the most extraordinary of the Anti-union grievances in Nova Scotia, is that in which it is insisted that the Province is in danger of being inundated with Canadian manufactures, to the annihilation of their own. In advancing this complaint, they seem unconscious that they are libelling themselves and their own people. Why, with the immense and valuable coal fields alone which they possess, while we have none, if they do not manufacture better and more cheaply in the end, than we can, the fault will lie at their own door. In fact, the coal, iron, copper, and other rich ores and minerals of Nova Scotia, cannot fail to make it, in the course of time, one of the first manufacturing countries on this Continent, if not in the world. Its commercial position is unsurpassed, and resembles that which the British Isles hold among European countries, the one being the nearest point to America, the other to Europe. We see, therefore, no reason why, in the next century, its iron ships should not cover every sea as those of England do now, or why it should not have its Birmingham, its Manchester and Liverpool, as she has. But with a limited territory and a small population, what hope is there that Nova Scotia can attain such greatness? To do so, Union with the other Provinces of British North America is not only desirable, but an absolute necessity, a "condition precedent," without which success is impossible in the path to which we have referred. Confederation will give Nova Scotia a home market for its manufactures and products, its warehouses will groan with the breadstuffs and provisions of the West, and its harbours will swarm with fleets prepared to convey them to every quarter of the globe. Rejecting Confederation, it would "throw away a pearl richer than all its tribe," and it would remain a poor, penniless Province, without trade, population, or a place among the nations. While, then, lamenting the infatuation of the Anti-Unionists of the Maritime Provinces, we suppose that we must pardon them on the score of their utter blindness to their own best interests. We forgive them, for they know not what they do.

## PLETHORA OF MONEY IN ENGLAND.

MONEY always becomes plentiful and cheap after a panic. The fever of speculation and excitement passes away, and the commercial community experiences the reaction of lassitude and utter indifference to everything. Sometimes it takes years to bring about such accumulations as now burden the banks of England and the Continent; on this occasion, however, only a few months have been required to bring down the price of loans of money from 10 per cent. to 2. The law of rapid action, which characterizes the modern era, and affects travel, intelligence, and even war, is making itself felt in financial matters, too; and events occur with such startling rapidity, that the calculations of the most far-sighted are nullified and set at naught. Let any one consider the wonderful events that have happened in the commercial world since May of last year. What astonishing revolutions, and revolutions, and up turning, what changes of judgment and opinion, what obscuring of bright and hopeful prospects, what clouding over of brilliant expectations, and, above all, what a fearful entanglement of apparently hopeless complications has befallen one of the largest, if not, the largest of all the commercial interests of the country. The capital, includ-

ing debentures, employed in the railways of the United Kingdom, is nearly ten times as much as that of the joint-stock banks, yet with regard to many millions of this, it is doubtful if it is not as clean gone, as is the capital of our Grand Trunk, Northern, and other railways. The whole kingdom is strewn with the wrecks of limited joint-stock companies, and the ramifications of suffering, poverty and hardship, are almost universal. Take a sample from one of the liquidation meetings of the General Exchange Bank, a concern, if we mistake not, which intended doing a considerable business on this side the Atlantic:—

"William Plum, a blacksmith's hammerman, was induced to invest his savings in the Alliance Building Society, from which this bank had sprung. When that Society was merged in the Estate Bank, he was persuaded to take a share, and after the amalgamation with the Exchange Bank he paid up the calls, in the hope of selling his shares, which he was of course, unable to do. He was now totally unable to pay a single shilling.

"George Reeves was on the list for 12 shares, and it appeared from the statement of Mr. Taylor, that his connection with the bank had completely ruined him, and he was now lying in one room, in a poor locality, in a state of the most abject poverty.

Joseph White who described himself as an agent to the General Provident Assurance Company, at a salary of £1 per week, appeared on the list for 62 shares, and was told he had better make some proposition for a compromise."

Could anything be more consoling to the poor fellow with his £1 a week? These instances show into what walks of society the speculation fever had descended, and how wide-spread are the ramifications of loss, disaster and misery, which the great break down of last year has occasioned. The whole middle class of England has been bitten severely, along with numbers of the better sort of the artisan and mechanic class; while of the classes above these, the capitalists, the wealthy, the bankers, the great merchants and manufacturers,—while it is probable that they will not have suffered so keenly in proportion, owing to their superior knowledge, it is certain that their losses, taken in the aggregate, have been enormous. The consequence of all this is seen in an utter indifference to all opportunities of getting an extra rate of interest for money. It is partly a moral effect. Numbers have been made to feel that riches make to themselves wings and fly away, and have been led to see the folly of making haste to be rich. They have realized, in a most bitter and poignant manner, the truth of that saying of Holy Writ, that they who *will* be rich, fall into temptation and a snare, and, consequently, they avoid, as they would a serpent, any offers, however tempting, which might lead them through the same dreary round of misery. The general sentiment of those who have money to invest in England is suppleness. They have been so bitterly deceived, and in such a vast variety of forms, by investments at home as well as abroad, that they prefer to lay by and do nothing. By economy and spare living, they can make up for the difference of income, and may, no doubt, find this a salutary moral exercise, after the luxury and extravagance of the past few years. So money goes on accumulating in the great reservoirs of the banks, and nothing apparently has the power to tempt it away.

When money has become a perfect drug in the great money market of the world, it may be said—and doubtless is being said—why not try to bring some of it over to Canada? Surely we can offer sufficient inducement to capitalists to induce them to exchange their two per cent for what we can offer them?

There are one or two practical considerations which may be well pondered in this connection.

However badly the moneyed men of Great Britain may have been bitten by their own railways, they have been far more bitten by investing money in the railways of Canada. A burnt child dreads the fire, and, unfortunately, Canada is a country in which too much English capital already has been sunk without a return, to induce us to think it feasible to bring out much more.

Though some people may think that provided the money is spent in the country, it does not matter to us whether the lenders get a return for their investment, we must protest in the name of common sense, as well as on economic grounds, (and the two invariably agree,) against the bringing out of English capital to Canada to be equandered in reckless expenditure, or invested in stupid speculations. These kind of things do us no permanent good, and they leave a sting behind in the shape of permanent burdens, along with universal bad opinion and distrust. The way in which English capital could be brought to Canada with advantage, would be in the pockets of intending settlers. Let us have a steady stream of intelligent and enter-



prising men, each with a few hundred pounds capital of his own, coming over and taking up our lands, or commencing remunerative, manufacturing, or mining enterprises; the money thus brought over will fructify to the benefit of the country generally, will entail no annual burden in the shape of interest to be remitted and will never lead to the reproach which has been entailed on the country in time past, of being a place in which capital without end may be sunk without producing any return.

### THE FISHERIES.

WE have received from the Office of the Commissioner of Crown Lands that portion of his report relating to the fisheries, and entitled, "Fisheries Appendices, from the Annual Report for 1866," of Hon. A. Campbell, including Capt. Fortin's Report. The act of Confederation not having come into force till July, 1867, of course the present report covers only the old ground, and deals with the various subjects treated only in their relation to the Upper and Lower Canada of the past. The report shows that the whole expenses were in Lower Canada \$21,777.50, inclusive of \$7,239.60 for fishing bounty claims accrued in 1865. In Upper Canada the expenses were \$4,190.39. Total collections \$8,308.60, being chiefly rents collected at the Department as payments in advance. Receipts Upper Canada, \$3,000; Lower Canada, \$5,308.60. It appears from Capt. Fortin's report that he had 95 brush fisheries from Cape Enrage (Bic) to River Rimouski, which did not exist in 1864, pulled down at the commencement of the season. The Captain goes on to say: "Our cruise lasted nearly six months and ended favorably, although the season was generally bad on account of the violent storms experienced in the spring and beginning of summer. Under the heading—"Of the maintenance of order and peace on our coasts," we find the following:—

"In looking over my report, it will be seen that on the North Coast of the River and Gulf of St. Lawrence, and on the Coast of Gaspé, tranquillity and order have been hardly troubled on that immense extent of coasts, and that our fishermen, and those of the other Provinces, have been able to devote themselves to their labors with perfect freedom, and without fear of being molested by any one. At Magdalen Islands also, public order had not been troubled in the months of May and June, that is during the time of spring herring and mackerel fisheries, although there were at the time a good number of fishing schooners in Amherst Harbor. But as soon as summer mackerel fishing set in, American schooners frequented those parts, and not long after the inhabitants of the isolated coasts of that group had reason to complain of the depredations and robberies perpetrated on their properties.

"And these criminal acts having also taken place during the night, it had been almost impossible to find the guilty parties; all that was known was that they were among the crews of schooners anchored in the vicinity where those depredations were being accomplished. To charge indistinctly all the American fishermen who frequent the Magdalen Islands, to the number of several thousands, with the bad deeds the inhabitants of those Isles have to complain of, would be unjust, for I have had occasion to acknowledge that there are to be found among them a large number of honest seamen of peaceable dispositions, who when they land on our coasts always behave in a decent and polite manner. Often, too, American fishermen fight among themselves, as happened this year at Amherst, when I was elsewhere. During mackerel fishing at the Magdalen Islands, August, September, and part of October, it would be very necessary a government vessel should cruise constantly in those parts, to overcome foreign fishermen in order to maintain peace.

