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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. IV.

MONTREAL, FRIDAY, AUGUST 21, 1863.

No. 34.

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

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

**HARMAN, FRASER & TYLER,**  
Successors to Maitland, Tyler & Co.,  
WHOLESALE WINE, GENERAL  
and COMMISSION MERCHANTS,  
10 Hospital st.  
2-ly

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

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

**TEAS AND GENERAL GROCERIES.**  
Fresh Goods regularly received. Stock and assort-  
ment large and attractive.  
**J. A. (Late J. A. & H.) MATHEWSON,**  
20 McGill St.; Stores in rear 41 to 47 Longueuil Lane,  
Montreal, Feb. 27, 1863. 1-ly

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

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

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

**S. H. & J. MOSS,**  
WHOLESALE CLOTHIERS,  
IMPORTERS OF WOOLLENS, TAILORS'  
TRIMMINGS, &c., 5 and 7 Beccollet Street, and  
next Block, 422 Notre Dame Street, MONTREAL.  
Our stock of Fall and Winter Clothing is now  
complete, and is well worth the attention of buyers  
East and West. To meet the requirements of the  
several Provinces, especially of New Brunswick and  
Nova Scotia, Clothing is now manufactured on the  
premises under the supervision of English and Amer-  
ican Foremen. 23-ly

**A. BARRAY & SON,**  
IMPORTERS OF WINDOW GLASS,  
Tinted Oil, White Lead, Paints, &c., 57, 59 & 61  
Beccollet Street, Montreal. 1-ly

**CRATHERN & CAVERHILL,**  
IMPORTERS OF HARDWARE,  
IRON, STEEL, TIN PLATES, &c., WINDOW  
GLASS, PAINTS & OILS, Agents, Victoria Rope  
& Cable Manufacturers Zinc Company, have removed  
to the premises of the late Messrs. Barray & Son, 61 St. Peter Street, Montreal.  
1-ly

**HUGHES BROTHERS,**  
FINE GOODS IMPORTERS,  
47 ST. PAUL STREET. 23-ly

**CAMPBELL BRYSON,**  
GENERAL COMMISSION MERCHANT,  
860 St. Louis Street.  
MONTREAL. 13-ly

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

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

CARGO OF SUGAR FOR SALE.

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

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

CONSISTING OF:  
Hhds. Choice Bright Barbadoes Sugar.  
Tons. Molasses.  
Puna, Molasses.

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

**TIFFIN BROTHERS.**  
Montreal, 11th May, 1863. 1-ly

**RUEK, ROBERTSON & CO.,**  
COMMISSION MERCHANTS,

FOR THE SALE OF  
Butter, Cheese, Flour, Grain, Oatmeal, Dried Apples,  
Fruits, and all kinds of Country Produce.

CORNER OF M'GILL AND WILLIAM STREETS,  
Opposite St. Ann's Market,  
MONTREAL. 55-6m.

**JAMES MITCHELL,**  
HAR JUST RECEIVED

163 hhd. Choice Sugar, ex "Empress," from Bar-  
badoes.

ALSO IN STOCK AND TO ARRIVE  
233 hhd. } Choice Barbadoes and Jamaica Sugar  
103 bbls. }  
103 puns do. Cienfuegos and Trinidad Molasses.  
25 puns Demerara and Cuba Rum.  
9 hhd. "United Vineyard" Brandy, 1863.  
94 bbls pure Cod Oil.  
80 bags Fine Jamaica Coffee.

&c., &c., &c. 1-ly.  
Montreal 14th June, 1863.

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

IMPORTER OF GILLING, WRAPPING & SHIP  
TWINES Patent Seamless Hemp Rope French  
Electro-Plated Ware, Jewellery, Clocks, Fancy  
Brackets, Files, &c., &c. 27

**J. D. ANDERSON,**  
MERCHANT TAILOR  
AND  
GENTLEMEN'S HAIRDRESSER,  
ALSO FINE CLOTHS.  
No. 124 Great St. James Street,  
MONTREAL. 12-ly

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

Consignments of Flour, Grain, Leather, Ashes,  
Butter, &c., receive personal attention. 2

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

**HALL, KAY & CO.,**  
METAL MERCHANTS,  
MONTREAL.

Sole Agents in the Dominion of Canada for the  
following Manufacturers:

Wm. Allaway & Sons, Tin and Canada Plates; Works  
at Lydney, Parkend & L.B.  
Morwood & Co., Lyon Galvanizing Works, Bir-  
mingham.  
A. & J. Stewart, Boiler Tubes, Clyde Tube Works,  
Glasgow.  
W. N. Baines, Engineers' Brass Work, Lancelfield  
Brass Foundry, Glasgow.  
S. H. Dobbs & Co., Tinned Hollowware, Park  
Foundry, Glasgow.  
Geo. Fairbairn & Co., the F. Horse Nails, Camelon  
Park, Falkirk.

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

**I. L. BARR & CO.,**  
MANUFACTURERS OF FELT AND  
COMPOSITION ROOFING, ENGLISH FELT  
ROOFING, &c. Office: No. 9 Place d'Armes Hill,  
opposite City Bank, Montreal. 55-ly

**W. J. STEWART,**  
MANUFACTURER AND FREIGHT AGENT,  
LIVERPOOL AND MONTREAL. 2-ly

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

TOUGH METAL SCOTCH-FACETYPES,  
PRINTERS MATERIAL OF ALL KINDS.

Books and Jobs Electrotyped and Stereotyped.  
23-5m

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

**McMILLAN & CARSON,**  
CLOTHING,  
WHOLESALE.  
148 & 150 McGill Street, Montreal. 5-ly

**JOHN McARTHUR & SON,**  
OIL, LEAD & COLOR MERCHANTS  
Importers of Window Glass, &c., No. 43 Lemoine  
Street, facing St. Helen Street, Montreal. 1-ly

**HENRY McKay & CO.,**  
COMMISSION MERCHANTS  
Shipping and Insurance Agents,  
No. 1 Merchants' Exchange, MONTREAL. 6-ly

**W. E. HEBBARD & CO.,**  
Manufacturers of and Wholesale Dealers in  
TRUNKS, VALISES, & CARPET BAGS,  
224 and 226 Notre Dame Street, Montreal. 13-ly

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

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

RELIABLE, PROMPT, ECONOMICAL  
 Incorporated 1820.—Commenced business in Montreal in 1850.  
 Accumulated Funds, over ..... \$20,000,000  
 Policies issued in 1867 ..... 16,251  
 Amount insured in 1867 ..... 44,783,322  
 Receipts for 1867 ..... 5,129,447  
 Surplus Fund (over all liabilities)..... 1,894,703  
 Deposited with Canadian Government. 100,000  
 Daily income in 1868, nearly ..... 20,000  
*The best facilities for the Insurance of Healthy Lives*  
 Head Office for the Dominion—20 Great St. James Street, Montreal, with Agencies in very city and town.  
**S. PEDLAR & CO., Managers.**  
 Montreal, 15th August, 1868. 2-1y

**FINDLAY & McWILLIAM,**  
**WHOLESALE CONFECTIONERS,**  
 No. 516 St. Paul Street, near Mc Gill Street,  
 MONTREAL. 83-1y

**JAMES ROBERTSON,**  
 128, 129, 130 and 132, Queen Street, Montreal,  
**METAL MERCHANT,**  
*Manufacturer of Lead-pipe, Shot, Paints, and Putty*  
 1-1y

**R. C. JAMIESON & CO.,**  
**MANUFACTURERS of VARNISHES, JAPANS,**  
 and Dealers in Spirits of Turpentine, Benzine, Oils, &c. &c. No. 3 Corn Exchange Buildings, St John Street, MONTREAL 60-1y

**EVANS & EVANS,**  
**HARDWARE MERCHANTS,**  
 and Manufacturers' Agents, No. 7 Custom House Square, Montreal. Sole Agents for the Provincial Hardware Manufacturing Company 36-1y

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

**JOHN ROUND & SON**  
 TUDOR WORKS, SHEFFIELD,  
**CANADIAN BRANCH,**  
 609 and 611 St. Paul Street, Montreal.

**MANUFACTURERS OF ELECTRO-PLATED and NICKEL SILVER GOODS,** importers of HEAVY and SHELF Hardware.  
 Agents for Wm. Jessop & Sons, Sheffield, Spring and Cast Steel; Harri. J. Broth & Howden, Sheffield, Cutlers to Her Majesty; Ebbingsham & Sons, Prussia, Brass Cornices.

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

**T. M. CLARK & CO.,**  
 MONTREAL AND TORONTO.  
**GENERAL COMMISSION AGENTS**  
 for the sale and purchase of Broadstuffs and Provisions.  
 Cash advanced on warehouse receipts, or Bills of Lading. 2-1y

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

**GREENE & SONS**  
**HATS, STRAW GOODS, &c.**

SPRING STOCK COMPLETE, embracing all the New Styles in

FELT HATS—MEN'S AND BOYS'

LADIES' STRAW GOODS

MEN'S AND BOYS' STRAW HATS

SILK HATS, CLOTH CAPS, &c.

**GREENE & SONS,**  
 617, 619, 621, St. Paul Street,  
 1-1y 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.

**J. C. FRANCK & CO.,**  
 IMPORTERS OF  
 GROCERIES, WINES, LIQUORS, CIGARS, &c.,  
 25 Hospital Street.  
 Montreal. 32-1y

**C. H. BALDWIN & CO.,**  
 IMPORTERS AND WHOLESALE DEALERS  
 IN  
 WINES, GROCERIES, AND LIQUORS,  
 8 St. Helen Street. 31-1y

**KINGAN & KINLOCH,**  
**IMPORTERS AND GENERAL**  
**WHOLESALE GROCERS,** and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal.

**WM. KINLOCH, W. R. LINDSAY, D. L. LOCKERBY**  
 3-1y

**GILLESPIE, MOFFATT & CO.,**  
**EAST AND WEST INDIA, GENERAL AND COMMISSION MERCHANTS.**  
 Agents for  
 The Phoenix Fire Insurance Company of London.  
 The British and Foreign Marine Insurance Company of Liverpool.

Hunt, Roope, Teague & Co., Oporyto.  
 Bartolami Vergara, Fort St. Mary's.  
 Otard, Dupuy & Co., Cognac. 4-1y

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

References:  
 Wm. Workman, Esq., Montreal, President City Bank.  
 Henry Starnes, Esq., Montreal, Manager Ontario Bank.  
 Hon. L. H. Holton, Montreal.  
 Messrs. Thomas, Thibaudan & Co., Montreal.  
 " James, Oliver & Co., Montreal.  
 " Thibaudan, Thomas & Co., Quebec.  
 Hon. Wm. McMaster, Toronto, C. W.  
 Messrs. Deany, Rice & Co., Boston, Mass.  
 Austin Sumner, Esq., Boston, Mass.  
 Henry Young, Esq., 22 John street, New York.  
 Samuel McLean, Esq., Park place, 69. 2-

**SPRING IMPORTATIONS 1868.**  
**LEWIS, KAY & CO.,**  
 Have now received their outfit.

SPRING IMPORTATIONS, and would particularly call the attention of buyers to the large assortment of FANCY GOODS. 6

**J. G. MACKENZIE & CO.,**  
 Importers of  
**BRITISH AND FOREIGN DRY GOODS,**  
 381 & 383 St. Paul Street,  
 MONTREAL. 8-1y

**FOULDS & McCUBBIN,**  
**IMPORTERS AND WHOLESALE CLOTHIERS,**  
 370 St. Paul Street, Corner St. Sulpice Street,  
 Montreal. 38-1y

**S. GREENSHIELDS, SON & CO.,**  
 DRY GOODS, WHOLESALE.  
 OUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,  
 Montreal. 60-1y

**JAMES P. CLARK & CO.,**  
**DRY GOODS IMPORTERS,** 162  
 McGill Street, MONTREAL. 9-1y

**W. & R. MUIR**  
**DRY GOODS IMPORTERS,**  
 166 McGill Street, Montreal.  
 Our Stock of Spring and Summer Goods is now very complete, to which we invite the attention of Western Merchants 8-1y

**STERLING, McCALL & CO.,**  
 IMPORTERS OF  
**BRITISH AND FOREIGN**  
**DRY GOODS, WHOLESALE,**  
 Corner of St. Paul and St. Sulpice streets,  
 MONTREAL. 7-1y

**JOSEPH H. MAY,**  
 IMPORTER OF  
**FRENCH DRY GOODS,**  
 439 ST. PAUL STREET,  
 MONTREAL. 51-1y

**McLACHLAN BROS. & CO.,**  
**IMPORTERS OF BRITISH AND FOREIGN FANCY & STAPLE DRY GOODS,**  
 and Small Wares, No. 453 St. Paul St., Montreal. 3-1y

**WM. J. McMASTER & CO.,**  
**IMPORTERS OF STAPLE & FANCY DRY GOODS,** No. 16 LeMoine Street,  
 25-1y Montreal.

**OTTAWA.**  
**HENRY GRIST,**  
 OTTAWA, Canada,  
**PATENT SOLICITOR AND DRAUGHTSMAN,**  
 Drawings, Specifications, and other documents necessary to secure PATENTS OF INVENTIONS, prepared on receipt of the model of invention. Copyrights and the Registration of Trade Marks and Designs procured. Established 1859. 45-2a

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

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

GOVERNMENT HOUSE, OTTAWA,  
TUESDAY, 23rd day of July, 1868.

PRESENT.

HIS EXCELLENCY THE GOVERNOR GENERAL  
IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and in pursuance of the provisions of the 11th Section of the Act 31 Vic., Cap 6, intitled, "An Act respecting the Customs," His Excellency in Council has been pleased to order, and it is hereby ordered, that the following regulations respecting the coasting trade of the Dominion, be and the same are hereby adopted and established.

Certified,  
WM. H. LEE,  
Clerk of the Privy Council.

COASTING REGULATIONS.

1. Vessels and boats employed solely in the transport of goods or passengers from one port or place to another port or place within the limits of the Dominion of Canada, shall be deemed to be engaged in the coasting trade, and shall be subject to the regulations governing the same.

2. None but British registered vessels and boats, wholly owned by British subjects, can lawfully be engaged in the coasting trade of the Dominion of Canada, and the names of such vessels or boats and the names of their ports of registry, shall be distinctly painted on the stern of the said vessels or boats.

3. Such vessels and boats, may, without being subject to entry, or clearance as required by law, for vessel trading between ports in the Dominion of Canada, as well as with foreign ports, carry goods the produce of Canada, or goods duty free, or goods duty paid or passengers from any ports or places in the Provinces of Ontario and Quebec, to any other ports or places in the said Provinces, or from any ports or places in the Province of New Brunswick, to any other ports or places in the said Province, or from any ports or places in the Province of Nova Scotia, to any other ports or places in the said Province, provided always that the owners or masters of such vessels or boats, shall take out a license for the season for that purpose from a Collector of Customs in Canada, and that the owners or masters in taking out the said license shall enter into Bonds of \$500, conditioned that such vessels or boats shall not be employed in the foreign trade, and provided also that the master of every such vessel or boat shall keep, or cause to be kept, a cargo book in the form prescribed by the Customs Department, to be registered by the Collector of Customs who granted the license, in which book shall be entered at the port of lading, an account of all goods taken on board of such vessel or boat, stating the description of the packages, the quantities, the descriptions and values of the goods therein, as also of the goods stowed loose, and the names of the respective shippers and consignees, as far as any of such particulars shall be known to him, and at the port of discharge shall be entered in the said cargo book, the respective days upon which any such goods shall be delivered out of such vessel, and also the respective times of departure from the port of lading and of arrival at the port of unloading.