With regard to the protection of the fisheries, the regulations relating to the maritime fisheries have been well observed on the whole extent of our coasts—no complaints were heard. The enforcement of the clause of the act relating to salmon fishing, providing for a distance of 50 yards between each net, was only accomplished with difficulty, as the fishermen were thereby subjected to considerable trouble. The difficulties were, however, arranged in a manner to do no injury to the fishermen while fulfilling the requirements of the law. The clause which obliges the fishermen to raise or dispose their nets in such a manner as to leave a free passage from Saturday evening till Monday morning of each week, also occasioned many difficulties. To many fishermen, having a large number of nets in use, it was a very arduous and sometimes impossible task to raise them every Saturday and replace them again on Monday. But the spirit of the law was obeyed by a compromise requiring the fishermen to raise only certain parts of their nets, and to dispose what remained in the water in such a manner as to leave a free passage to the fish. The fishery overseers of Natashquan and Anticosti were compelled in some cases to apply the law rigorously, condemning the guilty to a penalty and the forfeiture of their nets, and the fish captured in violation of the law.

Capt. Fortin continues:—  
"I have continued the system inaugurated in 1859, for the organization of Salmon and Trout fisheries, which consists in renting the fishing stations by means of licenses renewable each season. This year the number of licenses granted for salmon fishing, either on the sea coast, or in certain number of rivers, emptying into the Gulf and Lower St. Lawrence, amounts to two hundred and sixty, and the fees on the same to the sum of \$861 75. But this figure does not represent all the revenue derived from the renting of Salmon and Trout fisheries, for our most abundant rivers are leased directly by the Government to different persons, by means of leases of several years' duration.  
"There now remains to speak of the system of

licenses adopted towards the American fishermen, with the view of making them participate, in common with our fishermen, to all our maritime fisheries, in exchange for an annual rent payable by each vessel at the rate of half a dollar a ton.

"Nova Scotia, New Brunswick and Prince Edward's Island adopted the same system, and one of the conditions of this Intercolonial arrangement was, that a license, granted by one of the Provinces, would give to the bearer the right of fishing in the waters of all the other Provinces. My report shows that I have had occasion to give only a few licenses to American fishermen, and the reason of this is quite obvious, as when they reached our shores, they were all provided with licenses taken on their way from home, in the ports of Nova Scotia principally, at the Port of Halifax, Port Mulgrave and Port Hood. Several American schooners fished at the Magdalen Islands, having no licenses, but I must add that not one of those came to fish in our waters, except at the Magdalen Islands, where it is known that American fishermen, by the Treaty of 1784, and the Convention of 1818, between Great Britain and the United States, have a right to fish on the shores in common with British subjects.

"On the whole, the system of licenses in favor of American fishermen has worked very well, and I may add, that in all my communications with them, I have been well satisfied of their politeness, and their readiness to give me the information required. I have visited myself, or have caused to be visited by my officers, the following number of vessels:—  
Canadian vessels 125; English do, 135; American do, 88; French do, 12. Total vessels, 360.

### ADMINISTRATION OF SUMMARY JUSTICE ON THE COASTS.

"It is easily conceivable that with such a large extent of maritime coasts as Canada possesses in the Gulf and Lower St. Lawrence, inhabited by a population of more than 30,000, besides being frequented every year by from 15,000 to 20,000 foreign fishermen, my ministry as Justice of the Peace is often required, the more so as there is no other armed vessel but the one under my command, by which the public officers of those distant localities can be assisted to put the law in force, when there is open resistance on the part of the accused parties. As my sailors are all constables, disciplined and armed, and being always at hand, I am ready at all times to render assistance where it is necessary, and this is why in many cases the law is put into force and works well, when if left to itself it would become a dead letter.

"I am pleased to be able to say that the game law has been in general well observed on our coasts, and the great number of broods of young birds seen this year near the shores and among the innumerable islands and isles lining the coast of Labrador, is a sufficient proof that the several and important species of the duck tribe frequenting those parts have not been much disturbed during the laying time. It did not come to my knowledge that the clauses forbidding the carrying away of eggs of wild fowls had been violated, although this might have taken place during my absence from the coast, but not on a large scale. However, one thing I am certain of, is that no schooner either foreign or Canadian, and engaged in the carrying away of those eggs for the purpose of trade to some parts of Nova Scotia, where they sell at a high price, was seen on any part of our coasts this year. The capture and forfeiture of the schooner *Ocean Bride*, for violation of this clause of the game law, had the good effect of putting a stop to this illegal trade, which is so destructive to some species of our wild fowls.

"As to the Customs Regulations and Free Port of Gaspé, in my quality of Customs Officer, I must not omit the duties connected with that office. In the visits I made on board the fishing schooners that were near our shores, I have always ascertained that there were no smuggled goods on board, and moreover, I have attended to the vessels trading on the north shore, so that none would land their goods for the purpose of delivering them to their customers on the north shore without first having had their clearance from the Custom House of the Free Port at Gaspé Basin. As soon as the Free Port system was abolished, my duty was to try and stop smuggling on the coasts where it might have been practised; this is what I have done, and I am very glad to be able to say that I did not perceive any intention of violating the Revenue laws on our coasts.

"Your instructions of the 4th May, 1865, entrusted me with the sale of the Clergy Reserve lands of the Magdalen Islands. I hastened to fulfil this part of my duties, in the best possible way, and I have during this season disposed of 31 lots of land, purchased by some inhabitants residing at the Magdalen Islands, with the exception of one lot which was bought by a trader from Nova Scotia. The sale of those 31 lots, at 20 cents per acre, brought the sum of \$365, and I collected at once one-fifth of the price of sale on all those lots, and besides the whole price of Lot No. 59, forming a total sum of \$81 92 which I have received. The remainder of those lots I believe I shall be able to dispose next year, although they are mostly all composed of a light sand, and consequently unfit for agriculture, but on some of them are found pastures and natural meadows, where the inhabitants may procure their forage for the winter.

This portion of the report closes with an account of the Captain's medical services:

The Spring herring fishery, in the First Division, embracing the Magdalen Islands, was as abundant as ever, and immense quantities might have been taken if there had been enough fishermen, and, especially profitable markets for the fish.

The products of the summer codfishing have exceeded those of last year, although the want of salt in the spring was a cause of the loss of from 500 to 600 quintals of codfish. According to my reports, these products are equal to 10,470 quintals of codfish. I include in this amount the quantity of codfish taken by the schooners of Amherst and House Harbors. It

amounts to 2,490 quintals for the first, and 2,520 for the last.

Our fishermen of Magdalen Islands have been more successful this year in the summer mackerel fishing than ever. They now devote themselves to this fishery with more perseverance than heretofore besides having, within the last few years, acquired a great deal of experience and skill in this kind of trade. The products of this fishery, according to information collected on the spot, are estimated at 1760 barrels, being more than double the proceeds of last year, when they only reached a total of 952 barrels.

The products of the fall Cod fishery have been middling. Bad weather, and very often the want of bait, have alone contributed to bring this result.

### TRADE OF IRELAND.

SOME interesting particulars respecting the trade of Irish ports may be found in different parts of the eleventh report of Her Majesty's Customs, issued yesterday. In Ireland, out of 19 ports, 9 exhibit an increase, 10 a decrease in the revenue received. We are happy to say that Dublin added to her revenue last year £55,183; Cork, £28,941; Londonderry, £15,981; and Waterford, £8,402. The increase has chiefly arisen from the consumption of tobacco. How great a loss the death of an individual may occasion to a trading town is seen in the case of Dundalk, where, owing to the death of the principal bondr of tobacco, there was a falling off of £12,700, and we infer, a proportionate diminution of local employment. The revenue of Belfast fell off £6,461. The amount of duty received in the port of Dublin last year was £984,586, increase, as we said, of £55,183. The establishment of a sugar refinery in Dublin caused an increase of £35,000 on unrefined sugar. We would be glad to know how far the amount of wages received by the workmen corresponded with this sum. There is an increase of £18,337 in the revenue received on British spirits, but a falling off in the duties on tea and refined sugar—the latter caused, no doubt, by the establishment of a Dublin refinery. The revenue of the port of Ballina increased by £641, and the Commissioners remark that "the trade of this port is increasing." There is an increase in the receipts for corn, rum, brandy, and wine in Belfast, but a considerable falling off in tobacco, the retail dealers now receiving their stock from Dublin. The revenue at Cork amounted to £318,671—an increase of £23,944, chiefly on grain, tobacco, and tea. The manufacture of tobacco is on the increase in Cork. The duties received at Galway have declined by £2,516, and the decline is noticed in tea, tobacco, sugar, corn, and timber. Limerick also declined £8,346—the decline took place in the receipts from sugar and tobacco. A note by the Commissioners states that "the importation of sugar from Barbadoes has been given up." The Customs receipts at Londonderry amounted to £120,023, and an increase of £15,981. The increase at this port extends to almost every article, but is chiefly seen in tea, wine, tobacco, and spirits. At Ross there is a decrease in corn, tea, timber and tobacco; the whole decrease amounting to £1,607. The duty on spirits collected at Sligo amounted to £20,963, an increase of £3,535; but we regret to learn that the manufacture of tobacco in the neighbourhood of Sligo has declined. There is scarcely a part of Ireland so favorably circumstanced for a large extension of trade, and we trust the day is not far distant when that encouragement which Sligo has a right to demand will give an impetus to her trade and manufacture. At Waterford there is an increase of £8,402, of which £7,700 is on tobacco. At Wexford there is a decrease of £1,143 entirely on tea. Youghal figures for an increase of £236, but this was made an independent port only on the 1st October last, and £236 is the entire amount of duties received during three months. The total increase has been £110,418; the total decrease £86,424.

The total declared value of British and Irish produce exported to America last year was £28,484,146. The value of linen piece goods alone sent to the States was £4,172,989, an increase of £537,627 upon the year. A considerable portion of this article was of Irish manufacture. The total increase in the value of our exports to America was £7,256,190—a wonderful expansion of trade to a single country within a year. But even this is far surpassed by the increase of exports from the United States to Great Britain. We bought goods from America in 1865 to the value of £21,624,125, but in 1866 we bought the equivalent of £46,852,284. The deficient harvest of 1866 led to large importations of cereals from the States. 102,325,067 pounds of tea were entered for home consumption last year. The duty per pound is now only sixpence, but the aggregate of sixpences made up £2,568,154 for the revenue. The average price of the tea 'in bond' is set down at 1s. 7½d. the pound. The declared value of British exports to France last year was £11,696,016—an increase of £2,633,921. Our imports from France amounted to the vast sum of £31,591,333, an increase of nearly four millions on the imports of 1865. The value of the silks bought from France is set down as £7,551,997. For French butter England paid £2,276,493—a suggestive fact which ought to warn the Irish exporter to prepare his butter carefully. If our butter were as neatly got up and as carefully prepared, the French would not have sold so large a quantity in a market which the Irish agriculturist might make exclusively his own.—*Irish Times*, July 17.

GREY AND SIMCOE RAILWAY.—We understand that the by-laws granting aid to the Grey and Simcoe Railway has been carried in the Townships of Melancthon and Osprey. On account of an error in the by-law submitted by Artemisia, the vote has been postponed until Friday, the 20th day of September.—*Durham Chronicle*.

COMMERCE AND SHIPBUILDING.

(From Harper's Weekly.)

WHEN a maritime country like the United States possesses extraordinary facilities for constructing its own vessels, it is natural to suppose that activity in shipbuilding will be governed by activity in commerce. Such has always been the case until within the past five years; but now we have the strange anomaly of idle and deserted ship-yards and a large increased carrying trade—an anomaly to be explained only by the humble admission that foreigners now do the business for us, which we once transacted for ourselves, and that vessels are a cheaper purchase at foreign markets than at home!

Very few persons in the United States have the slightest conception of the extent of the decadence of these two most important branches of American industry. Indeed public attention has scarcely been directed to it, either officially or through the press. It is high time it should be. Now, the fact is no less startling than true, that the number of vessels constructed by the colonies in 1795, a century ago, was vastly greater than during the 12 months just past,—the total then being 389. We have not the figures for the current year, and do not need them. The true exhibit would be more deplorable than the estimate. We know that many yards are utterly tenantless, and that leading New England towns which have been famed for the amount of tonnage annually built by them, are in the same category with New York city, the universal silence of those ship-yards is broken only at Green Point, where the steamers for the Pacific Mail Company are being constructed! Two thirds of the tonnage of the country is in the hands of foreigners, and chiefly under the British flag. American commerce has diminished more than one-half since 1860, and foreign commerce increased in the same ratio. The published statement of the aggregate imports and exports in American bottoms for 1886 show a total valuation of \$607,247,757; for 1866, only \$380,141,463. In foreign bottoms the aggregate imports and exports for 1886, showed a valuation of \$255,649,663; for 1866, they reached \$668,925,085. Comparing the two-named years together, American commerce has declined \$117,106,204, and foreign commerce has increased \$18,884,292! A comparative statement for the first three months of 1887 shows no improvement in tonnage, business, or ship-building.

The query comes up, mournfully,—where is that boasted supremacy of the seas which we denied to Britannia and claimed as our own so recently, after laborious and unceasing effort? The retrogression is almost as astounding as the rapid progress once made. American ambition and American success culminated when the huge, fleet-winged clipper ships superseded the ancient models and traversed every sea. Great Britain conceded superiority in sailing-vessels to the Americans then, and turned her attention to a fuller development of steam appliances.

It is noteworthy that the increase in our commerce as well as in the aggregate and average tonnage of the vessels built, has ever kept pace with the increase of the cotton product. In 1820, the average tonnage was 90 tons; before that, only 60 tons. In 1855, the number of vessels built was 2,034—the greatest number ever constructed in a single year, before or since—with an average tonnage of 200 tons; showing the change in construction required for cotton transportation. It has been ascertained, by careful comparison of statistics for the past 40 years, that a proportion of one ton to a bale of cotton has always existed, except when disturbed by extraordinary causes, for instance, the Irish famine in 1848, which occasioned an extra demand for shipping, for the transportation of grain; the Mexican War in 1846, and the emigration to California in 1852. All these carried the tonnage far beyond the regular cotton proportion. So did our late war, for there was so little or no cotton to carry. But distressing depression has always followed these exceptions, and continued until the cotton proportion was resumed again. It is true that an inflated currency, stimulating speculation, has swelled the aggregate of our imports and exports to a large figure for the past four years; but the greater part of the business has been done under a foreign flag, while ship building has been utterly prostrate. Under the theory advanced, it ought to revive again as soon as the ratio of the cotton product to the tonnage becomes materially reduced. With cotton crops approaching those of 1860-80 freighting business would become active, while ship building would receive an impulse such as it has not felt since that created by the exigencies of the Government in the late war.

Still, it would not thrive under the restrictions which it suffers at present, and foreigners would still obtain the lion's share of commercial profits. Injudicious legislation is to blame for some share of present depression and distress. When the war closed, Congress refused to permit ship-owners to register their vessels which rebel privateers had driven for protection during the war to a foreign flag. By withholding this privilege, ship-owners were punished for their cowardice and selfishness, but the country feels the loss deep down in its purse as well; besides, American vessels under foreign register will not sell to-day for half their value. Many that have been offered here have been withdrawn and sent to foreign markets. This happens every day. Again, when ship-building would have naturally revived after the war closed, Congress sprung a dead weight upon it by repealing the Reciprocity Treaty with the British Provinces. War had made the resources of the Georgia and Florida forests unobtainable, and the Provincial market was all that remained.

Had Congress permitted lumber to continue to enter duty free, our shippards would still be employed. Another serious impediment to commerce is seen in the fact that our merchants are not permitted to purchase vessels in foreign countries, and afterwards register and sail them under the American flag, although they are desirous to do so, inasmuch as they

can purchase vessels abroad for one-half of what they cost here. High prices, high wages, exorbitant cost of materials, a burdensome tariff, political and industrial disorder down South, and injudicious restrictions, have nearly destroyed the commercial interests of which we recently boasted. Our supremacy will not be regained until impediments are removed; but abundant cotton and grain crops will effect a great improvement.

TRANSFER OF SHARES—IMPORTANT DECISION.

IN the Equity Court yesterday, before Vice-Chancellor Sir W. Page Wood, in the case of Hawkins v. Maltby, the question in the case was one of considerable importance as involving the legality of the practice which is prevalent on the Stock Exchange with regard to dealings in shares. The plaintiff, Hawkins, on the 21st of March, 1893, directed his brokers, Messrs. Crawley, to sell 40 shares (£5 paid up) in the Imperial Mercantile Credit Company. He received a bought and sold note for £202 10s (including commission) the same day from Messrs. Crawley, who sold in the market to Mackenzie. On the 26th of March a call was made by the directors, and the price of the shares immediately fell. On the 27th of March, which was "name day," Mr. Mackenzie directed the Crawleys to take from a stock broker named Butler, the name of the transferee, and he gave that of the defendant Maltby as purchaser, through Messrs. Wilkins, his brokers. Crawley accordingly prepared deeds of transfer, as from Hawkins to Maltby and the plaintiff Hawkins executed them, the consider ation being in blank. The Crawleys having received £145 (and 15s for stamp) from Messrs. Wilkins, inserted £145 as the consideration money, and sent the transfers, with the share certificates to Messrs. Wilkins. Having also received £57 10s, the difference between £202 10s and £145, from Mackenzie, the Crawleys paid the plaintiff £202 10s. On the 11th of May the company stopped payment, and was afterwards wound up. The bill was then fled to compel the defendant to execute the deeds of transfer (which he had hitherto not done), and to have the transfer registered, and the defendant's name put on the list of contributories instead of the name of the plaintiff. The plaintiff had since been obliged to pay a liquidator's call of £5, and also the former directors's call of £5 on the shares. The defendant's case was that he had directed his broker's (Messrs. Wilkins) to buy for him 100 shares of the company; which they bought in the market on the 26th of March, and for which he paid them £365 17s. He had since received the share certificates, together with what purported to be deeds of transfer of forty Imperial Mercantile shares from the plaintiff, which he admitted he had not executed.

Mr. G. M. Giffard, Q.C., and Mr. Townsend, for the plaintiff, contended that his contract with the defendant was perfectly good and binding, according to the custom of the Stock Exchange, and ought to be enforced. If the price had risen instead of having fallen, the plaintiff could not have kept the shares.

Mr. Druce, Q.C., and Mr. Bush, for the defendant, said that there was no privity between him and the plaintiff. The defendant's brokers had bought in the market, and knew nothing of the plaintiff until they received the deeds of transfer.

The Vice-Chancellor held that the defendant was not bound to register himself as a shareholder, or to have his name placed on the list of contributories. His honour put the following case:—Suppose a leasehold property which is bought by A, and A afterwards tells B, the vendor, that since he bought he has resold to C; if C, before he has the legal estate in him, repudiates the purchase on the ground of the property not being in the state in which he thought it was when he agreed to purchase, B cannot enforce the contract as against C. In this instance, no doubt, the purchaser would have to pay for the shares, as having £5 paid up, but it was another thing to say he was bound to complete the purchase, when he finds that there was a call of £5 actually due at the time, which threw down the value of the shares. He could not be compelled to take shares which he had bought without any knowledge of this existing call. The legal title was not in the defendant, and the equitable title could not be enforced against him. His Honour dismissed the plaintiff's bill with costs.—*English Paper.*

LIMING LAND.