4. The master of any such vessel or boat shall produce his license and cargo book to any Officer of Customs, whenever the same shall be demanded, and answer all questions put to him, and such Officer of Customs shall be at liberty to note any remark on the cargo book which he may deem proper and if the cargo book shall not be kept in the manner hereby required and the particulars of all cargo laden and unloaded, duly noted therein, the goods and vessel shall be forfeited, and the master shall incur the penalty of \$50.

5. Before any coasting vessel or boat shall depart from any port of lading in any one of the Provinces of the Dominion of Canada for any other port in the said Dominion, not in the said Province of departure, an account or report with a duplicate thereof, in the form or to the effect following, and signed by the master, shall be delivered to the Collector, who shall retain the duplicate and return the original account or report dated and signed by him; and such account or report shall be the clearance of the vessel or boat for the voyage, and the transire and pass for the goods expressed therein, except for goods under bond or goods liable to excise or internal revenue duty, which shall require the entries and warrants for landing to be signed by the proper officers as required by law, and if any such account or report be false, the master who signed it shall forfeit the sum of \$100.

6. Entries and Transire Coastwise for a registered vessel or boat proceeding from one Province to another in the Dominion of Canada.

Port of Name of Vessel. Master's Name. Port of Registry	Register Tons. Whither bound.
Foreign Goods.	
Warehoused Goods removed under Bond.	
Goods liable to duty of Excise.	
Do removed under Bond.	
Every other goods, Produce of Canada, &c.	

(Signed) \_\_\_\_\_ Master,  
Gave the day of \_\_\_\_\_ 1868.  
(Signed) \_\_\_\_\_ Collector of Customs for the Port of \_\_\_\_\_

7. Within twenty-four hours after the arrival of any coasting vessel or boat at the port of discharge which requires a transire as above described, and before any goods shall be unladen, the transire with the name of the place or wharf where the lading is to be discharged, noted thereon, shall be delivered to the collector, who shall note thereon the date of the delivery; and if any of the goods on board such coasting vessel or boat shall be subject to any customs duty, the same shall not be unladen until the entry has been made at the Custom House, and a warrant granted for the landing thereof; and if any of the goods on board such vessel or boat be subject to any duty of excise or Internal Revenue the same shall not be unladen, without the authority or permission of the proper officer of excise; but no entry shall be required at the Custom House for any goods brought coastwise the produce of Canada or goods on which the duties, whether of Customs or Excise, have already been paid or which are duty free.

8. Vessels and boats employed in the coasting trade and that shall not have taken out a license for carrying goods, and obtained a cargo book as above provided, shall report inwards and outwards at the nearest port to their place of arrival or destination and require clearances whenever they depart from any port or place within the Dominion of Canada, and in default of their so reporting the vessel or cargo, the master of such vessel shall be subject to the penalty of \$100 for departing and arriving without due entry inwards or outwards as the case may be. Provided that when a vessel shall sail from any place where there is no Custom House, or officer of Customs, it shall be sufficient for the carrying out of this regulation that the owner or master of such vessel, do, as soon afterwards as possible, forward to the nearest Custom House a similar report in duplicate, or lodge the same at the first port at which he shall touch where there is a Custom House Officer.

9. Goods under a removal bond from one Canadian port to another Canadian port, may be carried in any British registered vessel or boat, trading coastwise with a proper license and cargo book upon such goods being properly entered in the cargo book and in the account or transire, in duplicate, the Collector at the port from which such goods are removed, being required to forward by mail, to the Collector of the port for which the goods are destined, all the particulars and description of the goods so forwarded, and the packages shall be properly marked in red as now provided, but no goods under bond shall be carried in any coasting vessel or boat until the master has delivered an account in duplicate or transire to the Collector of Customs at the port of lading.

10. No coasting vessel or boat to touch at any foreign port unless forced by unavoidable circumstances, and the master of any coasting vessel or boat which has touched at any foreign port, shall declare the same in writing under his own hand, to the Collector or other proper Officer of Customs at the port or place in Canada where his vessel or boat afterwards first arrives, under a penalty of \$100.

11. If any goods are unshipped from any vessel or boat arriving coastwise, or unshipped or water borne to be shipped to be carried coastwise on Sundays or holidays, or unless in the presence, or with the authority of the proper Officer of Customs, or unless at such times and places as shall be appointed and approved by him for that purpose, the same shall be forfeited and the master of the vessel or boat shall forfeit the sum of \$100.

12. Officers of Customs may board any coasting vessel or boat in any port or place, and at any period of the voyage search her, and examine all goods on board, and demand all the documents which ought to be on board; and the Collector may require such documents to be brought to him for inspection.

13. No Fishing-boat or boat used in ferrying under 15 tons burthen, shall, except by special license or permission, carry any goods from a foreign country, which are liable to duty, under pain of seizure, unless the same (in the case of ferry boats) be for the sole use of some passenger, then on board.

14. No goods can be carried in any coasting vessel or boat unless such are laden to be carried at some port or place in Canada, and no goods shall be taken on her voyage or put out of any coasting vessel or boat while on her voyage by river, lake or sea.

15. The transire coastwise required by these regulations, may in the case of any steam vessel carrying a passenger, be signed by such person with the like effect in all respects, and subject to the like penalty on the pursuer, and the like forfeiture of the goods, in case of any untrue statement in the transire, as if the transire was signed by the master; and the word master for the purposes of these regulations shall be construed as including the pursuer of any steam vessel; but nothing herein contained shall preclude the Collector or proper officer of Customs from calling upon the master of any steam vessel to answer all such questions concerning the vessel, passengers, cargo, and crew, as might be lawfully demanded of him if the report had been made by him, or to exempt the master from the penalties imposed by these regulations for failure to answer any such question, or for answering untruly, or to prevent the master from making such report, if he shall see fit so to do.

16. The coasting regulations of the late Province of Canada dated the 12th April, 1861, and all regulations heretofore existing in the Province of New Brunswick or Nova Scotia in reference to coasting in any of the said Provinces are hereby repealed.

(Signed) S. L. TILLEY,  
33-3 Minister of Customs.

MR. A. H. ST. GERMAIN, Proprietor  
of the CANADIAN ADVERTISING AGENCY,  
Toronto, Ont., is our Sole Agent for circulating  
American Advertisements, and is authorized also to  
receive Canadian Advertisements for this paper. 23

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

W. & F. P. CURRIE & CO.,  
100 GRAY NUN STREET, MONTREAL,  
Importers of  
FIG AND BAR IRON,  
Boiler Tubes, Beller Plates, Gas Tubes, Horse Nails, Paints & Putty, Flue Covers, Kira Clay, Fire Bricks,  
DRAIN TILES, Roman Cement, Quebec Cement, Portland Cement, Faving Tiles, Garden Vases, Chimney Tops, &c., &c., &c.  
Manufacturers of CROWN Saws, Chair, and Bed SPRINGS. 12-ly

FOULDS & HODGSON,  
IMPORTERS OF  
Grey Cottons, White Shirtings, Regattas, Prints, Bed Ticks, Denims, Silvestas, Cobourgs, Orleans, M de Laines, White Muslins, Jeans, Molekins, Flannels, Blankets, Cloths, Tweeds, Vestings, Hosiery, Gloves, Braces, Ribbons,  
Laces, Blondes, Handkerchiefs, Fancy Dresses, Umbrellas, Parasols, Shawls, Hoop Skirts, Table Oil Cloths, Yarns, Battings, Silks, Velvets, Linen Threads, Playing Cards, Jewellery, Tea Trays, Sewing Boxes, Pipes, Toys, Bag Pursees, Pencils,  
Spools, Pins, Needles, Tapes, Buttons, Combs, Brushes, Hair Oils, Cologne, Soaps, Stationery, Brooches, Spectacles, Dolls, Mirrors, Razors, Pocket Knives, Table Knives, Chaplets, Crosses, Marbles, Slates,  
And a large variety of other Fancy and Staple Goods  
WHOLESALE.  
Perhaps the largest assortment of Goods suitable for a General Country Store of any house in the Province.  
394, 396, 398 & 370 St. Paul Street, Montreal. 15-ly

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

WHOLESALE GROCERS.  
LANE, GIBB & CO.,  
WHOLESALE GROCERS AND  
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Importers of East and West India Produce, General Groceries, Wines, Brandy, &c., &c.  
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Oct. 23. Wharf, QUEBEC. 41-ly

COMMISSION MERCHANTS.  
GETTINGS, LEMOINE & SEWELL,  
COMMISSION MERCHANTS,  
QUEBEC,  
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G. F. GIBSON & CO.,  
GENERAL AUCTIONEERS  
Quebec.  
Sale of Dry Goods, Fancy Wares, Hats, Furs, &c., &c.  
Advances made on consignments. 18-3m

J. & W. REID,  
GENERAL MERCHANTS,  
10 St. Paul Street, Quebec, dealers in Domestic and Foreign Paper and Stationery, Roofing Felt, Paper and Oil-stone, Pig-iron, Scrap Metals, Oakum, Pitch, Tar, Rosin, Ship Yarn, &c., &c. 41-ly

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**GENERAL HARDWARE AGENTS,**  
 AND IMPORTERS OF  
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 Charles Cammell & Co., (limited), "Cyclops," Steel and Iron Works, Sheffield; the Bowling Iron Company (near) Bradford, Yorkshire; The Yorkshire Engine Company, (limited), Sheffield; Frost & Co., (late of Derby) Wadley Bridge Iron and Steel Works, near Sheffield; The Patent Shaft and Axletree Company (limited), Wednesbury; Lloyd & Lloyd, Albion Tube Works, Birmingham; Walker & Hall Electro-Plate Works, Sheffield; Green's Patent "Sold Drawn" Brass and Copper Tube Company (limited), Birmingham; The Hockley Bolt, Nut, and Rivet Company, Birmingham; Thos. Dunn, Engineer, Windsor; Bridge Iron Works, Manchester; Sim & Coventry, "Pontpool" Tin, and "Pontypool" Canada Plates, Liverpool; John Trippett & Brother, Shipping Agents, Liverpool and New York; The Chelsea Rubber Company, Chelsea, P.Q.; The Hart Manufacturing Company (late Bliven, Mead & Co.), New York.

*N.B.—A stock of Charles Cammell & Co.'s War-  
 ranted Cast Steel for Tools, Railway Spring Steel,  
 and "Cyclops" Files always on hand.* 33-ly

**THE ST. LAWRENCE GLASS COMPANY**  
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COAL OIL LAMPS, various styles and sizes.  
 LAMP CHIMNEYS of extra quality  
 LAMP SHADES, plain, ground and cut glass.  
 GAS SHADES, do do do  
 Sets of TABLE GLASSWARE, consisting of  
 GOBLET

TUMBLERS,  
 SUGAR-BOWLS,  
 CREAM JUGS,  
 SPOON-HOLDERS,  
 SALT-CELLARS,  
 CASTOR-BOTTLES,  
 PRESERVE DISHES,  
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 WATER PITCHERS,  
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Hyaline Glasses, Steam Gauge Tubes, Glass Rods, Reflectors, or any other article, made to order in white or colored glass.  
 Kerosene Burners, Collars and Sockets will be kept on hand.

FACTORY—ALBERT STREET. Orders received at the Office, 388 St. Paul Street.  
 41-ly A. McK. COCHRANE, Secretary.

**THE STANDARD LIFE ASSURANCE COMPANY**  
 Established 1825.

with which is now united  
**THE COLONIAL LIFE ASSURANCE COMPANY.**

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

*This Company will continue Business under the In-  
 surance Act lately passed by the Dominion  
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W. M. RAMSAY,  
 Manager.

**RICHARD BULL,**  
 Inspector of Agencies.

EVERY information on the subject of  
 Life Assurance will be given at the Company's  
 Office, No. 47 Great St. James Street, Montreal, or at  
 any of the Agencies throughout Canada. 13 ly

**PHENIX**

**MUTUAL LIFE INSURANCE COMPANY,**  
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ACCUMULATED FUND . . . . . OVER \$2,000,000.  
 ANNUAL INCOME . . . . . \$1,200,000.

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

At the rates annually charged by responsible Com-  
 panies, and returns all profits to the insured, who are  
 now receiving a return of 60 per cent., or half their  
 premium.

Parties at a distance can insure from blanks, which  
 will be furnished on application.

*Usual restrictions as to residence and occupation  
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ANGUS R BETHUNE,  
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104 St. Francois Xavier Street.

Active and Influential Agents and Canvassers

**F. SHAW & BROS.,**  
**TANNERS AND DEALERS IN**  
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Importers of  
 ENGLISH OAK SOLE LEATHER and STRAP

BUTTS for Belting.

Agents in Canada for sale of

MILLER'S PATENT EXTRACT OF HEMLOCK BARK.  
 No. 14 LEMOINE STREET. 4-ly

**CONVERSE, COLSON & LAMB,**  
 PRODUCE AND GENERAL COMMISSION  
 MERCHANTS,

Tea Dealers and Importers of Groceries,  
 LIQUORS, CIGARS, &c.  
 Corner Hospital and St. Bennett's Wharf,  
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**ROYAL**  
**INSURANCE COMPANY**  
**FIRE AND LIFE.**

CAPITAL . . . . . TWO MILLIONS STERLING.  
 FIRE DEPARTMENT.

*Nearly the Largest Insurance Company in the  
 World.*

ANNUAL INCOME . . . . . £800,000

**ADVANTAGES TO FIRE INSURERS**

- 1st. Security unquestionable.
- 2nd. Revenue of a most unexampled magnitude.
- 3rd. Every description of property insured at moderate rates.
- 4th. Prompt and liberal settlement of Losses.
- 5th. Loss and damage by explosion of Gas made good
- 6th. Mod-rate Premiums.

**LIFE DEPARTMENT.**

Large participation in profits—equal to 20 per cent.  
 per annum on sum assured—being the Largest Bonus  
 ever continuously declared by any office.

**BOONS TO LIFE ASSUREES**

The Directors invite attention to a few of the advan-  
 tages the ROYAL offers to its Life Assurers.

- 1st. Exemption of assured from Liability of Partner-  
 ship.
- 2nd. Moderate Premiums.
- 3rd. All fees paid by the Company.
- 4th. Thirty days' grace allowed.
- 5th. Profits divided every five years.

All new Life Insurances, with participation, effected  
 after this date, will become entitled to an INCREASED  
 SHARE OF THE PROFITS, in accordance with the  
 Resolution passed at the last Annual Meeting of  
 Shareholders.

H. L. BOUTH,  
 Agent.

W. E. SCOTT, Medical Examiner.

ALFRED PERRY, Inspector. 50.

**THOS. D. HOOD,**  
**FIRST PRIZE**

**PIANOFORTE MANUFACTURER,**  
 MONTREAL

Shew Room:—70 Great St. James Street.

Factory:—52, Champ-de-Mare Street.

Constantly on hand, a superior assortment of Pianos,  
 Square and Cottage.  
 Second-hand Pianos taken in exchange. Repairing  
 and Tuning promptly attended to. 12

**ROBERTSON, STEPHEN & CO.,**  
 MONTREAL,

Are now receiving their  
**FALL IMPORTATIONS,**

which will be fully completed by the  
 20th INSTANT,

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

**STAPLE AND FANCY  
 DRY GOODS.**

6-ly

**PLIMSOLL, WARNOCK & CO.,**

Importers of  
**STRAW AND FANCY DRY GOODS,**

Joseph's Block,  
 18-ST. HELEN STREET,

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**LEWIS, KAY & CO.**

HAVE JUST RECEIVED

- 100 Pieces HOP BAKING.
- 60 Bales ENGLISH COTTON YARN.
- 100 " BEST SOUTHERN YARN
- 100 " CANADIAN COTTON BAGS.
- 500 Pieces GREY COTTONS.
- 500 " DARK Madder PRINTS.
- 300 " LILAC PRINTS.

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

**WINNING, HILL & WARE,**

389, 391, 393, and 395 ST. PAUL STREET,  
 (near the Custom House)

MONTREAL,

Importers and Wholesale Dealers in

**WINES, LIQUORS, CIGARS, Etc,**

AND

MANUFACTURERS OF CHOICE FRUIT SYRUPS,  
 TONIC WINE, GINGER WINES, BITTERS,  
 LIQUEURS, etc., etc., etc.,

For which the PARIS EXPOSITION OF 1875  
 awarded a PRIZE MEDAL for purity and excel-  
 lence of quality.

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Ch. DeLancourt . . . . . Bordeaux . . . . . France.  
 Gustave Gilbert . . . . . Reims . . . . . do.  
 Beard & Son . . . . . London . . . . . England.  
 S. H. Morris . . . . . do. . . . . do.  
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**WINNING, HILL & WARE,**

1-ly 389, 391, 393 and 395 St. Paul Street

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

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

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

1868. AUTUMN CIRCULAR. 1868.

**T. JAMES CLAXTON & CO.,**  
 CAVERHILL'S BUILDINGS,  
 ST. PETER STREET,  
 MONTREAL.

**DRY GOODS**  
 Our Stock will be complete and open for inspection  
 by  
**TUESDAY, the 25th AUGUST,**  
 Every department fully represented.  
 We request careful inspection and comparison.  
 1-ly **T. JAMES CLAXTON & CO.**

2,000 cases **FINEST FRUIT SYRUP.**  
 1,000 " **GINGER WINE—"McKay's"**  
 Also, in Kegs, Qr-Casks and Hhds,  
**AT LOWEST MARKET PRICES.**  
**WEST BROTHERS,**  
 14-ly **144 McGill Street, MONTREAL.**

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

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

**WM. McLAREN & CO.,**  
 Manufacturers and Wholesale Dealers in  
**BOOTS and SHOES**  
 STORE:  
 18 ST. MAURICE STREET,  
 (In the rear of Joseph Mackay & Bro.)  
**MONTREAL.** 83-ly

**BLACK & LOCKE,**  
**GENERAL COMMISSION**  
**MERCHANTS,**  
**MONTREAL.** 86-ly

**NELSON, WOOD & CO.,**  
**IMPORTERS AND WHOLESALE DEALERS IN**  
 European and American **FANCY GOODS,**  
 Paper Hangings, Clocks, Looking Glasses, and Plates,  
 Stationery, Combs, Brushes, Mats, Toys, &c., &c., &c.  
**MANUFACTURERS OF**  
**Brooms, Matches, Painted Pails, Tubs, Wash-**  
**Boards, and Dealers in**  
**WOODEN-WARE** of every description.  
 29 St. Peter Street, Montreal. 36-3m

**THE TRADE REVIEW**  
 AND  
**Intercolonial Journal of Commerce.**  
**MONTREAL, FRIDAY, AUGUST 21, 1868.**

The Business Office of the "Trade Review" is removed from No. 4 Merchants' Exchange to No. 58 St. Francois Xavier Street, Room No. 5, Up Stairs.

**E. H. DERBY AND THE GRAND TRUNK.**  
**MR. DERBY**, of Boston, has written three letters to *Herapath's Journal*, in the first of which he recounts that "having for the last thirty years been connected with railways as director or counsel, and having recently served on two commissions from our Government on the colonial trade and fisheries," he resolved to pay Canada a visit, and ascertain for himself the condition of her chief railway, and the possibility of making a better connection with Montreal, and the views of Canadian merchants on the subject of reciprocity. Rather singularly, considering the absurd object of his journey, Mr. Derby avoids the route which would take him over that section of the Grand Trunk from Portland to Montreal, chooses the nearer way over the Vermont Central. His first impressions of the track of the Grand Trunk are unfavourable, although he finds it well graded and ballasted; but he describes the rails as bruised, battered, and indented, requiring renewal, their condition fatal to speed and hazardous to equipment. He does not like the Montreal depot, but its dimensions, small enough and unsuitable enough for this city, he dwarfs much below the truth. It is to be hoped his other statements are more in accordance with actual facts.

Mr. Derby being introduced to a dozen of the leading merchants, presidents and members of the Board of Trade and Corn exchange, produce merchants and agents for ships and steamers, regrets to find a feeling of despondency as to the Grand Trunk line. Commercial public opinion he thus reports:—"With great unanimity they pronounce it a commercial failure, from which they are to have little benefit. Few or none of them hold stock or bonds, and all pronounce it a mere political engine. They describe its manager, Mr. Brydges, as a man wielding immense power, second only to the Governor-General. They concede him to be an able man; that he might do something for Canada, were he not hampered by distant Directors who want all the money, and getting little, suffer the road to go to decay. They tell me the trade relies upon steam, upon steam lines to the lakes and to Europe which do most of their

**MONTREAL SAW WORKS.**  
**MORLAND, WATSON & CO.,**  
 Manufacture all descriptions of  
**CIRCULAR, MILL, CROSS-CUT,**  
**BILLET WEBS,**  
 &c. &c.  
 Reduced Price List just issued.  
 Special discount to the Trade.  
**Montreal, June 25, 1868** 1-ly

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

"business, that they cannot rely upon the Grand Trunk's trains, that in the winter the line is often closed by the snow, and in summer beaten by the steamers—that it is a political engine going to the dogs."

Rather a fancy picture, we imagine this is, and if not, if our leading merchants do hold the views thus attributed to them, then are they most unjust to the proprietors of the Grand Trunk Railway, and utterly blind to the causes of the growth, so rapid during the past ten or fifteen years, of this city. Whoever and whatever have not benefitted by the Grand Trunk, of a surety Montreal merchants have prospered exceedingly by its means, and without it our streets would not now be lined with the vast warehouses that now mark the commercial supremacy of the chief city of the Dominion.

Mr. Derby trusted a good deal to the information he received from others. He went to Quebec, but again avoided the Grand Trunk, and had personal knowledge only of that portion of it in the immediate vicinity. He learned, however, that the line to Portland did not return the money which was paid for it, and that it was still worse with the Quebec and River du Loup sections. Notwithstanding this deplorable state of affairs, Mr. Derby has confidence in the undertaking, and though a merchant from Chicago whom he met here was the only one he found in Canada who was hopeful of the future, he thinks that as the Vermont Central by good management has been made to pay, so the Grand Trunk with perseverance and energy may also be made equally profitable. In his second letter, which we print entire, Mr. Derby gives his ideas of what needs to be done in order to put the road in thoroughly good working order, and how the money can be raised without any further call upon the long suffering stockholders, who, he says, have his entire sympathy. The mode in which he proposes to raise the necessary funds is rather original, but at the same time comes too late in our history to be very practical, and we commend it to the notice of those who may have acquired the habit of giving gratuitous advice on subjects in which they have no interests at stake, and concerning which they have no reliable means of forming a correct opinion.

The *Lindsay (Ca) Post* says the subject of railway extension from Lindsay to Beaverton is occupying the attention of the people of Thorah. A bye-law has been published by the Council proposing to raise \$50,000 by debentures, payable in twenty years, with the interest thereon at six per cent., with an understanding that the railway company is to pay or refund to the municipality three per cent on this amount in perpetuity.



### FREE GRANTS IN ONTARIO.

WE rejoice to learn that there are reasons to believe the Free Grant system commenced in Ontario will prove successful. Several townships were set aside at the meeting of the Legislature in Toronto last fall to be given to actual settlers as Free Grants. These were mainly in what is known as the Muskoka district, and embraced the new Townships of McDougall, Foley, Humphrey, Cardwell, Watt, Stephenson, Brunel, McLean, Draper, and others. These townships contain a good deal of excellent farming lands, and we are happy to learn considerable progress has already been made in their settlement. We are informed that very close upon 15,000 acres of the Free Grants have been already taken up by actual settlers, nearly all of whom are persons who have not previously received such grants from the Crown. The number of persons located is 137, and of these only some 26 had previously had Free Grants. Besides the number of acres actually taken up, applications have been made for some 7,650 acres more, and as soon as the affidavits are made by the applicants according to law, the land will be allotted, counting in the reservations made by the Crown Land agents at the instance of the Local Government, at least 25,000 acres of these wild lands have been up for actual settlement. This must certainly be regarded as a very favourable start for the Free Grant system. It is probably not over three or four months since these townships began to be taken up, as parties could hardly go up to the territory with a view to select a good farm until some time in April, when the snow would be off the ground. Many have also been deterred from settling on these Muskoka lands because they did not wish to be pioneers, and would rather wait until the settlements had been begun. It is reasonable to expect, therefore, that next spring will witness a still stronger desire among many of the young men and others of Canada, to possess themselves of a hundred acres of land, which can now be had for five years' settlement and the clearance of some fifteen acres. These terms are so easy that they must speedily attract population to the Muskoka district, and develop and open up that large tract of country bordering on the Georgian Bay. Many families eking out a mere subsistence in cities, would do well to turn their attention to these Free Grants. Whilst we do not say all the land is fit for agricultural purposes, there is a great deal of good land in the Muskoka district, and upon such places a few years' work would place many families in a position of competency, who now have hard work to make both ends meet. We hope to see this movement in Ontario entirely successful, and that the Free Grant system may be extended to all parts of the Dominion. Free lands and the commencement of the Intercolonial Railway and other public works, ought rapidly to augment our population during the next five or six years.

### THE RECENT CRISIS AT HALIFAX.

THE cause of the Union appears more hopeful. WE say this in view of recent events in Nova Scotia. In all parts of the Dominion the return of the Hon. Mr. Howe and the other Anti-Union Delegates, and the meeting of the Local Legislatures, were regarded as the crisis of the Repeal movement. This crisis may be said to have passed, and it has, we think left the prospects of the Dominion brighter than they have been for some months.

The capital of Nova Scotia—the City of Halifax—has been quite a centre of attraction during the past three weeks. The meeting of the Provincial Legislature, the Convention of the Anti-Union members of both Houses, and the arrival on the scene of Sir John A. Macdonald, Sir George Cartier, Hon. Wm. McDougall, Hon. Mr. Mitchell and other influential gentlemen from a distance, rendered the occasion one of much importance, particularly when it is remembered that the fate of British American Union hung in the balance. Telegrams to the daily press from Halifax have lengthened out greatly of late, as the people in the West have been anxious to get the news as to what steps the Repealers proposed to take under the peculiar circumstances in which they now find themselves placed. We have often heard of "Looking to Washington," but of late we have been "Looking to Halifax," and we trust we may long continue to look to it as the chief seaport of the Dominion.

We think the majority of the Anti-Unionists of Nova Scotia deserve credit for the moderate course which their recent Convention took. It is well known

that some violent Repealers were prepared to take extreme measures. A few were ready to answer the decision of the British House of Commons and the Duke of Buckingham, by refusing to pay duties, or in some other illegal way setting the Dominion Government at defiance. This action would simply have been rebellion! Its consequences might have been very serious indeed. To the credit of the Hon. Joseph Howe be it said, he seems to have steadfastly set his face against any display of Disloyalty, and it would appear that to him and some of the Dominion members, the country is indebted for the adoption of a more moderate policy. That policy is still to seek the Repeal of the Union, but it is to be done by constitutional means, which is the only course any statesmen not an Annexationist at heart, could for an instant support. In the resolutions adopted by the joint Convention which met at Halifax, we recognize the action of men still loyal to the British Crown, and notwithstanding their present feelings against the Union, we feel assured a little experience will so disappoint their fears and benefit Nova Scotia, that they will yet become as proud of the Union as any other portion of its inhabitants.

The Premier and his colleagues have done well in visiting Halifax and other places in the Maritime Provinces. Such a visit might have taken place with advantage before the present time, and might have prevented some misapprehensions in Nova Scotia, for we take it these gentlemen would take occasion to show the leading citizens whom they met, that it was certainly preposterous to suppose we would reap any advantage from Confederation which their Provinces would not fully share. During their trip, we hope they did not hesitate to tell the Nova Scotians, that nothing could be more alien to the feelings of our people than to attempt to keep them in the Union by force; that, whilst we insist on the Union, now that it has been consummated—having a fair trial before it is condemned, yet if after that trial has been given, they still insist that it is against the interests of Nova Scotia, very few, indeed, would raise their voices either against repeal or remedying the grievances complained of.

There are many in Nova Scotia, who profess to believe that Confederation is popular in the late Province of Canada, because it will benefit the latter at their expense. Never was there a more incorrect or unjust idea. We have never met a single public man who did not believe that in a mere dollars and cents point of view Ontario would lose more than she would gain by being united to the Maritime Provinces. The Hon. Mr. Tilley has shown that such is already the fact with New Brunswick, and we doubt not the state of the account with Nova Scotia would, if examined, prove the same thing. The reason—and the only reason—why Confederation is so popular among us is, that it affords the only hope of our preserving a separate Political Existence, and building up a new British American Nation on the northern part of this Continent.

The decision arrived at in Halifax—to seek repeal only by Constitutional means—we regard as the turning point of the Repeal movement. As England has decided that Constitutional means will not avail until some real objections can be adduced, the decision of the Anti-Union party is tantamount to agreeing to give Confederation a trial. We cannot but regard this as a most hopeful circumstance. We have faith in the Union. We believe a few years will prove it to be as much in the interests of Nova Scotia—if not more—than any other Province. To give it a trial, then, is (in our opinion) to render the Union of British America indissoluble, and we earnestly hope that result may flow from the moderate policy adopted at Halifax. If such turn out to be the case, Mr. Howe and his friends will in after years have reason to feel proud that they swayed the recent Convention in favour of moderation and peace.

### DANGEROUS EPIDEMIC.

GRAND alarm has been produced throughout the Western States by the appearance of a most fatal disease among cattle. Hundreds of animals have been carried off at different places by this dangerous epidemic, the nature of which has not yet been certainly ascertained. A Professor Gamgee pronounces it to be one of a group of inflammatory fevers, known in England as Anthrax fever, and elsewhere as Black Water, and its effect upon cattle is speedily evidenced by a "drooping head, arched back, hollow flank, 'glarry' coat, laboured respiration, running

at the nose and eyes, dark-coloured urine, and frequently bloody discharges." It appears to be quite as fatal as *Rinderpest*, very few cattle ever recovering from the attack.