(From the American Agriculturist.)

THIS practice, which is so common in British agriculture, is but little known in our country outside of New Jersey and Pennsylvania. In a recent visit to the grain-growing districts of these States, we found lime as highly esteemed as manure, and a regular part of their rotation, as we have noticed elsewhere. Where lime can be had at ten cents a bushel and under, as it can in all the limestone regions of Pennsylvania, the practice is almost universal. It is used a good deal on farms, far distant from the lime-kilns, where it costs at the depot or canal twenty cents a bushel and upwards. The conviction of its utility in these States may be said to be universal, and if it is not used, it is either owing to the high price of the article, or to the fact that agriculture receives little attention.

It is applied by some to the sod immediately after mowing, and this sod is turned under either in the fall or in the spring for corn. It is also claimed that the lime stimulates the growth of grass, and affects favourably every crop in rotation. It would be impossible without liming, to keep up the grain farms to their present degree of productiveness. It is also claimed for the summer application and the grain ploughing, that it distributes the lime more equally, and keeps it near the surface. The lime which has been carried down by the fall and winter rains, is brought to the surface again when the sod is inverted. By this method, also, the lime has more time to act on the in-

ert material in the soil, and to prepare plant food for the subsequent crop. Other farmers are quite certain that the best time to apply lime is upon the inverted sod in the spring, while the ground is preparing for corn. They want to keep the lime as near the surface as possible, and have no fears of its late action on the crop. The quantity applied to the acre is from thirty to a hundred bushels, depending somewhat upon the character of the soil, the price of the lime, and the theoretical view of the planter. The better the soil, that is, the more clay and vegetable matter it contains, the more lime it will bear. Some think a hundred bushels quite too much, and that so much has a tendency to turn the stalks yellow and to diminish the yield. Smaller quantities, say from 30 to 50 bushels, are more commonly applied. The lime is usually brought from the lime-kin or depot in its caustic state, and is dropped upon the land in heaps where it is to be used. It is then slaked by application of water, and is about doubled in quantity by this process. It is then spread as evenly as possible over the land. This makes a cheap dressing for the land, even at twenty cents a bushel. The effect is very clearly marked wherever it is used. It keeps up the fertility of the soil, and makes remunerative crops even without manure. Of course, with manure the crops are larger and pay better. The question very naturally arises, if liming land will pay in other districts where it is not now used? Without answering this question at once in the affirmative, we think the results in these States are such as to encourage every farmer who can get lime at a reasonable price to make the experiment. We have abundance of lime rock in regions where it is not burned at all. The conviction is quite common that it will not pay to use lime upon limestone soils, but in Pennsylvania the effects of the application are quite as marked upon these soils as upon any other. Then it is supposed that it is a difficult and expensive process to burn lime. Very much of this article is made upon the farms where it is used without even a kiln for burning, as we shall show in an illustrated article next month. The lime can be made by the most unskilled labour, and with the roughest and cheapest kind of fuel. Wherever there is lime rock and cheap fuel, we have no doubt the lime can be furnished at less than twenty cents a bushel. In the vicinity of cities and large towns, oyster shells accumulate in quantities, and can be put to better use than road making and grading. They are easily reduced with brush and peat, and afford a cheap lime and generally of better quality than the rock yields. We desire to have the experiment made in other States on a scale large enough to settle the question. We believe many of our farmers will doubtless find it to their interest to use lime.

LIGHT RAILWAYS AND THE CORDWOOD QUESTION.

EUROPEAN AND N. AMERICAN R. R., }  
GENERAL SUPT.'S OFFICE, }  
ST. JOHN, N. B., August 16, 1867.  
JAMES G. WORTS, Esq., President Board of Trade,  
Toronto:

SIR,—At the time I was in Toronto, not being prepared with any notes, I could not give you much definite information on the "cordwood question," which seems to occupy such a prominent place in the discussions on your light railway scheme. I beg leave now to furnish you with some notes on the subject, deduced from the traffic on this line during the past six years.

The average quantity of cordwood brought to market has been 6,660 cords (128 cubic feet) per annum. The greatest quantity in any one year was 8,180 cords, and the least 5,560 cords. The average distance this wood was carried was 33 miles, and the average freight per cord one dollar. The value of the wood in the St. John market may be about \$2.50 per cord, freight paid. None of this wood could have been brought to market without the railway. The average yearly consumption by the railway is 3,000 cords, for which we have paid on an average about \$2.40 per cord, delivered at the station.

The amount which has been expended annually in the district bordering on the railway has therefore been—  
6,660 cords sold in St. John market at \$2.50 ..... \$16,650 00  
3,000 cords sold to railway at \$2.40 ..... 7,200 00

The land cleared by the cutting of this quantity of wood may be estimated in round numbers at 300 acres per annum. This collateral benefit is of more consequence in your calculations than in ours, as with every acre cleared is fit for agricultural purposes, while with us a great deal of the wood grows on hillsides, which are too steep for cultivation.

The chief objection to carrying wood by rail is that the company thereby gets up a competition against itself.

The St. John market does not, we have found, come into competition with us at any point more distant than 45 miles. The price we have paid for wood purchased within this limit has not exceeded by more than 25 cents per cord the price paid at stations beyond.

The railway has received for freight of wood ..... \$6,660 00 per annum  
And assuming that the competition has increased the price on half the quantity consumed 25 cents per cord, the loss to the railway has been ..... 875 00 do

The effect of the competition may be felt more as the wood becomes scarcer, but the margin between the profit and the loss is so large that it must be some time before they balance each other.

If these notes can be of any use in your estimates of your future traffic, I have no objection to your using them in any way. I am, Sir, yours truly,  
J. EDW. BOYD.

A New York paper says.—Gold has been stronger to-day, the 29th, on a livelier call from speculators and importers. The Washington military and cabinet news affords the chief help to the speculative element. The export demand is insignificant. From Washington, this afternoon we have an official report of the amount of coin in the National Treasury, which is \$112,746,000, including \$19,146,000 deposited on private account, represented by outstanding coin certificates, issued by the U. S. Assistant Treasurer at this port. The customs have yielded since July 1 \$29,553,000, and the excises \$38,907,000 to the National Treasury. The customs revenue of the Government through this port yesterday was \$427,000.

**STARCH FACTORY**—Messrs Wilson and Sanders, merchants of Havlock, are erecting a very large Starch Factory near Thompson's Corners. This is something that is very much required in this District, and we hope that the energetic spirit of enterprise which has been manifested by those gentlemen will be duly appreciated by the whole of our people. Mr. Wilson Kirkland is the Contractor for the masonry work of the building, and we hope that before long many other mills and manufactories, which are required in this District, shall have been erected under his able superintendence.—*Huntingdon Journal*.

**OUR GOLD MINES**—The news from the Palmerston Mine at Sherbrooke is most cheering. Mr. Snow, the manager, brought up on Monday last, a bar containing 605 ounces, which we find in Huse & Lowell's. This was the result of 22 days' work of about 30 men. The quantity of quartz and slate crushed to produce this bar, was above 35 tons. We learn from Mr. Snow that as the mine deepens the quartz becomes valuable. The Wellington mine is also yielding well, but for some time past additional machinery is being added which may make the monthly return somewhat less than usual. We also learn that the New York Company, managed by Mr. Zewick, is doing well. This Company has been working for some time without any very large return, but they appear to have hit the right spot at last. Last week they cleared up 20 tons, which gave about 200 ounces.—*Halifax Sun*.

A New York paper says. The "hotel cars that are now coming into use on our Western railroads are furnishing so much pleasure and comfort to travellers that we are astonished they are not at once introduced upon all the lines in the country. A lady traveller from this city to Chicago writes us a note about them. "The travelling arrangements East remind one of the Inquisition. Here (between Rochester and Chicago) we fare much better. We have the largest, airiest, cleanest and most highly-finished cars I ever saw, with nice little tables between every two seats. We can have our meals served up at the time ordered in an average good style. I inclose a bill of fare." We find the bill of fare to be excellent—broiled and cold meats of all kinds, eggs, omelettes, vegetables, coffee, &c., with an extensive wine list, and all at very reasonable prices.

**WORLD-WIDE ABUNDANCE**—Never, in the history of the world, says the *Galveston Citizen*, was the supply of food and clothing so abundant as it promises to be the coming fall. The grain crop of the United States is far the largest ever known. The cotton crop will be short, but the supply of the world is ample, nevertheless. The production is no longer confined to the valley of the lower Mississippi. Cotton in large quantities is raised in Southern Utah, and the cotton yarn needed for the territory is manufactured there. This, we think, is to be the common custom—to manufacture a large portion of cotton in the country where it is raised. Not only is the supply increasing in various quarters, but the low price of wool is preventing the use of cotton for many of the objects to which it was formerly applied. From statements recently prepared in England, it appears that while the production of wool in Australia had increased from 55,000,000 lbs. in 1859 to one hundred and fourteen and a half millions in 1866—or one hundred and eight per cent.—that of the river Plate, where the same kind of wool is grown, increased from forty millions to one hundred and fifty millions, or two hundred and sixty-nine per cent. English woollen manufacturers at present depend almost exclusively for their supply of fine wool upon the growth of Australia and the Cape of Good Hope. There is doubtless a surplus of cotton and wool, including manufactured goods, on hand, sufficient to supply the markets of the world for two years at least, if no more should be produced at that time, and the supply of wheat and corn appears to be almost as great. This will leave a great amount of labor to be appropriated to internal improvements and other useful objects, as well as to allow much time to be devoted to intellectual and moral improvements.