From investigations which have taken place, it is certain that the disease was introduced into Illinois and other Western States by Texas and Cherokee cattle. It has been clearly traced to these animals, and steps have been taken at several principal Western Railway points to prevent any more of these cattle being sent eastwards. It appears that about 1,200 Texas cattle came up the Mississippi River about the last week of April, and it was not till about the 1st of June that any deaths occurred. Very soon after this date, however, cattle began to die in considerable numbers all along the route which the Texas cattle had passed—at East, wherever they remained any length of time, the disease has made its appearance in a milder or less severity. Quite a large number of cattle have been killed at Pittsburg, New York, Chicago, Tolono and other points, in order to prevent the disease from spreading. It is sincerely to be hoped these prompt measures will attain the desired end, and that this continent will be spared the heavy loss which Great Britain suffered from *Rinderpest* a few years ago.

The *Canada Gazette* of Saturday contains a proclamation prohibiting the importation of American cattle into Canada in the meantime. This is a precautionary measure to prevent the spread of the "Black Water" into this country. This course may be necessary, and it is probably well, in an important matter of this kind, to err on the safe side; but we do not see by the Western press that the disease has extended to places where no Texas cattle have been, and the most prompt and efficient means have been taken by the American cities most directly interested, to prevent the shipment eastwards of any infected cattle. We are inclined to think the chief danger is already past, and we trust it will not be long until the Government will consider itself justified in withdrawing the restrictive order, as the cattle trade between the two countries is already greatly hampered by the laws in force.

### OTTAWA AND LAKE HURON NAVIGATION.

WE have received a pamphlet, entitled, "The Interests of the British Empire in North America." It was compiled by a committee appointed at a meeting of several members of the Canadian Parliament, held in Ottawa last May, as a prospectus of the objects which the committee have in view. These objects are the opening up of the great natural highways through British American territory from Montreal to the Pacific, via the Ottawa and tributaries, the great lakes, the Saskatchewan, &c. More especially, the pamphlet before us points out the importance and advantage of so improving the natural water-courses of the Ottawa and the Matawan, and opening the communication between them and Lake Nipissingue, as to allow of the passage from the great lakes of vessels of 1,000 tons burden to Montreal or to sea. The comparison of distances shews very greatly in favour of this route, as against either the St. Lawrence or Erie Canal routes. From Chicago to Liverpool by the projected Ottawa River route, the distance is 3,663 miles, by the St. Lawrence 4,081 miles, and by the New York 4,491 miles. The saving of distance is a saving of time, and consequently a saving of cost of transportation, and the saving of time will be even more in proportion as the total length of canals to be passed would be greatly less than by the other routes. It is estimated that the cost of a ton of freight from Chicago to Liverpool by the Ottawa, St. Lawrence, and New York routes would be respectively \$20.00, \$21.83, and \$28.27, and that, taking the maximum time of open water as two hundred and twenty days, the number of trips a vessel could take between Chicago and New York during the season would be eight, from Chicago to Montreal by the St. Lawrence would be thirteen, while by the Ottawa, nineteen trips could be made.

We agree with the writer of this pamphlet in this estimate of the importance, both commercially and from a military point of view, of opening up a new route through sparsely settled country at a distance from our southern frontier. The weakest point in the geographical position of the Dominion is acknowledged to lie in its great length from east to west contrasted with its narrowness from north to south; and it needs no wonderful amount of intelligence to perceive that nothing will ever develop and settle up the interior of the country unless means of communication

are first prepared. It is also certain that a large number of laborers would be attracted from abroad by the hope of finding abundance of work, and of these laborers, many would settle down in the country either as farmers or manufacturers. The entire cost of constructing the canals and other works necessary to make this route navigable to vessels, say of 1,000 tons, was estimated by Mr. W. Shanly at £5,000,000 sterling, a large sum no doubt, when we take into account our present debt, and the additional amount we are about to borrow for the construction of the Intercolonial Railway. But the great question after all for us to consider, is whether the investment of that sum would pay, whether the direct returns in the shape of tolls, and the indirect advantages of increased settlement of the country and greater ability to raise revenue, would counterbalance the increased burden of public debt. We do not hesitate to say that if the Imperial Government, by giving its guarantee, would enable Canada to raise a loan of £5,000,000, at 4 per cent., or a cost of about \$1,000,000 per annum, the investment would be a remunerative speculation, and would not increase the burden of taxation at all beyond the means of the country, which have increased in the past, and are still increasing at a rate that will soon enable us to pay off every dollar of public debt. We must not, however, be afraid to develop our great natural resources. Money wisely spent will return to us fourfold, and every railway built through productive territory, even if at first unprofitable, and every canal constructed to secure free internal communication will amply repay us for all the expenditure.

We might in this connection make a few remarks on the rival project of the Huron and Ontario Canal. Mr. Caprell its indefatigable and eloquent promoter, has, it is stated, secured the co-operation of a sufficient number of capitalists in England and the United States to raise the necessary funds, \$40,000,000, provided only a grant of 10,000,000 of acres of unsettled land be made by the Government of Ontario. It appears to us that the grant of this land, at present unsettled and unproductive, would be a very small bonus to be given to secure the construction of the nature of the proposed ship canal from Lake Huron to Lake Ontario, and the association having to look for immediate return to their investment from these wild lands, would proceed at once to make them productive by inviting settlement, and developing their mineral and lumbering resources. Again the spending in Ontario of so large a sum as \$40,000,000, or the greater portion of it, would make money abundant and create a great and immediate increase of general prosperity. This, of course, would be most felt along the line or in the vicinity of the canal but its influence would also be felt throughout the Province. All classes would reap some of the benefit. The farmers in increased demand for the means of subsistence for the larger body of laborers who would be employed; the retail and the wholesale merchant, rapid sales of their goods. In fact, the expenditure of \$40,000,000 of foreign capital would be attended with results in every way satisfactory, and we trust the Ontario Legislature will, in her wisdom, see fit to secure these results, when the price asked for them is simply the grant of lands, from which there is no hope that the Provincial Exchequer could ever receive any important addition to its revenue.

EMIGRATION TO CANADA.

(From the London Standard.)

A FEW weeks ago we drew attention to the difficulties thrown in the way of the East London Emigration movement by the conduct of the authorities in Canada. The difficulties so created we attributed to a sudden and remarkable change in the policy of the Canadian Government on the subject of emigration. In reply to this statement, Mr. Dixon, the emigration agent of the Canadian Government in this country, published a letter complaining that our remarks were "likely to cause respect to mislead the public," "doing as follows:—The attitude of the Canadian authorities on the question of emigration had not changed they are as anxious as they ever were that respectable thrifty persons should settle in the Dominion, and the prospects for such are undeniably good." What may be intended as the term "respectable thrifty persons" is not exactly clear. Our own remarks were quite enough. We stated that the Canadian Government had suddenly, and without adequate notice, withdrawn that amount of co-operation which they had hitherto awarded to the emigrants sent out by the East London emigration committee—a committee most respectably organized and carefully conducted. Considerable inconvenience had resulted from this change in the conduct of the Canadian authorities, and the emigrants had been exposed to hardships and dis-

vantages which they would not have had to endure had the East London committee been apprised that the usual assistance would be withdrawn. A striking exemplification of our remarks has just transpired. The Ottawa bureau, under date of June 10th, have issued an order in council prohibiting the landing of poor emigrants. Last year the Canadian Government paid the travelling expenses of the emigrants going inland. This year they suddenly cut off that assistance, and now another step is taken, which changes the negative opposition into positive antagonism. A ship exploring the port of Quebec with a freight of poor emigrants is likely to be ordered off like the convict ship sent to our colonies some years ago when the letters were determined to receive no more such consignments. This is not a mere shutting of the door against the "pauper" emigrant. The East London committee sent out no persons who are in the receipt of parish relief. They make a careful selection, and Mr. Dixon himself has borne testimony to the excellent appearance presented by these parties as they go on board in the finances. The effect of this order in council has been singularly embarrassing. Within the last two or three weeks the East London committee have been making a selection of rather more than 50 persons, who were to have been sent out in one of the vessels belonging to the British and Colonial Steamship Company. It is by the vessels of this company that the East London committee have hitherto sent out the parties whom they enable to emigrate. In this instance the vessel was to sail on Thursday last; but in the interval Messrs. Temperley, the agents for the steamship company, received a letter from Mr. Dixon, drawing their attention to the Canadian order in council, and warning them that if they took emigrants from East London they might have to bring them back again. In consequence of this notice Messrs. Temperley informed the East London committee that they would not take the emigrants on board, unless the committee would undertake to bear the expense of bringing the party back again in the event of the emigrants being refused a landing. The idea of giving a party of London working people, including women and children, a trip to Canada and back at the expense of a philanthropic fund, was not exactly what the committee intended. Accordingly the vessel called without the emigrants, and the latter remain where they were, the victims of a very serious disappointment. The committee have been at all the trouble of selecting these people, together with the expense of providing them with a proper outfit, redeeming articles from pawn, &c. In selecting this little company, the committee have simply done as much as their funds enabled them to do. Were they to send all who are willing and anxious to go, they might charter a fleet of ships. The disappointment to the people is most distressing, and the news that Canada is closed against East London will send sorrow and dismay into the midst of many families.

A further question suggests itself, and it is this—whether the committee need allow themselves to be daunted by the opposition of the Canadian Government? Perhaps in this as in the former instance, it is not so much the change itself as the suddenness of the blow that makes the effect so severe. Had the committee known their position sooner they might have accepted the responsibility and overcome the difficulty. The Canadian Government require that emigrants coming to their shores should bring with them a sufficient sum to pay for their inland passage, and to keep them for a short time while they are looking for work. If this is all, the committee in London are able to face the demand, and we would suggest that they should do so. If the British and Colonial Steamship Company are afraid to enter Quebec with emigrants thus provided, other means of transit should be sought. Possibly, however, arrangements could be made which would satisfy the company and the agents, so that the people might go by the accustomed route. But the tale is not yet told. In our former reference to this subject we abstained from alluding to certain facts which may as well be mentioned now that matters have gone so far. There is reason to believe that peculiar influences are at work at the present time in Canada. The East London emigrants are not the only parties received with disfavour on reaching the Canadian shores. The representatives of the Prussian Government are remonstrating on the manner in which the Canadian authorities treat the German emigrants; and the indignation expressed in this quarter is by no means measured in its tone. The cause of all this seems to be extremely remarkable in its character. We are given to understand—and the statement is based on very good authority—that in Lower Canada the French, especially the priests, are openly hostile to any accession to the British population, and to any introduction of the Protestant element. An emigrant who is at once an Englishman and a Protestant is looked upon by these parties almost as a natural enemy; and the use of the English language is systematically discouraged, in order that the new comers may find it the more difficult to settle in the country. Of late this Gallic and priestly influence has been making itself more extensively felt, and hence the change which has undoubtedly come over the spirit of the emigration department. The fact may be denied, but these statements are confirmed in a manner which makes them very difficult of disbelieve.

Such being the state of affairs in the Dominion, the East London committee will probably only get over one difficulty in order to be met with another. Still it is well to go on until the way is altogether blocked up, and it seems hard, indeed, that those fifty people who have been tantalised with this prospect of being sent out should be doomed to face the misery and degradation of another winter in Poplar. Next Christmas will probably find every one of these people applicants for parish relief, unless, in the meantime, they have the opportunity of earning their bread where labor is to be desired. In reference to Canada, it should be observed that there is a real demand for labour among the inland towns. There is a much better feeling towards emigrants in Upper than in Lower Canada.

As an index to the existing state of things we may quote a letter written from Toronto on the 1st of the present month by an emigrant from East London. This man who had been in Toronto five weeks says— "I had only been here four hours before I got a job at five shillings per day. I thought that pretty good for a start. Now I get six shillings per day. There is plenty of work for carpenters—those that were used to work at the bench. They cannot get enough of them. But it is no place for showrights, any trade but them. Bricklayers are getting ten shillings per day; stone-masons, blacksmiths, all are wanted. The greatest demand is for farm labourers; but any one can get work, and I have not seen a beggar since I have been here."

A political importance attaches to this question of Canadian emigration. While an influence unfavourable to British emigration is thus gaining strength in Lower Canada, the United States are sending forth a population which may be said to invade British America in the far West. These settlers pay no respect to any frontier line, and British territories are thus placed in peril. Commercially there is almost the most ruinous rivalry we should try to contest the struggling families of East London into flourishing settlers in our own colonies, who would remember us in their prosperity by purchasing our manufactures, which they will consume to a far greater extent under such circumstances that it is possible for them to do now. If a sufficiently extensive movement were to be organized whole townships might be settled in Upper Canada. We may add that the day is by no means gone by for the small capitalist. Land can be obtained on exceedingly easy terms, and those who like such a venture have every prospect of doing well. Canadian emigration is a subject not to be lost sight of, and every effort for its accomplishment ought to be encouraged by those who desire the extension of British interests across the seas, coupled with the relief of our own overstocked labour-market at home.

EXPLANATION AND RE-STATEMENT—A LETTER FROM THE HON. JOHN ROSE.

(From a latter date of the same paper.)

On Saturday last we put before the public an account of the circumstances under which the committee of the East London Emigration Fund suddenly found themselves unable to carry out their arrangements for sending a party of fifty or sixty selected emigrants to Canada. These people were to have been sent out in the steamship *Thames*; belonging to the British and Colonial Steamship Company, leaving the port of London on Thursday last. Every preparation had been made, and various expenses were incurred, when Messrs. Temperley, the agents for the ship, received a communication from Mr. Dixon, the Canadian Government emigration agent, of such a nature that they refused to take the emigrants on board unless the committee would guarantee to bring the people back in the event of the Canadian authorities refusing to grant them permission to land. The committee, as might be supposed, did not feel themselves warranted in entering into so extraordinary an agreement. They offered to provide funds sufficient not only to pay for the inland passage of the emigrants, but also to provide for their subsistence during the limited period in which they might be seeking for work. But Messrs. Temperley were so influenced by the communication from Mr. Dixon, drawing their attention to a recent order in council of the Ottawa bureau, that they declined any arrangement which did not recognize the probability of the emigrants being necessarily brought back again.

This virtual closing of Canada against the poorer class emigrants, has happily been brought before the notice of the Hon. Mr. Rose, Finance Minister of Canada, who, having just completed the negotiations for an important loan in this country, is on the point of returning to the Dominion. We may briefly state yesterday (Monday) morning Mr. Rose was waited upon by Mr. Kingscote, and the Rev. J. F. Kitto, two active members of the East London Emigration Committee, when the subject was discussed and Mr. Rose kindly undertook, upon his own responsibility, to write such a letter to Messrs. Temperley as should remove all obstacles in reference to the present party of emigrants. Mr. Rose, it is understood, leaves for Quebec to-day or to-morrow, and on arriving at that port will at once communicate with Mr. Stafford, the acting chief agent in the emigration department. The East London emigrants, in consequence of this change in the state of affairs, will leave London on August 6th, in the steamship *St. Lawrence*. The Finance Minister will thus have the start of the party by several days and there will be abundance of time for the necessary arrangements. It is, nevertheless, a fact that the expenses of the local emigration committee are considerably increased compared with the scale of last year, and the cost of sending out this present detachment will more than exhaust the funds which have been raised for the purpose. The committee commenced its operations little more than a year ago, yet it has sent out 800 emigrants, besides assisting 1,000 persons to migrate to other parts of the kingdom. The committee has its offices at No. 15 Cockspur Street, and is so constituted as to afford the highest guarantee of its soundness and usefulness. On its list are several of the leading men of the city, from whose pockets have come a very considerable portion of the money which has been expended. It is to be hoped that the general public will henceforth render a larger amount of support to so desirable an undertaking.