**THE CROPS**—For a number of years past, invariably as harvest approached we were told most appalling tales concerning the ravages that some of the insect tribe were making with the staple agricultural productions of Canada. Had they all been true, to the extent stated, long ere this man and beast in the country must have perished by famine. There is no doubt that there was some foundation for the assertions made, but the prospective evils were always exaggerated by gloomy imaginations. Again this year almost as soon as the wheat was in the head we were assured with all proper solemnity, and every expression of sorrow for the dire calamity which was coming upon us, that the crops were going to be literally devoured. It so turns out, however, that the evil has not been so immense as was anticipated, for the Fall wheat has been put into the barns, having suffered

comparatively little from mildew, rust, or any other cause—in short a heavier crop than usual, and damaged much less. Spring wheat does not cover the ground so thickly as it did last season; there will consequently be a deficiency in straw, (for which the unusual abundance of hay will make amends) but almost every person knows that when the spring wheat was thrashed last winter that the expectations of farmers were very much disappointed, as the crop promised far more yield than it gave. This is not likely to be the case this year; the seed is well filled and the grain of good size, so that there will probably be as much of this grain to take to market next winter as there was last. A great deal of the barley throughout the country has been cut, and promises fair to reward amply the toils of the farmer. Peas are also heavy, oats not so much so. In fact so far as the prosperity of Canada is contingent on the products of the soil—and that is to a very large extent—there is every prospect that her fortune will not be reversed, at least for a season. In this locality the crops are such as should prove satisfactory to any reasonable man, but away to the north and west they have been still more highly favoured. Genial and seasonable rains were the means of producing greater abundance. And here we might mention that on Tuesday night last, in Erin, an uncommonly heavy thunder shower threw down the grain, and cut up the roads considerably, but it is possible that before the crops ripen, its effects upon them will not be noticed. Potatoes look well, and turnips, particularly in this locality, although retarded in their growth by early droughts, have become fresh and vigorous in consequence of the recent rains, and will be excellent.—*Guelph Mercury*.

## ST. JOHN TRADE REPORT.

St. John, N.B. August 24, 1867.

**B**USINESS still continues dull, and there is little transpiring that calls for special remark. The general volume of business transactions is undoubtedly less than at the same period of last year, and though the money market is easier than it was, yet the general feeling among business men is that there is but little encouragement to extend their operations, and that the most prudent course is to avoid speculation, and keep their business well in hand. This state of things arises from a variety of causes, the principal among which is the long continued depression in our ship-building interests. In ordinary times this branch of industry not only brings into the country a large amount of capital, but at the same time furnishes employment to a large number of skilled workmen at high rates of wages. Now this important branch of business is just dragging along. Many of the yards are closed, and others are working along in a quiet way, hoping for better times. When to this is added the unsatisfactory condition of the lumber market both in England and the United States, the unsatisfactory result of a portion of last season's West India business, and the uncertainty felt as to the future, it will abundantly account for the prevailing depression.

We are glad to notice that the new Minister of Marine and Fisheries, the Hon. Peter Mitchell, is acting with vigor and promptitude for the protection of the important interests entrusted to his charge. He has appointed Mr. Venning as Inspector of the Fisheries of the Bay of Fundy and its tributaries, and also, we believe, of the Miramichi. All parties are agreed as to the excellence of the appointment. As to its necessity, if our valuable river and coast fisheries are to be saved from destruction, some such step had become absolutely indispensable.

The weather of the past week has been rather unfavorable for hay making, and a considerable portion yet remains to be secured. We regret to learn that the potato disease has appeared in many localities, but the grain crops are still looking finely, and there is every prospect of an abundant yield. The shipping arrivals comprise two vessels from the West Indies with molasses and sugar, one from Philadelphia and one from Sidney with coals; one from Turk's Island with salt, three from New York and one from Boston with flour, meal and sundries, two from Portland with flour; and the usual tri-weekly steamer from Boston via Portland.

**LUMBER, &c**—The clearances reported for the week are five vessels with deals for ports in Great Britain, three for West Indies with boards, one for Laffi (Morocco) with deals, and seven for United States ports principally with shot lumber and spruce poles. Freights to the United Kingdom are steadily advancing, and we think that with the prospect of grain freights being in request at the principal United States shipping ports, a further advance may reasonably be looked for. We quote: Deals to Liverpool, 6s to 6s per st; to London, 6s to 6s 2d do; Bristol Channel, 6s to 6s 6d do; West Coast Ireland, 7s 6d to 7s; North side Cuba, \$10 per M; Boston, \$4 do, New York, \$5 do. A vessel has been chartered to Monte Video at \$14, and

another for Montreal, to take a cargo of oil, for a lump sum of \$500, thence to Boston with lumber at \$7

**FLOUR, &c**—The flour market is rapidly assuming a condition the exact reverse of that which has prevailed during the last four or five weeks, and arrivals are now as much in excess of current wants as they were previously below them. This, of course, arises from the irregularity in the means of transportation, which, as has been frequently pointed out, is a fertile source of loss and inconvenience. The most pressing wants caused by the scarcity were supplied early in the week, and there is now a moderate demand, with the market weak and declining. The receipts of the week have reached 7,500 bbls, of which about 1,200 bbls were American, and of the remainder, 3,000 bbls were received via Shediac and the St. Lawrence. Extra State, Reindeer or brands of equal quality, \$9.25, Canada Strong Superfine, \$8.75 to \$9, do ordinary do, \$8.50 to \$8.70. At auction 400 bbls Canada Flour, Ferris Zeno Mills, branded "unsound," sold at \$7.90 to \$8. The branding was thought to be an error on the part of the inspectors, as the price obtained seems to prove a lot of Rochester flour, branded "middlings," sold at \$5, part withdrawn, and a further lot of American flour (unsound) realized \$6.50 to \$7.75. Oatmeal is in fair demand at \$6.60 to \$6.75, and Corn Meal at \$4.80 to \$5. For Rye Flour there is no demand. Oats are very scarce, and retailing at 7c per bush. The stock in P. E. Island is exhausted, and a parcel arriving quickly would meet with immediate sale.

**GROCERIES, &c**—We have had an arrival from Barbados of 647 puns Molasses, which has been mostly sold from the vessel at 34c in bond; the quality is very good. From Porto Rico we have had 147 hhd's Sugar and 42 puns Molasses. Sugar is firm at previous rates, with a prospect of an advance. Advices from Halifax speak of a firm market there, and some shipments made from here to Portland have still further tended to stiffen the market.

In Provisions there is no change to report.

Mr. Langton, Auditor, has left a blank in the bank returns for last month, for Nova Scotia and New Brunswick, but the Bank of Yarmouth, N.S., has alone responded in time for publication in the *Gazette*.

The new cheese factory at Sussex Vale is completed, and operations were commenced on the 12th inst.

## BY TELEGRAPH.

St. John, N.B., Aug. 29, 1867.

**N**O change in the general aspect of business. Flour market weak, and prices inclined to recede. Receipts, since Saturday, 1,000 bbls; demand moderate; no wholesale transactions; Strong Superfine, \$8.75 to \$9; Ordinary, \$8.50; at auction 150 bbls Middling and Unsound realised \$5.75 to \$5.80. Oats scarce at 70c to 75c per 36 lbs. Provisions unchanged.

## MONEY MARKET.

**W**E have no change to report in the condition of the money market here, which is still characterized by ease, and the absence of any special demand for bank accommodation. Sterling Exchange is unchanged here, although the rate in New York is  $\frac{1}{2}$  per cent. higher than last week.

Gold in New York has had an upward tendency during the week, closing one per cent. higher than last week, although there does not appear to be any special cause for the advance, no shipments of specie having been reported.

Silver is not abundant, and the rate of discount is gradually declining, yesterday's rates being  $\frac{3}{4}$  to  $\frac{3}{8}$  per cent. discount.

Bank on London, 60 days sight	109 $\frac{1}{2}$ to 110
" " " " " " " " " "	110 $\frac{1}{2}$ to 110 $\frac{1}{2}$
Private, " " " " " " " " " "	109 to 109 $\frac{1}{2}$
Bank in New York, 60 days sight	109 $\frac{1}{2}$ to 109 $\frac{1}{2}$
Gold Drafts on New York	part to 109 $\frac{1}{2}$
Gold in New York	111 $\frac{1}{2}$
Silver	3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ dis

## THE BOOT AND SHOE TRADE.

Ames, Millard & Co. | Linton & Cooper.  
Hunter, Duffy & Johnson | Smith & Cochrane.  
Smith & Edmonson.

\*LOCKS of heavy goods are limited, the demand for such being active, and prices well sustained. Light goods, being unseasonable, are neglected.

THE DRY GOODS TRADE.

Bullie, James, Co.  
Bathurst, Brock & Co.  
J. Brunton, James, & Co.  
Clark, Jas. P. & Co.  
Claxton, T. James, & Co.  
Davis, W. H. & Co.  
Foster & Hodgson.  
Gault, Bros & Co.  
Gilmour, J. Y. & Co.  
Greenhalgh, S., Son & Co.  
Harrison, T. H. & Co.  
Hugler Brothers.  
Lewis, Kay & Co.  
Macfarlane, Andrew, & Co.  
MacKenzie, J. G. & Co.