In regard to the future, there is every reason to anticipate that Mr. Rose will induce the Canadian Government to give the subject of emigration that further consideration which it obviously requires. Various reasons may be given for the checks which the Canadian authorities have themselves imposed on emigration during the present year; but the information which we have laid before our readers on the subject has every stamp of authenticity. The fact that can



be said of the Canadian emigration department is that it has become "disorganized," so that everything goes wrong, and one official blames another. But the order of the Ottawa bureau was an act of the government, and was by far the most serious of all. Whatever was the object of that order it could have but one effect, namely, to discourage emigration to Canada from Europe. It is possible to go from home to hear news, and we are inclined to think that when the present Finance Minister returns to Canada he will find, on inquiry, that the statements made in these columns were substantially correct. It will, indeed, be a fortunate circumstance if the troubles which the East London Committee have had to encounter, should lead to the establishment of an effective system of emigration between England and Canada. It is extremely satisfactory to know that Mr. Rose has become warmly interested in the question, and it is not too much to say that the subject could scarcely be in better hands. The honourable gentleman may thus be instrumental in bringing British labour as well as British capital into the provinces of the newly-formed "Dominion."

To the Editor of the Standard.

SIR.—My attention has this morning been called to an article under the above heading in your journal of Saturday last, complaining that the emigration department in Canada is thwarting the efforts now being made by societies here to forward a desirable class of emigrants from London, imputing to the French Canadian priesthood in Lower Canada a hostility to Englishmen and Protestants, and charging the Government of Canada with indifference, if not with positive opposition, to emigration.

The immediate cause for these strictures is the alleged withdrawal of the grant formerly made by Canada to assist emigrants in reaching their destination in the interior, and the statements, if unexplained, cannot but have a most injurious effect on Canada itself, while they are also calculated to discourage the labours of a committee in London whose well-directed benevolence I most readily acknowledge.

It is true that the grant which has been voted for some years to assist in forwarding emigrants to their destination, was this year reduced, not withdrawn. It was found that the grant, instead of being required to aid persons coming to settle in Canada, had been in practice almost wholly applied to forwarding emigrants from the continent of Europe, who did not intend to settle in Canada at all, but whose destination was Illinois, Wisconsin, and the other Western States of America. The timber ships coming from the continental ports landed their cargoes of emigrants at Quebec. Many of the passengers represented themselves as wholly destitute, and, as a matter of charity, they were aided in their seven hundred miles of transit through Canada, out of the grant in question. Of 27,000 emigrants who landed at Quebec in 1866, but 4,000 remained in the provinces. It was frequently found that many of this class, who were forwarded through the country at the public expense, had actually money orders on their person to a considerable amount. The facilities thus given to make the transit through Canada gratuitous seem this year to have stimulated parties interested in conveying German and Norwegian emigrants to the Western States to land unusual numbers at Quebec—many of them possibly destitute—and the recent departmental order to which you refer was doubtless prompted by these increased arrivals of persons who were merely journeying through to a foreign country. Its intention, which was solely to check what will be acknowledged as an abuse, appears to have been wholly misunderstood in certain quarters. Canada desires to stimulate in every possible way a healthy system of emigration. The grant for this purpose is this year (I speak from memory) about \$60,000, and there are paid government agents in Quebec, and in almost every city and town in the various provinces of Canada, whose sole duty it is to afford assistance and information to and procure employment for intending settlers.

The subject of emigration is one which under the new constitution devolves jointly on the governments of the Dominion and of the several provinces, and communications have been going on between the two for the purpose of instituting a sound and liberal system of attracting settlers to the country in such numbers as can be properly provided for.

It is, perhaps, unnecessary to notice the charge against the French Canadian priesthood, "that they are openly hostile to any accession to the British population, and to any introduction of the Protestant element," but the testimony of a Protestant and an Englishman who has lived among them for more than thirty years, will, however I trust, satisfy you that you have been misinformed as to the state of feeling there. I believe that there is no country in the world where there is less religious bigotry and prejudice, or more liberal views and good feeling, both as respects race and religion than in Lower Canada. The English Protestants there are in a minority of one to five, and whether as regards their educational institutions, the management of charities, their political arrangements, or other kindred subjects, where antagonism might be looked for, the most perfect good feeling prevails. Instances, indeed, are not unfrequent where French constituencies have returned English and Protestant members to Parliament in opposition to French and Catholic Candidates. In years when there is unusual sickness and destitution among emigrants, the foremost in acts of benevolence are the French Sisters of Charity, who, regardless of contagion, minister as nurses, with untiring devotion to Catholic and Protestant alike.

We have many obstacles to contend with, but from religious and national prejudices we have providentially thus far been spared.

I believe it is true that difficulties of the nature referred to in your journal have taken place. Whether they are attributable to a misconception of the recent action of the government, or the extreme precaution of the shipowners to guard themselves a gainst possible

loss, I cannot say; but it is on every account desirable that a repetition of these difficulties should be prevented, and that concert of action exist between the authorities in Canada, and any societies here whose efforts may be as philanthropic and well directed as those of the East London Committee.

JOHN ROSE.

Clarges Street, July 27.

## GRAND TRUNK OF CANADA.

LETTER NO. II.

(From Herapath's Journal.)

MR. EDITOR.—The merchants of Canada have lit the acquaintance with railways. They do not appreciate their capacity, or they would not despair of the Grand Trunk. We have lines less favourably located, with less resources and more deeply steeped in misfortunes, which have recovered, and astonished the community by their ten per cent dividends. It is safe to predict that the Grand Trunk well managed will eventually succeed. It is a great enterprise, accommodates several provinces and states, has but few, if any tunnels, is, to a great extent a level and surface road; its capital chiefly in stock. It has great latent power and resources. How are its embarrassments to be met, and its latent power to be brought into action? In the first place, it has strong claims on Government. It has a right to demand for its stockholders a cessation of land, and, at least, one other concession I will venture to suggest, and then all connection with politics should be severed. Its guidance should be confided to a man who can bring to it his whole time, and with it much commercial knowledge, great sagacity, courage and forecast. To stimulate his efforts the company should give him not only a fair salary, but also the option for a term of years to take a large amount of stock at current prices, so that his fortunes may be identified with the enterprise, and that he may not look elsewhere for advancement. But talents alone will not suffice, he must have means and appliances. Thus far the stockholders have been misled as to the requirements of the road, and rails originally poor have been suffered to decay. At this moment the road probably requires forty thousand tons of steel rails for its chief thoroughfares. From Montreal to Toronto, possibly to Stratford, and across the river from Montreal to Richmond, our fifty-pound rails wear well and such a rail of steel will call for but eighty tons per mile, and forty thousand tons of rails will leave on the hands of the company iron sufficient, with other rails removed, to replace all that requires renewal, and pay for the new ties and spikes demanded. As respects the line from Quebec to the River de Loup, which cannot pay the cost of running, the Government should be at once apprized that it can be run no more, and be asked to pay for the original cost of the iron or to allow its removal, and be asked to take the road bed and return the stock or bonds, which represent the cost of land, graduation and masonry. It will then be at the option of the Government to continue or discontinue it, as the exigencies of the State may require. Our Government would not wring from the stockholder his whole income, for the support of an unproductive road. A fifty pound rail of steel will doubtless stand twenty years without renewal and burnitized sleepers will probably last as long, and, instead of heavy expenses for renewal continually absorbing revenue, the line when renewed can be run at the lowest possible rate of expense.

But the best of rails will not suffice without an ample supply of engines, and it will be wise to add ten for each hundred miles of railway. On the railways of Massachusetts, which have grown up from average earnings of £18 to £75 per mile a week, and to average dividends of eight to ten per cent in about a quarter of a century, we have forty engines for a hundred miles of railway, and have none too many. The Eastern of France, which moved last year 800,000 tons of cereals, and is but twenty per cent longer than the Grand Trunk, has forty engines, one hundred and forty carriages, and twelve hundred trucks, for each hundred miles of railway. More than two million tons of cereals annually float on the Lakes and the St. Lawrence. To check the drifts, snow fences or snow traps and ploughs are required, and as for the ice, half the line lies south of some of our successful lines, which are not paralyzed by winter. Ice does not crush the surface of the rails, but rails, engines, and snow fences are useless without freight cars or trucks for transportation. The cripples that now line the stations, while the merchant waits for his oats, or resorts to steamers and rival lines, must be sent to the hospital or repair shops; suitable stations and elevators must be provided. At least one hundred new passenger carriages equal to those of the new States of Illinois and Michigan must compete for the travel with equal attractions, and at least two thousand long trucks must be added to the equipage, and the most assiduous care be taken to accommodate promptly the local freight, the oats, barley, shingles, staves, butter and potatoes at each local station, as they have never been accommodated. Attention to this will stimulate travel and production, and this local freight which pays two prices is the life of our new England railways. For the long freight, the road with its long and level lines can compete successfully for the cereals at rates as low as the charges for coal in England, and can command return freight at nearly the same rates on coal, salt, iron, and emigrants, and get higher rates for valuable goods. It can also take the traveller by moderate rates and fast trains, competing with steamers, as on our Hudson River line. Speed, which the Grand Trunk apparently ignores, is the great element of success, and without it the steamer must win the battle. I would expend no funds on new branches. While I write, all but £2,000 has been subscribed in the country to connect the Grand Trunk with Boston, and save 60 miles by a branch from Lake

Magog to Lennoxville, 105 miles east of Montreal. If the subscription does not suffice, a few rails from the Three River branch, which has been or should be abandoned, will insure the connection, and give the Grand Trunk 105 miles instead of 27 on the route from Montreal and Quebec to New York and Boston, and across to the Merrimack Valley. But how shall the coffers of the Company be replenished? Rails, engines, and carriages demand funds, and the patience and purses of the Shareholders are exhausted; they need dividends to go to market in place of assessments. My plan is a very simple one; it is to call upon the Governments of the United Kingdom and of the New Dominion to apply three eighths of the 4,000,000 reserved for an Intercolonial Railway to the completion and equipment of this great International line, still unfinished. A million and a half of funds, to be raised at 3 per cent, on English Consols, guaranteed by Canada, or *vice versa*, will suffice for all the stations, rails, and rolling stock, which the line requires, and still leave sufficient for a military road. Fifteen per cent of the million and a half should be funded, and will suffice for three years interest without a call on the company, and after three years a business increased 60 or 80 per cent, will suffice for interest and dividends. It is the province of a paternal Government to sustain an undertaking on which the future growth of the province depends, and to aid the guardians of the trust in preserving the property of their wards from ruin, and in earning a commission to requite them for the devotion of time, talent, and money to their service. But it will be urged this will not satisfy the Maritime Provinces. Then grant half a million more to them to complete the European and American line, in which both Nova Scotia and New Brunswick are embarked, and a fund at 3 per cent, will meet the exigencies of both of them, and avert a sacrifice.

If this does not suffice, grant half a million more to construct the ship canal from the Gulf of the St. Lawrence to the Bay of Fundy, which will benefit the whole continent of America and the commercial world. A million and a half still remain, and a single million will suffice to make a military road a surface railway from Frederickton or Woodstock to the River de Loup. It will be needed only for lumbermen and a few ties, shingles, and clap boards. It need not be fenced in or run, except in the lumbering season or in time of war, and like many sections of the line from St. Andrew to Woodstock, might be made for £2,000 per mile. The travel will take the true international line from Halifax to Shediac, St. John, Bangor, and Portland, and thence to both Boston, Quebec, and Montreal.

The line which combines the traffic of Europe, the provinces and the States, will alone be successful; but if this business is divided, the Intercolonial line across a cold and cheerless desert will be as profitless as the line to the River de Loup. It will not pay itself, and beside this will impoverish other lines which might otherwise prove remunerative. Half a million will still remain for future exigencies; it will suffice to open a ship canal from the St. Lawrence to Lake Champlain and give an outlet to the timber of Canada, at this time a great desideratum. The enterprises and loans proposed will be reproductive. The Intercolonial is a useless line.

"Ask and ye shall receive, knock and it shall be opened unto you," are precepts which our Puritan fathers took from Holy Writ when they came here from the parent land to reclaim the wilderness, and are singularly applicable to this exigency.

I reserve the subject of reciprocity for another letter.

Yours truly,

E. H. DERBY.

Boston, Mass., U. S. A., July 7, 1868.

## THE BROCKVILLE AND OTTAWA RAILWAY COMPANY.

ANNUAL GENERAL MEETING.

THE general meeting of stockholders and bondholders of the Brockville and Ottawa Railway took place on August 12th, at 12 noon, at the Company's office. We are sorry more were not present at the meeting, and particularly sorry to notice the absence of Mr. E. F. Steele, who worked so hard for the organization and completion of the road. Those who were present, however, seemed to have undoubted confidence in the management, and probably this confidence may be the reason why so few took the trouble of coming.

The report of the Manager, Mr. Henry Abbott, was submitted to the meeting, and from it we gather the details following:—

The receipts from 1st Jan., to 1st July, 1868, inclusive, amounted to ..... \$73,848.71  
Same period last year ..... 52,598.63

Increase in six months ..... \$20,750.08  
The working expenses proper amount to ..... 38,950.05  
(Or 52.1-10 per cent. of the income.)

The whole of the expenses of operating the road, including all the actual renewals, amount to ..... 46,087.56  
(Or 62.8-10 per cent. of receipts.)

A result which has not been previously accomplished on this road, and which compares very favorably with the operations on any other railway in the Dominion.

This portion of the report is very satisfactory it shows a development in the country which few parts of Canada can boast, for those lines of railway are very few in this country whose "traffic receipts" increases in six months \$20,000 or at the rate of \$40,000 per year. Of course, this statement has reference to railways of the same length. While, therefore, we congratulate the company on the increased

traffic, we propose now to look into the sources of Revenue.

The transportation of lumber is one of the chief sources, while the cattle, butter and pork, and the passengers formerly make up the rest. Now, however, we have to notice a new source of income as mentioned in the report as follows:—"Iron ore which appears for the first time in the report is destined to form one of the chief sources of revenue." This iron ore is brought from the neighbourhood of Perth and from Arnprior, the largest quantity coming from Arnprior. It consists of Red Haematite of good quality and will doubtless be a source of wealth to the present proprietors.

We wish now to notice the operating expenses. Last year the operating expenses were \$28,974.63 For the first 6 months of this year they are.. 38,960 06

This increase in the operating expenses is due to the fact of a purchase of large quantities of fuel—there remaining at present on hand 5,294—\$6,392.23, and to some other small amounts, which by reference to the report will more fully appear.

We also wish to call the attention of those interested to the small amount of renewals:—

Bridge at Smith's Falls.....	\$ 1,768.57
Bridge covering at Arnprior.....	198.92
Ties.....	5,170.01
Re-organization.....	3,610.83
	\$10,748.33
Renewals last year.....	38,375.28

If for the balance of the year only, as much more for the renewals is calculated, the whole expenses this year would amount to nearly \$18,000 less than last year.

It is proposed by the Manager to build a new Iron Girder Bridge at Carleton Place, as one of this year's renewals, and a turntable at Perth, which, it is expected, will be all the renewals that will be necessary. Why these "repairs" should be called "renewals," and charged in a separate account we are not aware, unless it be to make "operating expenses" smaller.