MacKay, Joseph, & Bro.  
May, Joseph.  
Mac, Thomas, & Co.  
McAllister, Jack & Co.  
McIntyre, Denon & Co.  
Muir, W. H. & J.  
Muir, W. H.  
Munderloh & Steencken.  
Ostry & Co.  
Pit, John, Aubin & Co.  
Robinson, A. & Co.  
Roy, Jas. & Co.  
Stephen, M. Murray, & Co.  
Strilling, McCall & Co.  
Thomas, Thibault & Co.

DURING the past week, trade in this department has been a little more lively. More orders have been sent in from travellers, and quite a few of the Western men have been showing their faces. There is no general movement here, however, and trade will be a week or ten days later this year than usual. This will partly be due to the elections, the majority of which are to take place early in September, and partly to the fact previously noticed of the heavy stocks in the hands of retailers, which will make them cautious of materially increasing them. Importers expect to be quite ready for their customers by the end of next week and are now as busy as bees marking and arranging goods. The warehouses are filling rapidly, and some houses are already showing large and attractive stocks. The amount of goods that have reached this market during the past two weeks has been very large, and the assortment is becoming very complete.

**COTTONS**—Continue firm in the English markets, and thus will, to some extent, govern prices here. There will not be an overstock of staple goods of this class, as prices have not been so low as to induce any greatly increased importations, and with orders for some descriptions of cottons coming forward freely, we think that before long they will be scarce rather than in excess.

The LINEN department is well supplied, and prices are down for all heavy goods. Fine goods are also rather lower, but the decline since spring is hardly perceptible.

**WOOLLENS**—Are in large supply, and the demand thus far has been light. Canadian manufacturers are taking the place, to a great extent, of imported goods, and our importers, in giving their orders, should, in the future, be governed by this fact.

There is nothing special to report concerning Silks. Fancy goods are opening out rapidly. We have seen some very attractive styles of dress goods. Some quite new things are out, and, doubtless, all novelties will be picked up by the early buyers.

The stocks of Hosiery, Gloves and miscellaneous goods, are well in, and orders can be filled without delay. We hope in our next report to be able to report an active and satisfactory trade being done.

THE GROCERY TRADE.

Baldwin, C. H., & Co.  
Clapman, Fraser & Tylee.  
Cowan, H., & Co.  
Childs, George, & Co.  
Cortese, Colson & Lamb.  
Davis, Clark, & Clayton  
Moore, Scamper & Maclellan.  
Formler, Jules  
Frank, J. C., & Co.  
Gilbert, Moffatt & Co.  
Jebb, Brothers & Co.

Anderson, John & Co.  
Kings & Kinloch.  
Mitchell, James.  
Phelan, Joseph.  
Robertson & Beattie.  
Robertson, David.  
Hobertson, David.  
Sinclair, Jack & Co.  
Tilley, Jos., & Sons.  
Thompson, Murray & Co.  
Torrance, David, & Co.  
West, Bros.

WE have still to report very little business doing, both in town and country. Country merchants say they do not wish to lay in stock until they begin themselves to be busy, and their customers are quite too much occupied in harvesting and with the elections to make more purchases than they actually need for the immediate present. The only demand therefore experienced by the jobbers is for local consumption, and that only of a limited character.

**TEAS**—There has been little or nothing doing. There has been some demand noticed for Twankays, but this is more apparent than real, owing to the absence of stocks. Intending buyers of teas just now are inclined to hold off in consequence of the reported arrival of a cargo in this market of some 7,000 packages, which, however, are not yet offered for sale.

**SUGAR**—Is firm at last week's quotations, and rather more asked for. A sale to the refinery is reported of some 200 hhds Barbadoes on private terms.

**MOLASSES**—Has experienced no change in price, but there is an improved feeling in the article. We hear of no sales of consequence, the enquiry being merely for local consumption.

**FRUIT**—Is more required for. Layers in wholesale lots sell at \$2.25. Nuts entirely neglected.

**RICE**—There has been some business, but in retail parcels. Prices have been fully maintained, in spite of arrivals immediately expected.

**SALT**—In consequence of a more liberal supply, prices, though nominally unchanged, are not so firm.

**SPICES**—Are unchanged, and no business reported.

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick.  
Cameron & Ross.  
Converse, Colson & Lamb.  
Crawford, James.  
Hobson, Thomas, & Co.  
Kirkwood, Livingston & Co.

Laidlaw, Middleton & Co.  
Loeming, Thomas & Co.  
Mitchell, Robt.  
Raphael, Thomas W.  
Sinclair, Jack & Co.  
Seymour, G. E.

**FLOUR**—An almost death-like stillness has pervaded the market for all kinds of breadstuffs, up to yesterday, when holders taking alarm at the heavy receipts of that day, decided on breaking the market, and meeting the views of proposing purchasers, consequently several orders for the Maritime Provinces, which have been on hand, awaiting the reduction of prices to the figure limited, have been filled, and sales to the extent of several thousand barrels have been made, mostly city brands from Western wheat, at an average of \$7 10 per barrel. Strictly strong supors are scarce, and sold by retail at comparatively high rates. The lower and higher grades are but little sought after and quotations are for the most part nominal *Bag Flour*—There are no transactions to report. In *Rye Flour* nothing has been done; the low price at which common grades of flour are offering has completely stopped the demand.

**COARSE GRAINS**—There will be nothing beyond a few retail sales taking place until the new crop begins to make its appearance in the market. *Wheat*—Arrivals are entirely to millers; it is not, therefore, possible to give exact quotations.

**PORK**—Meat continues in good demand at unchanged rates. For the other grades there is no demand whatever.

**LARD, CUTMEATS, &c.**—Participate in the general dullness, and the sales are the merest retail.

**BUTTER**—Arrivals are still very small, but yet in excess of the demand, which, in the total absence of any shipping enquiry, is a retail of the most limited kind,—wholesale parcels are, in fact, not saleable at any price. Advices from Britain continue to the effect that a choice article will sell readily, and at remunerative rates, while anything below that quality is either quite unsaleable, or can only be worked off at low and irregular rates, hardly above the price of grease. The cool weather of the fall will, it may be hoped, work some improvement in both condition and quality, and as prices will certainly open at a low figure, a safe and steady trade is looked for when the demand once fairly begins.

**ASHES**—Pots are unsettled and irregular, some choice bills with heavy tares having sold at exceptional rates. *Pearls* are weak and tending downwards.

**PETROLEUM**—The total absence of storage facilities, and the refusal of Insurance offices to entertain any risks on Coal oil, have produced a total stagnation in the market. Rates are entirely nominal. No quotations are therefore given.

THE LEATHER TRADE.

Hes & Richardson.  
Seymour, G. E.

Seymour, M. H.  
Saw Y. & Bros.  
Smith & Edmiston.

THE trade of the past week has been more active, with a fair demand for most kinds of stock, and in some cases exceeding the supply, receipts having been only moderate.

**SPANISH SOLE**—Ordinary and low grades have been in active request, the receipts of which have been inadequate to the demand.

**SLAUGHTER SOLE**—Has not improved, the inquiry being still of a retail character, and prices are weak.

**HARNESS**—The stock in market is not large, but there is no special call; quotations are unchanged.

**ROUGH**—Has had rather more inquiry, and good stock would command ready sale.

**WAXED UPPER**—The demand is not pressing, but as stocks are very low all arriving of good is easily sold at quotations.

**GRAINED UPPER**—Has been placed in moderate quantities at about our quotations.

**BUFF AND PEBBLED**—There has been an active market for prime Pebble, and the stock has been cleared out. Buff has also had a good inquiry, with considerable sales.

**PATENT AND ENAMELLED**—There has been no marked improvement in the demand for these stocks.

**CALFSKINS**—Are inactive, and sales are effected with difficulty.

**SPLITTS**—Heavy continue to be actively inquired for, while light are less in demand.

**SHEEPSKINS**—Medium to heavy, if sound, are wanted for mitts, other descriptions are quiet.

**HIDES**—Have had considerable inquiry, but holders demand such figures as prevents any extensive operations.

ASSIGNEES APPOINTED.

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Donaldson, Charles.	(Granham Town)	W A Mittleberger
Gordon, Thomas.	Arthabakville	W H Edmon.
Hudson, Isaac	Montrou	F. S. Brown.
Mitchell, W. D., & Bros	Elms Township	Thos. Miller.
Nesbitt, James	(Toronto Township)	John Lynch.
Outmet, Eusebe	Montreal	A. B. S. art.

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Campbell, Daniel James	Nepesee	Oct. 22
Cole, Southworth	Montreal	Nov. 1
Harris, William R.	Toronto	Nov. 1
Horton, Thomas Andrew	Bradford	Nov. 1
McBrade, William & John	London	Nov. 1
Newcombe, Henry	Toronto	Nov. 1
Sully, M. & Sons	Hellville	Nov. 1
Whitster, James	M. Marys	Nov. 1

RAILWAY TRAFFIC RETURN.  
FOR THE MONTH ENDED 31st JULY, 1867.