We also notice this statement:—"Operating expenses 53 1-10 per cent, for this half year, against 54 7-10 last year, the difference being 1-10 in favor of this year's operations." We do not understand this statement, or rather we think there may be a little inconsistency, inasmuch as Mr. C. F. Fraser, who acted as Secretary-Treasurer to the Company last year, stated in a letter to the Board of Directors as follows:—"The gross receipts in cash for the year 1887 were \$146,209.39. The per centage for operating expenses has been in the proportion of 48 11 per cent. of such gross receipts." Mr. Abbott in his report says they were in the proportion of 54 7-10. We think this arises from the renewals not being taken into consideration last year.

Cash on hand last of July is \$24,479.02. Number of miles run to one cord of wood in 1867, 44.49; in 1868, 45.45.

Speaking of renewals and operating expenses, the report says:—

"It will be borne in mind also that the cost of all renewals of wheels, &c., to cars or engines were last year charged as "renewals," while this year they are included in operating expenses, thereby causing the article of wages and materials to cars and engines to appear larger in this than in last year's statement. This also accounts for the increase in the cost of locomotive power per mile run."

We have heard of no complaints except, perhaps, the rate of freight for iron ore, and so far as the employees are concerned all are highly pleased.

#### THE PETROLEUM DEPOSITS OF ONTARIO.

At the meeting of the American Association for the Advancement of Science, held at Chicago, several scientific papers were read, among others one by Professor Hunt, which elicited some interesting discussion.

Professor Hunt read a paper "On the Upper Silurian and Devonian rocks of Ontario." He observed that the paleozoic rocks of the Southwest Ontario region are covered by a thick layer of clay, which has rendered examinations of them extremely difficult, but more recently borings for petroleum have greatly modified or entirely removed these obstacles. The stratification of the rocks was noticed at length. The Genesee black slate, the Hamilton group, the sandstone formations were specifically noticed. The distribution of the gray Hamilton shales and black shales has been pretty clearly determined by the borings. The entire thickness of the Portage group is 224 feet. The Hamilton group attains a thickness of 1,000 feet in some places. The carbonaceous formations are from 300 to 400 feet thick. The Lower Devonian or corniferous limestone is from 60 to 275 feet in thickness, increasing towards the west. In the northwest the thickness is greatest. Here a boring of 700 or 800 feet was made before reaching soft marl; below was a layer of rock salt 40 feet thick. This salt formation, measures nearly 1,000 feet in New York and on Lake Huron. Gypsum is also found in the lower soil. This shows a condition of very slight precipitation of moisture and of very great evaporation at that time. The petroleum was thought to originate in the Lower Devonian limestones. An oil well in Inniskillen was sunk to a depth of 776 feet. Other very deep wells were mentioned to confirm the theory of the origin of the oil. Similar wells occur in the corniferous limestones in Kentucky. Oil is also found in the lower Silurian. The borings show geological horizons far below the bottom of the lakes, and that the southwest portions of Lake Erie and Lake St. Clair have been excavated from the quartz formations.

In the discussion that followed Professor Newberry remarked that the present bed of Lake Erie did not well represent the ancient basin either in extent or depth. The lake was once only a river, and rivers now running into it from the south have their beds 100 feet above their ancient ones. The rock formations along the river valleys show the undisturbed geological order. He has a different theory from that of Professor Hunt concerning the genesis of petroleum. If it originated in rocks then we can extract it from them. The Hamilton black shales are carbonaceous, and afford some oil. In the Chemung and other groups, great oil reservoirs are found. The origin of it must be looked for above where it is found. He thought the black shales and not the corniferous limestone furnished the petroleum. The carbonaceous matter is derived both from animal and vegetable organism. The lower silurian limestone is highly carbonaceous, and affords oil in some regions. He showed that a high temperature was not essential to a production of oil from hydro-carbonaceous deposits; and a lower temperature only retarded the process.

One member remarked that there was a difference between the Canada and Pennsylvania oils.

Professor Hunt thought these differences of minor importance. He proceeded to review the remarks of Professor Newberry, rather confirming his former position. He would recognize different sources of oil in different regions. Even gravel beds have been found impregnated with oil. He thought a low temperature insufficient to effect the transformation of animal organisms into oil. He carefully described the chemical process of the conversion of vegetable and animal deposits into liquid oil, showing very thorough investigation, and ably sustaining his theory for the genesis of oil in the lower silurian carbonaceous limestones. The question of temperature was more carefully considered, and it was claimed that the chemical transformations producing oil could take place within certain limits of temperature.

Professor Newberry acknowledged that this was a chemical question, but not that all chemists agreed upon certain transformations in carbonaceous substances. Carburated hydrogen was a product of spontaneous decomposition, and he still thought that the theory presented in the paper was incorrect. He hoped chemists would make observations on spontaneous distillation of carbonaceous substances, so as to arrive at a correct theory.

Professor Winchell remarked that he had spent considerable time in the Ontario region, and had carefully examined the petroleum wells. He desired to present a paper referring to the Ontario region. He remarked at some length on the genesis of petroleum, regarding the shales as the true origin. He had examined a test well, and was assured that the corniferous limestones did not furnish the oil. There are dark shales at the bottom of the Hamilton group, but it is calcareous in most regions, although in others it is bituminous, and may furnish oil.

Professor Hunt had spent more time in the region than Professor Winchell, and had made wider observations. At Tillotson the oil is undoubtedly obtained from the limestone, because there are no shales above it. Also at Thamesville oil was pumped from 16 feet below the upper surface of the limestone. He remarked further upon some very deep oil wells, and reservoirs of oil in rocks which do not produce it.

Professor Winchell rose to speak, but Professor Newberry rose to explain that in Pennsylvania the corniferous limestone was not thick enough to furnish oil.

Professor Winchell then said that he would not have Professor Hunt consider the difference a question of veracity, for he could not question the authenticity and veracity of the statements made. He proceeded to explain and defend his theory.

#### FRONTENAC LEAD MINE.

(From the Kingston News.)

COMPARATIVELY few persons are aware of the existence within the bounds of the county of Frontenac of a veritable lead mine, one which is believed to be of immense extent, and great natural richness, and in which systematic workings have already been begun. The Frontenac Lead Mining Company have as yet not been anxious for newspaper notoriety, but have gone about their business in a quiet way, and as a consequence only the population in the immediate neighborhood, or the casual visitor who have been aware of the extent of the operations which have been planned and begun. On Tuesday last, however, the Company had made arrangements to have Professor Chapman, of Toronto, visit the mine, and the opportunity was taken to plan a little excursion to the mine, to which several gentlemen in Kingston, and the members of the press were invited. We presume therefore that henceforth the Frontenac Lead Mining Company do not intend to hide the light of their enterprise under a bushel, but will be glad of an inspection by the mineral resources of this part of the country.

The mining property in question is situated in the township of Loughborough, and lies upon the streak of land which marks the separation of two distinct geological formations. It is well known, to those who have examined the subject, that a line drawn from Rosie, in the State of New York (opposite Morrisburgh) where lead-mining on a large scale has been carried on for the past thirty years, to the township of Tudor, and even beyond, where lead has been discovered and worked, will pass over a tract of country in which it is exceedingly probable that lead will be found. This is not mere theory, but has proved to be a fact by the discovery of lead mines at various intermediate points, as in the townships of Lansdowne, Storrington and Loughborough. The vein of mineral in Loughborough, which is owned by five gentlemen of Kingstone, who have formed themselves into a

company for the purpose of developing it, is in the track of this supposed line; and it is possible that still further discoveries may be made, as, for all that we know, the intervening country has, as yet, been very imperfectly explored. The first discoveries in Loughborough were made by Mr. Rousehory, a farmer, whose love of adventure carried him to Madoc, on the early breaking out of the gold fever; and though he failed, like many hundreds of others, alas, to make a "pile," in the Hastings gold region, he there learned the valuable art of "panning out," and gained a habit of prospecting for minerals. Returning to his own farm, he made the discovery of lead, and the consequence has been that he has sold the mining rights on his farm for the handsome sum of \$5,000. Other neighbours have had strokes of equal good fortune; for the company, having satisfied themselves of the natural indications of the continuation of the vein, have bought up five lots of land embracing 1,000 acres, and are the owners of a lode or streak of mineral which has been traced for a mile, and even here and there for a distance of two miles. On this extent of land, of course, there is room for operations of great magnitude; enough, it has been said, by competent authority, to afford a busy industry for two generations or more.

The first workings, however, have been begun on the Rousehory lot, number 16 in the ninth concession, distant from Kingston about 16 miles. Here some substantial buildings of frame have been erected necessary to carry on the works and lodge the workmen. A large boarding house capable of accommodating a considerable number of men, a blacksmith's shop supplied with forge tools and a stock of steel for making picks and hammers, a stable and driving house, a powder magazine, a house erected over the shaft, and an ore shed in which to sort and look up the ore, have been erected. A shaft has been sunk to the depth of forty feet and an adit along the course of the vein is being driven from the outside so as to enter the shaft at a lower depth. The tunnel has already been driven 150 feet. When the two openings meet each other the work of removing large masses of ore can be more easily accomplished. In the language of the miner, the ore can be the more easily "stopped out;" but, to practise this mode of mining, the more tedious operations of making shafts and tunnels have first to be carried on. All these operations are conducted under the direction of the resident manager, Mr. Kirkpatrick, formerly of the Tudor mine. Three gangs of men are employed, working eight hours at a time, and the underground work goes on night and day. Besides the miners, labourers and choppers are employed as required. Altogether the change which has come over the backwood scene is a surprising one, destined, we hope, to be productive of great benefit. The vein at this part is a very wide one. Usually a vein of lead ore is measured by inches, but this is measured by feet, and is no less than twelve feet wide. It has been found to have this width over a length of 800 feet. The vein stone is calc spar, very friable, and separates easily from the galena which it contains. The proportion of galena to spar has been variously estimated at from one-ninth to one-fifth of the bulk. Mining operations proper were begun in December last, and in the course of sinking the shaft and forming the adit a quantity of ore valued at \$10,000 has been got out. From the width of the vein the working is expected to prove easy and cheap, and it will not probably be long before returns can be realized on a handsome scale. It is proposed to smelt the ore at the mine, the supply of wood in the neighborhood being plentiful and cheap, irrespective of the fuel growing on the company's lands, which they will be induced to utilize. A smelting hearth, on the plan followed at Rosie, is about to be erected, and the pigs of lead will either be carted direct to Kingston, or sent by way of Indian lake and the canal to Kingston harbour. It is thought that very much of the lead can be disposed of in Canada, and the remainder, if any, can be shipped to New York, Buffalo, or Cleveland, or elsewhere in the United States, as may be demanded. For washing the ore, also, there is every convenience on the property. A stream runs near the ore shed, which, when dammed up, will give an ample supply at a sufficient head to wash the ore, and to separate the finer particles of metal from the "pay dirt," thrown out in the different operations.

The company are very sanguine, and apparently with good reason, of the success of their lead mining enterprise in Loughborough. They have secured a wide vein, and a long tract of land through which it runs. Economical management will test its worth, and we are sure the people of this country will be glad to hear of their success. The establishment of the mine signifies the formation of a village and a market in the back country for agricultural produce, for firewood and timber—in short it signifies an improvement in the value of the surrounding lands, and will tend to encourage settlement in the rear part.

#### THE COMMERCIAL OUTLOOK.

(From the N. Y. Financial Chronicle.)

THE Fall Trade opens with unusual encouragements, and yet with some peculiarly perplexing doubts. In our last issue, we pointed out the injurious effects upon trade of a continued succession of short crops; it is satisfactory to be able to state that the country is now nearing the end of this cardinal cause of commercial depression. It may now be considered as almost beyond doubt that the present harvest will prove the most abundant in the history of the country. Nor are we likely to be deprived of the commercial advantage of cheaper bread through scarcity in Europe; for there also the yield of grain promises to go far toward restoring stocks to their usual volume, the chief essential to the recovery of average prices for food. It is not easy to over-estimate the importance to commerce of a good supply of breadstuffs. The cheapening of food removes the most stubborn impediment to

the reduction of wages, the high rates of which have, for five years been the basis of our industries. With a reduced cost of the main staple of subsistence, we are apt to have lower prices for the other articles of food, and with a general contraction of the costs of subsistence, consumers have the more to expend upon other commodities. An abundant harvest thus favours at the same time an increased and a cheaper production, and an enlarged demand, which is but another phase for a profitable and active trade.

This prospect looks good for the country generally and the agricultural sections especially. There is, however, some uncertainty overhanging the great staple upon which the South is directly dependent, and in which all sections are indirectly concerned. It is now universally conceded that a crop of 3,000,000 bales of cotton is not to be thought of. Present accounts from some sections of the cotton region represent the crop as suffering from rains and the worm, and it is feared that one-half the crop of Alabama may be lost from this cause. It also remains to be seen how far the election excitement, acting upon the sectional propensity of the negroes, may divert labor from picking operations, the planters profess considerable apprehensions on this ground. The South is likely to realize a handsome aggregate value for the crop, whatever may prove to be the yield; for with a light yield the price will correspondingly advance. It is hardly to be hoped, however, that the country is about to be benefited by a cheapening of the chief staple of clothing, contemporaneously with a decline in the price of food. We have a stock of but 75,000 bales of all qualities of cotton in the country to serve us until the new crop comes into the market, a condition of things by no means favourable to the season opening with low prices. The prospects of the cotton crop, therefore, cannot be reckoned among the causes helping to produce a general healthier condition of trade, except so far as it promises to improve the trading position of the South. The sugar and rice crops of that section, however, give promise of a large increase, which again will have the important advantage to the whole Union of helping to cheapen food products.

There are certain fiscal considerations tending to impart confidence and steadiness to trade. Congress has declined to enact any further modifications of importance in the tariff, tending, as all such changes do, to embarrass our foreign trade. The presence of political opinion has induced Congress to curtail the expenditures of the government, and the internal taxes have been removed from all manufactures, a relief which, whether it may prove permanent or not, must have a material influence in encouraging trade. To this extent, we may congratulate ourselves upon having recovered from the derangements and extravagances incident to the late war. Although these changes are very far from amounting to the recovery of a normal condition of things, yet they indicate progress; they are a concession to a popular desire for a sounder condition of things, and they are the commencement of a course of recuperation which, though propelled rather by the popular instinct than statesmanship, must ultimately place affairs in a healthy condition. Thus much the commercial mind of the country will concede; and trade will take courage accordingly.

In order, however, to arrive at a well balanced estimate of the future, it is necessary to take into the account certain facts and tendencies of a less favourable character. The political condition of the South is not such as to encourage enterprise in that section. Although a system of reconstruction has been established in most of the States, yet it remains to be seen how far political opposition may defeat its success, at least temporarily. The action of the Tennessee Legislature in passing a law providing for a militia force to meet a present political emergency is not assuring, and is the less so from the fact that other States may deem the same course necessary in view of election contingencies. The presidential canvass is being conducted with more than ordinary acrimony and passion, and during the latter stages may be attended with developments calculated to disturb confidence. These excitements are always attended with a diversion of attention from trade during the busiest period of the fall season; and, this year, the interruption is likely to be greater than usual.

Again, the course of our foreign trade is not at present wholly satisfactory. While it may be reasonably presumed that we have now reached a period when the remittance of bonds can be no longer available to any material extent in settlement for our imports, we see our exports of produce declining, and our imports increasing; a course of affairs which has called for an unprecedented export of specie this year, and which, with the remittance of the Alaska purchase money, has reduced the supply of gold in the country to an unusually low point. This course of affairs is inducing an active rise in the gold premium, and is likely to result in a great deal of speculation for the next few weeks; which would not only embarrass our foreign trade, but produce a good deal of financial uneasiness.