Total	NAMES OF THE RAILWAYS.		Tons.	Mails and sundries.	Freight.	Total, 1867.	Total corresponding period of 1866.
	Great Western Railway	122,350	11,315	108,114	212,879	219,879	219,879
	Grand Trunk Railway	159,280	12,250	222,672	441,162	441,162	441,162
	London and Port Stanley Railway	3,070	118	2,954	6,121	6,121	6,121
	Northern Railway	11,176	1,008	37,700	49,884	49,884	49,884
	Welland Railway	1,010	183	1,895	2,888	2,888	2,888
	Port Hope Lindsay & Beaverton Railway	107	8,726	8,726	12,837	12,837	12,837
	Colborne and Peterborough Railway	4,753	912	6,622	12,063	8,622	8,622
	Brookville and Ottawa Railway	5,810	578	6,388	12,063	8,622	8,622
	Carleton and Grenville Railway	2,893	71	1,671	4,635	4,635	4,635
	Stamford, Sherbrooke and Chamby Railway	1,000	180	1,180	2,450	2,450	2,450
	New Brunswick and Canada Railway	1,000	180	1,180	2,450	2,450	2,450
	European and North American Railway	1,000	180	1,180	2,450	2,450	2,450
	Nova Scotia Railway	1,000	180	1,180	2,450	2,450	2,450
12,920					20,193	20,193	17,728

NOTE—As the returns from the Nova Scotia and New Brunswick railways can only arrive at Ottawa after those from Ontario and Quebec, and as the publication of the statements of the latter ought not on this account to be delayed, this table will be published early in each month, and repeated until it is as complete as it is expected to be. Until such time the total will not be printed.

\* Three weeks. JOHN LANGTON, Auditor. Audit Office, 16th August, 1867.

NEW YORK LUMBER MARKET

New York, Aug. 27th—1867.

Lumber, Woods, Staves, &c.—Duty: Lumber, 20 per cent ad val. Staves, 18 per cent ad val.	
Spruce, Eastern, per M ft., 19	20
Bird's-Eye Maple, logs, per sup ft.	25
Black walnut, logs	25
Black walnut, crotches	25
Black walnut, figured and blistered	25
Yellow Pine Timber, Georgia	50
White oak, logs, per cub. ft.	45
White oak, plank, per M ft. 50	55
White pine shipping boards	30

STAVES.

White oak, pipe, extra, per M	275
White oak, pipe, heavy	275
White oak, pipe, light	175
White oak, pipe, culis, heavy	170
White oak, pipe, culis, light	110
White oak, hhd., extra	235
White oak, hhd., heavy	175
White oak, hhd., light	110
White oak, hhd., culis	100
White oak, bbl., extra	115
White oak, bbl., heavy	110
White oak, bbl., light	90
White oak, bbl., culis	60
Red oak, hhd., heavy	125
Red oak, hhd., light	85
Heading—White oak, hhd	45
Heading—White oak, double bbl.	250



STATEMENT OF BANKS

Acting under Charter, for the Month ending July 31st, 1867, according to the returns furnished by them to the Auditor of Public Accounts.

Table with columns: NAME OF BANK, CAPITAL (Authorized, Paid up), LIABILITIES (Promissory Notes, Balances due to other banks, Cash deposits, Cash deposits bearing interest, TOTAL LIABILITIES).

STOCK MARKET.

Table with columns: BANKS, Cooling prices, Last Week's Prices. Includes entries for Bank of Montreal, Commercial Bank, etc.

ASSETS.

Table with columns: NAME OF BANK, Assets (Coin and Provincial Notes, Landed or other of the bank, Government securities, Promissory Notes, Balances due from other banks, Notes and Bills discounted, Other debts due to the bank not included under foregoing heads, TOTAL ASSETS).

NOTE.—As the returns from the Nova Scotia and New Brunswick Banks, and from the Bank of British North America, which includes in its return the particulars respecting its branches in those Provinces, can only arrive at Ottawa, after those from Ontario and Quebec, and as the publication of the statements of the latter ought not on this account to be delayed, this Table is published now in its present form, and will be repeated until it is as full as it is expected to be, when the total will be added. † Commercial Bank includes "Cash Credits" with "Bills Discounted."

AUDIT OFFICE, Ottawa, 17th August, 1867. JOHN LANGTON, Auditor.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

Table with columns: For the week ending Wednesday, Aug 23, 1867; From the 1st of January to Aug 23, 1867; To corresponding period 1866. Lists various commodities like Wheat, Flour, Corn, etc.

PRICES OF GRAIN.

Table with columns: Average Prices on Friday, Saturday, Sunday, Monday, Tuesday, Wednesday, Thursday, Friday. Lists various types of flour and grain.

CANADIAN SECURITIES IN ENGLAND.

LONDON, August 14th, 1867.

GOVERNMENT SECURITIES.

Table listing various government securities such as British Columbia 6 p. c., Canada 6 per cent. Jan. and July, 1877, etc.

RAILWAYS.

Table listing railway securities including Atlantic and St. Lawrence, Buffalo and Lake Huron, Grand Trunk of Canada, etc.

BANKS.

Table listing British North America to ... x d.

MISCELLANEOUS.

Table listing various miscellaneous items like Atlantic Telegraph, Canadian Loan and Investment, Hudson's Bay, etc.





**CAMERON & BOSS,**  
**COMMISSION MERCHANTS,**  
 435 Commissioners Street, Montreal, are regularly receiving and selling on Commission all kinds of country produce—such as Flour, Grain, Butter, Cheese, Pork, Pot and Pearl Ashes, Leather, Wool, Clover, and Timothy and Flax Seeds; also purchasing on country account, Dry Goods, Groceries, Hardware, and General Merchandise.

Trusting that the attention given to the interests of our consignors and which has brought our trade to its present magnitude, will merit us a still larger share of the patronage of our friends in the country Parties writing or telegraphing for market quotations will be attended to, and our reports found reliable.

N.B.—All consignments carefully attended to, all charges as low as is consistent with a view to responsibility. Drafts accepted for two thirds value of consignment, when bill of lading is attached.

CAMERON & BOSS.

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

**HIBBARD & CO.,**  
**MANUFACTURERS' AGENTS,**  
 and Importers of Gussel Webs and Sho Findings, Manufacturers and Importers of Rubber Goods, Manufacturers and Patentees of Circo Belting,  
 MONTREAL. 9-ly

**CARVELL BROTHERS,**  
**COMMISSION MERCHANTS,**  
 CHARLOTTE TOWN, P. E. I.

REFERENCES:

CHARLOTTE TOWN.—The Hon T H Haviland, President Bank of Prince Edward Island Charles Palmer, Esq., President Union Bank of Prince Edward Island.

St. John, N. B.—Messrs. Daniel & Boyd, Merchants; George Thomas, Esq.

Boston.—Messrs. Wise and Russell, Merchants; Messrs. Franklin, Snow & Co., Merchants,

HALIFAX.—Messrs. Maclean, Campbell & Co. 15-6

**W. C. WILLIS,**  
**COMMISSION MERCHANT, SHIP-**  
**PING AGENT, &c.,** No. 41 City Exchange  
 BOSTON. 11

**JAMES CRAWFORD,**  
**PRODUCE COMMISSION MERCHANT,** and Agent for the Purchase of TEAS, SUGARS, AND GENERAL MERCHANDISE,  
 18 ST. JOHN STREET.  
 MONTREAL. 8-

**SULPHURIC ACID.**

**THE Subscriber as Agent for THE CANADA CHEMICAL MANUFACTURING COMPANY is now prepared to execute orders for SULPHURIC ACID at lowest market rates.**

H. W. IRELAND.

Montreal, June 20, 1867. 23-6

**THE MONTREAL PRINTING & PUBLISHING CO.**  
**PRINTING DEPARTMENT.**  
 (Late M. Longmoore & Co.)

Every kind of work done in the very best manner promptly, and at reasonable rates.

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

**BOOKS, PAMPHLETS, CATALOGUES, &c.,** neatly and expeditiously printed.

**LEGAL, MUNICIPAL, and ASSESSMENT FORMS,**

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

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

Orders for Printing to be addressed to the Manager of the Printing Department, Montreal Printing and Publishing Co.

**THE GAZETTE.**

NEW SERIES.

**A JOURNAL OF THE DOMINION OF CANADA.**  
 PRICE ONE PENNY.

Delivered in the City by Carriers—in Advance...\$6.00  
 Sent by Mail ..... do. .... 5.00  
 Tri-Weekly Edition, by Mail..... do. .... 3.00  
 Weekly Edition, do. .... do. .... 1-00

**THE GAZETTE** is now Published by the Montreal Printing and Publishing Company, and no expense is spared to make it what it claims to be—"The Journal of the Dominion of Canada."

It contains all the latest news by mail and telegraph. It contains more reading matter than any other daily paper in the Dominion.

It contains correspondence from all parts of the world.

Read what other papers think about it. The Quebec News says:—

*The Montreal Gazette.*—Our cotemporary comes to us clothed in a new dress, and in a complete change of typographical appearance. The proprietorship has lately been merged into a joint-stock company, though Messrs. Low & Chamberlin remain the leading spirits of the enterprise. It is now, as it has been all along, one of the ablest conducted sheets in the Province, and is, without exception the only newspaper in the proper sense of the term, that we can boast of. Its typographical appearance is really beautiful, and the very large quantity of reading matter it contains will make it most acceptable to its patrons. We doubt, however, if Montreal has sufficiently advanced in wealth and intelligence to make such an enterprise a success. We have been anxious to try the experiment all along but found it wouldn't pay. We wish our cotemporary every prosperity, and hope it is the beginning of a new era in Journalism in the Dominion.

The London Evening Advertiser is very nearly as complimentary, thus noticing *The Gazette* in its new form:—

The Montreal Gazette appears in an entirely new dress, and is, we think, the handsomest sheet in the Dominion of Canada. As the type is small, though sharp and distinct, a very large amount of reading matter is given in each issue. Placard types are eschewed, the advertisements being set up in a neat, compressed style. The typography of the paper has a thorough English appearance. We have often thought of adopting a stringent rule with regard to the hand-bill advertisements which disfigure newspapers, and probably shall do so ere long. Where all announcements are displayed in black letter, what advantage has one merchant over another? Where all the advertisements are neatly and compressedly displayed, no person can complain, and the advertisements are certain to be more widely read. The Gazette is about the size of the Evening Advertiser, which is another proof—if proof were needed—that a superfluity of waste paper is no indication of influence or status. The Gazette is published under the auspices of a joint-stock company, numbering among its members leading capitalists, literary men, heads of the mechanical departments, etc. The Gazette has long been the leading paper of Montreal, and under the present arrangements will take a first place among the press of the Dominion. We wish our cotemporary every success, and we hope its enterprise may prove abundantly remunerative.

The Dundas Courier wishes success to the new enterprise in the following handsome terms:—

*Montreal Gazette.*—Quite a transformation has lately taken place in the appearance and general conduct of this well-known journal. In the first place, the hand-bill form of displaying advertisements is entirely discarded, and the old country style adopted, of condensing them in the smallest space, and, at the same time, so classifying them that they are much easier found out. By this means more room is given for general reading matter. In the second place, it is published on the co operative system, under the name of the "Montreal Printing and Publishing Company." The company comprises the firms of Low & Chamberlin, Longmoore & Co., together with "assistant editors, reporters, the heads of printing and press departments," a number of literary men and a few friends." By this combination the Gazette must become a power in the new Dominion, and will, in all probability, prove to be in Canada what the Times is in England, the leader of public opinion. In addition to all these advantages, the price has been reduced to a penny, and arrangements are to be such that the paper can be had at all the principal points in the Dominion. To mail subscribers, the advance price of the Daily has been reduced to \$5. The Gazette has always, in dealing with public questions, taken a higher tone than most other leading journals in the Province, and we doubt not that under the new order of things no falling off in this respect need be feared. We wish the new enterprise the greatest possible measure of success.

These are only a few of the notices which have appeared in the papers all over the British Provinces, but may be taken as a sample of the others.

Registered letters at the risk of the Publishers.

All business communications to be addressed to the Secretary of the Montreal Printing and Publishing Company, Montreal.

All newspapers copying this advertisement for three months will be furnished with the Daily Gazette for the same time as an exchange, on receipt of the paper containing the notice.

**A. B. McMASTER & BROTHER,**  
 (Successors to Wm. McMaster & Nephews)  
**IMPORTERS OF GENERAL DRY GOODS** and Dealers in all Canadian Manufactures,  
 32 YONGE STREET, TORONTO.  
 Established in 1844. 13-ly

**JOHN B. CAMPBELL & CO.,**  
**GENERAL COMMISSION MERCHANTS**  
 AND  
**WHOLESALE GROCERS,**  
 ANDERSON'S BUILDING,  
 (Old Merchants' Exchange,)  
 Corner Belford Row and Prince Street  
 HALIFAX, N. S.

**MAYFLOWER TOBACCO FACTORY.**—Celebrated Prize Medal Mayflower, and other choice brands, Flat and Twist Tobacco.

**JOHN B. CAMPBELL & CO.,**  
 Proprietors,  
 Halifax. 17-ly

**BLACK WALNUT LUMBER.**  
**THE Subscriber has a limited quantity of** Choice BLACK WALNUT LUMBER for sale.  
 Address, EDWD. MIALL, JR.,  
 24 Oshawa, C.W.

**C. & W. WURTELE,**  
 ST. PAUL STREET, QUEBEC,  
**IRON AND GENERAL MERCHANTS.**  
 Importers of Tin and Canada Plates, Sheet Lead, Pig Iron, Chains and Anchors, Wire Rope, Paints and Window Glass, &c. Manufacturers of Cut Nails.  
 19-ly

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

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

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

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

H. W. IRELAND.  
 18 BROKER.

**ROBERT WATSON,**  
**ASSIGNEE, ACCOUNTANT, AUDITOR,**  
 Commissioner for taking Affidavits for Upper Canada  
**OFFICE—MERCHANTS' EXCHANGE,**  
 Immediately over the Reading Room,  
 Montreal, May 30, 1867. 17

**GEORGE P. BLACK,**  
**COMMISSION MERCHANT,**  
 DOMINION WHARF, HALIFAX, N. S.,

**SOLICITS** Consignments from Canada; also, orders for West India and Nova Scotia Products.

Acting for the Agent at Halifax of the Grand Trunk Railway, he is enabled to offer facilities for Storage, &c., which are equal, if not superior, to what can be found any where else in Halifax. Consignments to him via Grand Trunk Railway will be free from Drayage and consequent Extra Charges. He can furnish Storage, if necessary, at all times for 20,000 bbls. at moderate rates. He refers to Honble. Benj. Wiler, Agent of Grand Trunk Railway at Halifax. 22-ly

**JOHN HENRY EVANS,**  
Importer of  
**IRON & GENERAL HARDWARE,**  
SADDLERY AND CARRIAGE HARDWARE,  
No. 463 and 465 St. Paul Street,  
and 12, 14, 18, 20, 22, and 26 St. Nicholas Street,  
MONTREAL.

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

**MCCULLOCH, JACK & CO.,**  
WHOLESALE IMPORTERS OF  
FANCY AND STAPLE DRY GOODS,  
426 & 428 St. PAUL STREET,  
corner St. Francois Xavier Street.  
MONTREAL. 3-1y

**ROBERT MILLER,**  
(late R. & A. Miller)  
WHOLESALE MANUFACTURING STATIONER,  
PUBLISHER AND BOOKBINDER,

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

**LIDLAW MIDDLETON & CO.,**  
Commission Merchants and Shipping Agents,  
Montreal.

**DUNCAN & FORSTER,**  
IMPORTERS OF EAST & WEST  
INDIA PRODUCE AND GENERAL GRO-  
CERIES, 12 & 14 St. John Street, Montreal. 9-1y

**THE "MORNING NEWS,"**  
A FIRST-CLASS  
POLITICAL, COMMERCIAL, AND GENERAL  
NEWSPAPER,

Established in the year 1839, and printed in St. John,  
New Brunswick, is furnished to subscribers on the  
following cash terms:—

Tri-Weekly Edition, per year..... \$2.50  
Weekly Edition, " " " " " " 1.00

The "NEWS" contains the latest intelligence,  
foreign and domestic, and affords to the general reader  
an invaluable source of information.

The "NEWS," being without a successful rival in  
New Brunswick in point of circulation, etc., offers to  
Canadian Merchants, Manufacturers, and others, an  
excellent medium of advertising, by means of which,  
to a certain extent, now that Confederation may be  
regarded as accomplished, an extension of trade to the  
Maritime Provinces, may be secured.

TERMS MODERATE.

33-6m. **WILLIS & DAVIS,**  
Proprietors.

A MARITIME ADVERTISING MEDIUM.

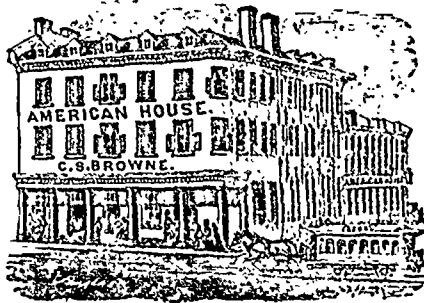
**THE MORNING JOURNAL,**  
ST. JOHN, N.B.

A COMMERCIAL, POLITICAL AND GENERAL  
NEWSPAPER,  
PUBLISHED TRI-WEEKLY.

Terms of Subscription,—\$2.50 per Annum, in advance,  
Advertisements inserted at usual rates: Brief Busi-  
ness Cards \$10 to \$14 per annum.

The Colonial Presbyterian, issued weekly from the  
same Office, is an excellent Advertising medium.

**WILLIAM ELDER, A.M.,**  
Editor and Proprietor



**AMERICAN HOUSE,**  
Corner of St. Joseph and St. Henry Streets,  
MONTREAL.  
C. S. BROWNE, Proprietor.

The above well known house having been enlarged  
by the addition of the large house heretofore known  
as the Exchange Hotel, and entirely refitted and  
newly furnished in first class style, will be kept as a  
First Class House in every respect, except as regards  
price, which will be as moderate as possible.

**JESSE THAYER,**  
WHOLESALE GROCER AND COMMISSION  
MERCHANT,  
640 St. PAUL STREET,  
(opposite Albion Hotel)  
MONTREAL.

Orders for Flour, Oatmeal, Tobacco, Cheese, Hams,  
Brooms, Pails, Leather, or any description of Mer-  
chandise, promptly attended to.  
Consignments of Fish, Cod and Seal Oils, Wool, &c.,  
respectfully solicited and returns promptly made.

References kindly permitted:  
**HENRY STARNES, Esq.,** Manager Ontario Bank.  
Messrs. Greeno & Sons, Messrs. J. L. Cassidy & Co.  
" Starke, Smith & Co. " Rimmer, Gunn & Co.  
" Henry Joseph & Co. " L. Chaput, Son & Co.

**JOHN RHYNAS,**  
COMMISSION AND SHIPPING MERCHANT,  
MONTREAL.

Consignments of General Merchandise received and  
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