We would fain hope that no hindrance to trade may arise from banking sources, and yet we must confess to some misgivings on this point. For two successive seasons, last fall and this spring, we have seen merchants and manufacturers seriously embarrassed through the banks showing a preference for stock loans over discounts. Several failures arose from this cause, and much of the recent depression of trade is due to it. And the present condition of the banks, except those strongly to a reputation of this reprehensible policy. It appears from the July quarterly statement of the National banks of the United States that the loans and discounts are \$7,400,000 more than at the same period of 1877, and, considering the general quiet of trade and manufactures, it is reasonable to conclude that this expansion is due to an increase of loans upon securities. If then, the banks are relieved upon paying due deference to the claims of their mercantile customers, it must be at the risk of their call borrowers; a risk which it requires much

courage in the banks to challenge. The deposits of the interior banks with their New York correspondents appear to be very unusually large. When the crop movements set in, these deposits will be withdrawn in large amounts of grain paper will be sent here for discount; and the country banks will, in addition, require advances of currency. It is impossible to contemplate these movements without some anxiety as to the policy the banks may adopt towards the commercial community.

**RAILWAY ENTERPRISE.**

THE WELLINGTON, GREY AND BEECH AND GUELPH AND THE NORTH WESTERN LINES.

(From the Kingston News.)

WE find in the action of the Hamilton City Council another item of evidence going to show the great interest which is being taken by the city and township municipalities of Western Canada in the promotion of railway enterprise. The Hamilton City Council has just passed a by-law that will be submitted to the rate-payers for approval, which provides for the exchange of about \$100,000 of Great Western Railway stock for stock of the Wellington, Grey and Bruce Railway, a new line which is projected as a feeder to the Great Western, and which when constructed will undoubtedly confer a material benefit on the City of Hamilton. This exchange of stock it is thought, will be sufficient to render certain the building of the first 13 or 14 miles, from Guelph to the Grand River, the only section in which the local houses fall short of the amount required. The Hamilton Times thus refers to the economy of the exchange, and indicates the existence of public spirit in the ownership along the line of route, which have given bonuses of \$5,000 per mile in order to have their county opened up by a railway. The Times says:—

“Compared with the benefit which the new railway will be to Hamilton, the dividend now received on the Great Western stock is but as a drop in the bucket, even were no dividend to be received from the stock which is to be taken in exchange. But happily there is no reason at all for contemplating that contingency, however strong the case would still be in favour of the proposed exchange. The important fact is to be remembered that the Great Western dividends are paid on the large capital cost of \$70,000 per mile, whereas the Guelph and North Western will have to pay dividends only on about \$10,000 or \$11,000 at the outside. For this \$5,000 per mile from the municipalities, this being a bonus, draws no dividends afterwards, the people being content to make it a free gift out and out, at once, for the sake of the benefit the railway will be to them. Offers are in hand from perfectly reliable parties to complete the road, including right-of-way, rails, and everything but the rolling stock—the latter not having to be provided by the company, as the Great Western will run the road—within Mr. Reid's estimate of \$15,500 per mile. As will be seen by the resolution, the by-law is to be submitted to the rate-payers without delay, and will unquestionably be enthusiastically ratified by the rate payers.”

It thus appears that two important lines of railways are likely to be constructed in the western peninsula without further loss of time. We refer to the line above mentioned and to the Toronto, Grey and Bruce Railway, which has been so enthusiastically voted a bonus by the township of Alton. The building of these railways will be an important local industry, while they are in progress, and the development of agricultural and commercial progress in the West will date a fresh impetus from their commencement. We should like to observe the beginnings of a similar spirit of enterprise in this locality, for it is doubted that the progress of Kingston henceforth will be desparately slow unless we can make our magnificent harbor the outlet for the produce of the vast unoccupied country that lies to the rear, a country which only a railway can open up, and which should be so opened up without further delay.

**CLOSE OF THE CHICAGO WOOL EXPOSITION.**

THE Exposition closed on Friday last with a sale of the action of the stock on exhibition. At a business meeting, Mr. McAllister on behalf of the committee of arrangements, said that they had done everything that lay in their power to make the exposition a success, and that if universal satisfaction had not been given, they were not to blame. It had been their desire to give each exhibitor the best place, but those goods who had come in late could not be accorded as good a position as those which had arrived earlier. He hoped that at the next exposition the goods would come in earlier, and the owners would accompany them, so that they could be properly catalogued. He would like to see every manufacturer come with his goods and make the next exposition a greater success than this one.

The Chicago Tribune says:—  
The Wool Exposition has demonstrated that we are paying the factories at Lowell, a bounty of at least twenty-five per cent upon all their cloth which we use. In other words, that we can make our own cloth here at home for twenty-five per cent less than it can be made at Lowell and sold in Chicago. The revelation is timely.

There was a time when the shavers from Buffalo used to bring their to Chicago. Subsequently it was found that their could be produced in Illinois and sold at Chicago for twenty-five per cent less than it could be brought from Buffalo. Buffalo was selling at a profit in Chicago at \$1 a barrel, and Chicago lost at \$1.75. Had our millers added a difference to their profits and asked \$3, Buffalo flour would

have continued to be sold here; but they asked \$3.75, and not a barrel of flour has come west in a month since. Let our wool manufacturers take a lesson from the flour-makers. Lowell cloth sells in Chicago at \$3 a yard. Western cloth of the same grade can be sold at the same profit for \$2.25. Will our wool-manufacturers be content with their ordinary profits and drive out the Lowell competition, or will they invite Lowell and the rest of the world to send cloth here by raising the price of the Western article from \$3.15 to \$3.60? In other words, will they act with an intelligent or with a blind regard to their own interests?

A NEW EXPLOSIVE AGENT—Dynamite is the name of a new explosive agent, consisting of porous silica, saturated with nitro-glycerine, which is just now attracting the attention of those who are interested in quarrying and mining operations. A series of experiments which took place the other day in Lanarkshire, is said to have proved that the explosive force of dynamite is about three times greater than that of gunpowder, or some twelve times greater than that of gunpowder. A couple of tubs containing laid quite loose on a thick beam proved sufficient, when fired, to break the timber right across, and project one of the fragments to a considerable distance. A charge of six pounds exploded in a horizontal bore, brought down about 4,000 cubic feet of whinstone rock. In another experiment a block of wrought iron, measuring nine inches by eight, was placed vertically in the ground, and a quantity of dynamite, covered only with loose rubbish, exploded on its upper surface. The result was to convert what had been a convex surface into a concave one, the mass of iron being at the same time split in several places. Although dynamite contains 76 per cent of nitro-glycerine, it is said to be as safe as gunpowder against explosion by concussion.—*See Editor's Trade Circular.*

**MONEY MARKET.**

THE abundance of money previously noted still continues, and on good paper it is seeking investment at seven per cent, with exceptional offers on gilt edged as low as six.

Sterling Exchange is dull and lower, transactions for round amounts being at 109½ to 109¾ for Bank or Bank endorsed 60 day bills on London. In New York, best houses are drawing at 109½. Gold drafts on New York are in fair demand, with both buyers and sellers at par.

Gold in New York has been fluctuating, with a general downward tendency. On Wednesday it touched 144½, but rallied from that point, closing at 145½. Greenbacks are selling at 31 to 31½ per cent discount, and are not offering in large amounts, transactions having been principally speculative or between brokers.

Silver is very abundant, at 4½ to 4¾ per cent discount on a large and 6 to 6½ on small.

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

Bank on London, 60 days sight	109½ to 109¾
Private, " " 80 days sight	110¼
Private, " " 60 days sight	None
Bank in New York, 60 days sight	109½
Gold Drafts on New York	Par
Gold in New York	145½
Silver, large	4½ to 4¾
" " small	6 to 6½

**THE GROCERY TRADE.**

Balfour, C. H. & Co.	Matheson, J. A.
Chapman, Fraser & Tyler.	Mitchell, James.
Cassidy, H. & Co.	Robinson & Bellie.
Child, George, & Co.	Robertson, David.
Croft, John, & Co.	Tait, Eric.
Fraser, J. C. & Co.	Thompson, Murray & Co.
Guthrie, Mathie & Co.	Torrance, David, & Co.
Jessey, Brothers & Co.	West, Eric.
Kilgus & Kitchin.	Winnings, H. C. & Wm.

OUR market during the past week has been very quiet, with only a demand for our local wares, a few Western merchants have visited us, but the season is too early for their full orders. Generally speaking, prices are firm, and stocks with only a few exceptions, being low. Orders are very decided in this view.

Teas—More especially low grade Young Hysons have met with attention, but together with medium samples have been held firmly for full rates. Light grades Gunpowders, Young Hysons and Imperials also in demand for our local trade. Japanese,oolans and fine have had good enquiry, but most holders are withdrawing their samples from the market. Teas says very scarce and enquired for. Blacks are in fair demand.

Coffee—Unchanged since our last report.  
CARE.—Continues in fair demand, though not are principally for our local trade. No changes to be made in our quotations, prices being entirely nominal.  
MOLASSES—Still in demand. Sales of Cape during the past week have amounted to about 6.

pancheons, at prices ranging from 50c to 25c. Centrifugal has also been placed at full rates, very little bright Murocavado or Barbados Syrup in the market, both of which are held at full high rates.

**FRUIT**—Of all kinds are very low in stock, and holders view as firm. Still we cannot quote at the present time any advance in prices, as the demand during the past week has been but small.

**WHEAT**—Has received good attention, though transactions have been only of retail nature, footing up in the aggregate about 600 bags. Still the stock here is but small, and holders are not at all disposed to press sales.

**SALT**—Has been in good demand to fill western orders and although several large loads have arrived, prices are firm. We quote Liverpool Coarse ex wharf, 6 1/2c, ex store, 2 1/2c to 5c higher. No Fine in market.

**SPICES**—Nutmegs continue to receive good attention but enquiries being mostly for medium grades, which are scarce. Sales have been only light. Samples now offering to the market are of a superior quality, and prices asked are above the views of buyers. Cassia continues to have fair demand at full rates. Cloves, Pepper, &c., unchanged.

**CHEMICALS**—Sal Soda has met with good enquiry, and holders are firm in their demands, round lots are held for \$1.55 to \$1.65 per 112 lbs. without tare. Copperas is scarce and enquired for. Other articles without change.

**THE DRY GOODS TRADE.**

- |                           |                        |
|---------------------------|------------------------|
| Ball, James & Co.         | MacKenzie, J. & Co.    |
| Carl, Jas. P. & Co.       | May, Joseph            |
| Chapman, T. James & Co.   | McLaughlin Bros & Co.  |
| Connolly, James           | McMaster & Co., Wm. J. |
| Fox & Hodgson             | Moore, S. B. & J.      |
| Fox & McEwen              | Muir, W. & B.          |
| Greenfield, S., Son & Co. | Plumson, Warwick & Co. |
| Hughes Brothers           | Roy, Jas., & Co.       |
| Lewis, Kay & Co.          | Roberts, Stephen & Co. |
|                           | Suring, McCall & Co.   |

Business can hardly be said to have as yet commenced, although some few orders have been sent in, and two or three unusually early buyers have been in the market.

Stocks, however, are now pretty complete, and in another week or ten days will be up and ready for inspection. So far as we can learn, they will generally be large, larger indeed than are required, although in some few instances importers have acted with caution, and brought in much fewer goods than at this season last year. We regret to have to chronicle heavy imports in this line, for all through the country, heavy stocks have been held over from last winter, and in many instances sorting up orders only will be given. The proceeds of the harvest will not except in some few sections of the country, be more than an average, and it is not at all likely that more than the average amount of money will be spent by farmers and their families on Dry Goods, or in fact anything else. The probabilities, too, are that grain, certainly wheat, will rule low, and that the crops will not be over remunerative. This market is already overstocked with woollen and stuff goods, and prices have been tending downward for some time. All goods in fact are low, except Silks, which are scarce and very dear. We cannot at present say much as to the descriptions of goods now coming in, but as soon as they shall be opened up, we shall be in a position to speak concerning them.

**MONTREAL PRODUCE MARKET.**

- |                        |                       |
|------------------------|-----------------------|
| Allen & Kirkpatrick    | Dawson Brothers & Co. |
| Bank & Locke           | Hansen, M., & Co.     |
| Bank, Robertson & Co.  | Hobson, Thomas, & Co. |
| Conway, Colson & Leach | McClell, Robt.        |
| Crawford, James        | Reynolds, Thomas W.   |

**FLOUR**—Since our last the market has continued quiet, with limited arrivals and a restricted trade. The stock of Extras and Fancies having become much reduced, has been mostly absorbed by a single purchaser, and the several grades are now held for an advance of 5c to 50c per barrel on former quotations. We have much less activity to note in strong exports, and though obtainable at some 60c under recent extreme quotations, only sell in small broken lots. Western and City brands from Western wheat have varied but little, but to move a round lot a considerable statement from quotations would be necessary. No 3 is in fair request at 50 to 56 1/2c. The lower grades are in excess, and placed with difficulty at last week's prices. **Barley**—Strictly good sells at 23.50 to 25c, but common ranges down indefinitely according to sample.

**OATMEAL**—Only retail sales to note at former rates.

**CORNMEAL** is offered freely at 24 in quantity, without attracting attention.

**GRAIN**—Wheat—Arrivals for some time back have been mostly on millers' account, and in the absence of transactions quotations may be considered practically nominal. **Peas**—We have no arrivals nor sales on which to base quotations. **Coarse grains** are quite nominal.

**PROVISIONS**—Pork—We have little movement to note, the demand being of a retail character and rates nominally unchanged. **Cutmeats** are various according to quality and general appearance, **Hams** ranging from 11c to 14c, shoulders, 8c to 11c, and bacon, 11c to 15c. **Lard** from scarcity sells by retail at 16c to 17c. **Tallow** is also scarce, and commands for consumptive use 9c to 10c. **Butter**—We have few actual sales except for city use, the bulk of what is being exported being either on order, or for account of parties who have been operating through the West. Present rates are deemed extremely hazardous, by the more cautious of the trade, none of whom are operating at all.

**ASHES**—Sods—The market has ruled very quiet, and former prices are barely sustained. **Pearls** continue quiet but firm ranging from \$5.50 to \$5.55 according to tares.

**THE LEATHER TRADE.**

- |                  |                 |
|------------------|-----------------|
| Black & Locke    | Seymour, A. H.  |
| Dryden, Campbell | Slaw F. & Broc. |

SINCE our last report there has been little or no activity in this branch of business. Sales have been comparatively light, with a continued drooping tendency in prices, particularly of curried stock and it is now difficult to realize outside figures for best descriptions, while low grades are being pressed for sale at minimum rates, with no prospect at present of any extensive enquiry or any advance in prices.

**THE BOOT AND SHOE TRADE.**

McLaren, W. & Co.

WE have no particular change to note in prices this week. Fall orders are now coming in freely, and the indications are that a good trade will be done.

**ASSIGNERS APPOINTED.**

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
DeKrombure, J. A.	Ottawa	Alce Martin
Howell, W. F.	Montreal	T. F. Brown
Hard, W. R.	Eastford	I. W. Smith
Hanser, John	London	L. J. Lawrence
Laurie, O.	Napier	Geo. Stevenson
Maro, T.	Seaford	John Hodgson
Moore, J. B.	St. Catharines	T. Savarogon
Peppin, M. & J.	Montreal	T. Nearyman
Shaw, C. & Confort	Newmarket	John Kerr
Watson, J.	Joderich	John Holding

**APPLICATIONS FOR DISCHARGE.**

NAME	RESIDENCE.	DATE.
Anger, J.	Genby	Sept 17
Beaudin, I.	Montreal	Sept 17
Brnd, C.	Newmarket	Sept 17
Forester, K. W.	Micham	Sept 17
Jeymal, M.	Wainsoot	Sept 17
Hutchinson & Hamilton	Montreal	Sept 17
Prizma, J. L.	St. Hope	Sept 17
Landy, W. T.	St. Catharines	Sept 17
Lozier, James	Montreal	Sept 17
McCall, W. H.	Lincolnton	Sept 17
Stewart, John	Montreal	Sept 17
Vanderlind, U.	Toronto	Sept 17

**WRITS OF ATTACHMENT ISSUED.**

DEBTOR'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
Evans Bros Montreal	Bank of Toronto	Aug 1
Pack, James	W. Threlkeld	Aug 1
Prossford, A.	V. & J. Lehan	Aug 1
Zacharias & Co., Montreal	Jeffery Bros. & Co.	Aug 1

**GREAT WESTERN RAILWAY.**

Traffic for the week ending 24th July, 1883

Passengers	1,023,115
Freight	1,120,000
Mails and sundries	1,141,500
Total receipts for week	3,284,615
Corresponding week, 1882	3,260,000
Decrease	24,615

**STOCK MARKET.**

	Closing Price.	Last Week's Price.
<b>BANKS.</b>		
Bank of Montreal	124 1/2	124 1/2
Bank of N. A.	102 1/2	102 1/2
City Bank	102 1/2	102 1/2
Bank of People	102 1/2	102 1/2
Mohawk Bank	102 1/2	102 1/2
Ontario Bank	102 1/2	102 1/2
Bank of Toronto	102 1/2	102 1/2
Quebec Bank	102 1/2	102 1/2
Bank National	102 1/2	102 1/2
Gene Bank	102 1/2	102 1/2
Bank Jacques Cartier	102 1/2	102 1/2
Eastern Trust & Savings Bank	102 1/2	102 1/2
Merchants Bank	102 1/2	102 1/2
Union Bank	102 1/2	102 1/2
Mechanics Bank	102 1/2	102 1/2
Royal Canadian Bank	102 1/2	102 1/2
Bank of Commerce	102 1/2	102 1/2
<b>RAILWAYS.</b>		
O. T. & N. Lawrence	15	15
G. W. of Canada	16	16
C. & N. Lawrence	9	9
Do. preferred	50	50
<b>MINES, &amp;c.</b>		
Montreal Consols	\$23 1/2	\$23 1/2
Canada Mining Company	23	23
Huron Copper Bay	23	23
Lake Huron S. & C.	23	23
Quebec & L. R.	23	23
Montreal Telegraph Co.	108	108
Quebec City Telephone Co.	108	108
City Telephone R. B. Co.	108	108
Richelle Navigation Co.	108	108
Canadian Island Steam N. Co.	108	108
Central Elevating Company	108	108
British Colonial Steamship Co.	108	108
Canada Glass Company	108	108
<b>BONDS.</b>		
Government Debentures, 5 p.c. 1878	108	108
Do. 6 p.c. 1878	108	108
Montreal Water Works 6 p.c. 1880	108	108
Montreal City Bonds, 6 p.c. 1880	108	108
Quebec City Bonds, 7 p.c. 1880	108	108
Toronto City Bonds, 6 p.c. 1880	108	108
Kingston City Bonds, 6 p.c. 1880	108	108
Ottawa City Bonds, 6 p.c. 1880	108	108
Champlain R. R., 6 p.c. 1880	108	108
County Debentures	108	108
<b>EXCHANGE.</b>		
Bank on London, 60 days	108 1/2	108 1/2
Private do	108 1/2	108 1/2
Private, with documents	108 1/2	108 1/2
Bank on New York	20 1/2	20 1/2
Private do	20 1/2	20 1/2
Gold Drafts do	15 1/2	15 1/2
Silver do	15 1/2	15 1/2
Gold in New York	162 1/2	162 1/2

**CANADIAN SECURITIES IN ENGLAND.**

LONDON, Aug. 5th, 1883.

Consols for money, 9 1/2, for account, 9 1/2; Exchequer Bills, 13 to 18 pm

**GOVERNMENT SECURITIES.**

Brit. Columbia 5 p.c. 31st Dec. 1872	100	100
Canada 6 p.c. Jan. and July, 1877	102	102
Do 6 p.c. Feb. and Aug.	102	102
Do 6 p.c. March and Sept.	102	102
Do 5 p.c. Jan. and July.	94	94
Do 5 p.c. inscribed stock.	100	100
New Brunswick 6 p.c. Jan. and July, 1870	102	102
Nova Scotia 6 p.c. 1876	101	101
Do 6 p.c. 1880	101	101

**RAILWAYS.**

Atlantic and St. Lawrence	58	58
Buffalo and Lake Huron	51	51
Do preference	51	51
Buffalo, Brant, and Goderich, 6 p.c.	10	10
Grand Trunk of Canada	102	102
Do equipt. mort. bds., charge 6 p.c.	52	52
Do 1st preference bonds	48	48
Do 2nd preference bonds	37	37
Do 3rd preference stock	27	27
Do 4th preference stock	17	17
Great Western of Canada	102	102
Do 6 without option, 1873	100	100
Do 5 1/2 do 1873	81	81
North. B. R. of Canada 6 p.c. 1st pref. bds.	87	87

**BANKS.**

British North America	60	62
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**MISCELLANEOUS.**

Atlantic Telegraph	50	50
Do do 8 p.c. 1880	75	75
British American Land	15	17
Canada Company	67	72
Colonial Securities Company	10	10
Canadian Loan and Investment	21	21 1/2
Hudson's Bay	10	10
Trust and Loan Company, U. C.	10	10
Telegraph Constn & Maintenance (Lim.)	10	10
Do do	10	10
Vancouver Coal Company	10	10

**NORTHERN RAILWAY.**

Traffic receipts for week ending 1st August, 1883

Passengers	\$ 222,773
Freight and live stock	522,523
Mails and sundries	1,023,115
Total	\$ 1,768,411
Corresponding week, 1882	\$ 1,767,500
Decrease	\$ 911



WEEKLY PRICES CURRENT.—MONTREAL, AUGUST 20, 1868.

AUGUST 8, 1868. HALIFAX. ST. JOHN.

Table with columns: NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES. Includes sections for Groceries, Hardware, Soap and Candles, Produce, Leather, and Meats.

MARKET PRICES OF COUNTRY PRODUCE MONTREAL, August 12

Table listing market prices for various country produce including flour, grain, and meats. Columns include item name and price.



**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 24 St. Nicholas Street,  
 MONTREAL.

**JOHN HENRY EVANS,**  
 Sole Agent for Canada  
 For the **TROY BELL FOUNDRY,** 14-17

**MULHOLLAND & BAKER,**  
**180N. STEEL AND GENERAL HARDWARE**  
**MERCHANTS,**  
 419 AND 421 ST. PAUL STREET,  
 MONTREAL.  
 YARD ENTRANCE, St. Frs. Xavier st. 1-17

**CANADIAN NAVIGATION COY**

Royal Mail Through Line for Beauharnois, Cornwall, Prescott, Brockville, Gananoque, Kingston, Cobourg, Port Hope, Darlington, Toronto, & Hamilton.  
**DIRECT WITHOUT TRANSHIPMENT.**



THIS Magnificent Line, composed of the following **FIRST-CLASS IRON STEAMERS,** leaves the Canal Basin, Montreal, **EVERY MORNING** (Sundays excepted), at **NINE O'CLOCK,** and Lachine on the arrival of the Train leaving Bonaventure Station at **NOON,** for the above Ports; as under, viz.:

<b>SPARTAN</b>	Capt. FAIRBRIEVE	on Mondays.
<b>PASSPORT</b>	" SINCCLAIR	" Tuesdays.
<b>KINGSTON</b>	" FARRELL	" Wednesdays.
<b>GREGLAN</b>	" KELLY	" Thursdays.
<b>MAGNET</b>	" SIMPSON	" Fridays.
<b>CORINTHIAN</b>	" DUNLOP	" Saturdays.

Connecting at **PRESCOTT** and **BROCKVILLE** with the Railways for **Ottawa City, Kemptonville, Perth, Arnprior, &c.**

At **TORONTO** and **HAMILTON,** with the Railways for **Collingwood, Stratford, London, Chatham, Sarnia, Detroit, Chicago, Milwaukee, Galena, Green Bay, St. Paul, &c.**

And with the steamer **City of Toronto,** for **Niagara, Lewiston, Niagara Falls, Buffalo, Cleveland, Toledo, Cincinnati, &c.**

The steamers of this line are **UNEQUALLED,** and from the completeness of their present arrangements, present advantages to travellers which none other can afford. They pass through all the rapids of the St. Lawrence, and the beautiful Scenery of the Lake of the Thousand Islands by daylight.

The greatest despatch given to Freight, while the rates are as low as by the ordinary boats. Through rates over the Great Western Railway given.

Through Tickets, with any information, may be obtained from **D. McLean,** at the Hotels; **Robert McEwan** at the Freight Office, Canal Basin; and at the Office, 73 Great St. James Street.

**ALEX. MILLOY,**  
 Agent.

Royal Mail Through Line Office,  
 73 Great St. James Street,  
 Montreal, 25th April, 1883. } 18

**EAGLE FOUNDRY, MONTREAL,**  
**GEORGE BRUSH, Proprietor.**  
 Builder of Marine and Stationary  
**STEAM ENGINES,**  
**STEAM BOILERS** of all descriptions  
**MILL and MINING MACHINERY,**  
 ARRANGING CASTINGS in BRASS and IRON,  
 LIGHT and HEAVY FORGEWORK, &c.  
**PATTERNS AND DRAWINGS FURNISHED.** 23-17

**THE MERCHANTS' PROTECTIVE UNION**  
**MERCANTILE REFERENCE REGISTER.**

THE MERCHANTS' PROTECTIVE UNION, organized to promote and protect trade, by enabling its subscribers to attain facility and safety in the granting of credits, and the recovery of claims at all points, have to announce that they will, in September, 1883, publish in one large quarto volume:

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

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

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

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

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

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

All remittances, orders, or communications relative to the book should be addressed to the Merchants' Protective Union, in the American Exchange Bank Building, No. 123 Broadway, (Box 255) New York.

**GOVERNMENT HOUSE OTTAWA.**

Thursday, 13th August, 1883.

PRESENT:

**HIS EXCELLENCY THE GOVERNOR GENERAL**  
**IN COUNCIL.**

WHEREAS by an Act passed in the 27th year of Her Majesty's Reign, intitled: "An Act to provide against the introduction and spreading of disorders affecting certain animals," authority is given to the Governor in Council, to take such measures as may appear to be necessary, in order to prevent the introduction of contagious or infectious disorders affecting cattle and other animals, and to check such disorders from spreading if introduced; And whereas a contagious disease or epidemic, affecting Horned Cattle, prevails in many parts of the United States of America, and is increasing and extending its range; and whereas it is expedient, in order to prevent the introduction of the same into the Province of Quebec and Ontario, heretofore constituting the Province of Canada, that the importation of Horned Cattle, from the United States of America, should be prohibited—

His Excellency in Council, on the recommendation of the Honorable the Minister of Customs, and under the authority given by the said Act, has been pleased to order, and it is hereby ordered, that from and after the date hereof, and until this order shall have been altered or revoked, the importation from the United States of America, or introduction thereof into the Province of Quebec and Ontario, heretofore constituting the Province of Canada, or into any part thereof, of Horned Cattle, be and the same is hereby prohibited.

**WIL. H. LEE,**  
 Clerk Privy Council.

24-3

**DRY GOODS STORE TO LET.**

**LEWIS, KAY & CO.**

ARE NOW REMOVING to their New Warehouse  
 Corner of **Beauclerk** and **St. John Streets,** and have  
 been appointed to let from 1st of August, 1883, to  
 1st of May, 1884.  
 Montreal, July 27, 1883. 23

**DAVID TORRANCE & CO.**

**EAST AND WEST INDIA**  
**MERCHANTS.**

Exchange Court,

1-17 MONTREAL.

**THOMPSON, MURRAY & CO.**

GENERAL

COMMISSION MERCHANTS AND IMPORTERS

42 St. Sacrament Street,

MONTREAL.

Sole Agents in Canada for

J. Denis, Henry Moutie & Co., Brandies.  
 F. Mestran & Co.  
 Wolfe's Schiedam Schnapps. 1-17

**HALIFAX, N. S.**

COMMISSION MERCHANTS.

**GEORGE J. PAYNE,**

Commercial Wharf, Upper Water Street.

References: Messrs. MACLEAN, CAMPBELL & Co.

**BOWLAND & JOHNSON,**

**OIL WAREHOUSEMEN,** and Agents

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

**FREDERICK BOWLAND,** **JAMES JOHNSON,**  
 43-17 Sunnyside.

**FRED. BOWLAND,**

**GRAIN AND COMMISSION MERCHANT**

CHART Flour, Oatmeal, Cornmeal, Split Peas  
 Pot Barley, Barrel Pot, Sugar-cured Hams, Bacon,  
 Lard, Cheese, Butter. London, Ont. 43-17

**TORONTO.**

**THE MERCANTILE AGENCY,**

Established 1841.

FOR THE

PROMOTION AND PROTECTION OF

**TRADE.**

**DUN, WIMAN & CO.,**

Proprietors.

Toronto Office, 4, 5 & 6 Merchants' Exchange

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**THOS. RUSSELL & SON,**

**LONDON AND LIVERPOOL**

**WATCH MANUFACTURERS.**

Branch House—67  
 King Street, Toronto.  
 W. J. Thomson, Agent,  
 1, St. John, N. B.

**THE CHEAPEST BAGS IN THE DOMINION OF CANADA.**

**100,000 SEAMLESS LEVEN BAGS.**  
 Price reduced to 27 1/2 cents.  
 These Bags are the product of the **Steepleville Line**  
 25th and 27th Sts. from the **Steepleville Line**  
 Now sold by the principal Wholesale Merchants,  
 and by the following:  
**GOODERMAN & WORTS,**  
 10 and 11 Exchange Buildings,  
 Toronto, Ont. 42-17

**TORONTO.**

**BROWN'S BANK.**

(W. E. BROWN. W. C. CHEWETT.)

60 KING STREET EAST, TORONTO.

**TRANSACTS** a General Banking Business, buys and sells New York and Sterling Exchange, Gold, Silver, U. S. Bonds, and Uncurrent Money. Receives deposits subject to cheque at sight, makes collections, and discounts commercial paper.

Orders by Mail or Telegraph promptly executed at most favourable current quotations.

Address letters, BROWN'S BANK, Toronto.

39-ly

**BOOT & SHOE MANUFACTURERS.**

**SESSIONS, TURNER & CO.,**

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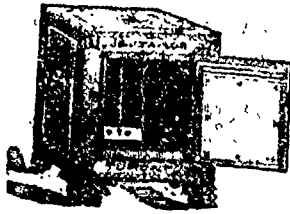
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