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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, JULY 12, 1867.

No. 26.

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

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

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

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

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

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

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

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

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

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

S. H. & J. MOSS,
MANUFACTURERS OF READY-
MADE CLOTHING, WHOLESALE IMPOR-
TERS OF WOOLLENS TAILOR TRIMMINGS, &c.,
5 and 7 Recollet Street, MONTREAL,
Our Spring Stock of Clothing is now complete, and
is well worth the attention of Eastern and Western
buyers. 33-ly

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

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

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

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

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

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.
Consignments of Flour, Grain, Leather, Ashes,
Butter, &c., receive personal attention. 1-ly

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN BOOTS AND SHOES
524, 526 & 528 St. Paul st., Montreal.
We invite the attention of Merchants, East and West,
to our large and varied stock of Boots and Shoes now
on hand, and in process of manufacture for the Fall
trade. Goods in every conceivable style will be found
in our establishment, from the finest Kid or Satin
Gaiter, to the strongest Stoga or Hungarian Boot.
Men's, Boys' Youths', Ladies', Misses' and Children's
wear, in over 200 different patterns. Special notice is
requested to the fact that all our goods are *hand-made*,
and of the very best material. The introduction of
Pegging Machines having thrown a large number of
workmen out of employment, and consequently re-
duced the cost of labor, we are thereby enabled to
manufacture neater and more substantial Boots and
Shoes, at no greater cost than if made by machinery;
and are prepared to offer the choicest goods at the
very lowest possible figures.
Orders personally or by Post, will have our immed-
iate and most careful attention. 1-ly

TIFFIN BROTHERS,
GENERAL AND COMMISSION MERCHANTS,
HAVE in stock and are receiving by
weekly steamers, and following vessels, viz.—
Ardenlee, John Bull, Oneida, and Psyche, from Lon-
don and Liverpool; Queen of the Clyde and Heath-
park, from Glasgow; Canny Scot, from Tarragona;
Schrs. Greek, Margaret and Mary, and Constance
from Charente; Trush, from Bordeaux; Courier du
Canada, from Marseilles; Sit, from Havre, and Sea-
gull, from Antwerp, their usual spring importations
of
TEAS, GENERAL GROCERIES, WINES,
BRANDIES, &c. &c.,
to which they would call the attention of the trade.
Montreal, May 21, 1867. 1-ly

Established 1803.
LYMANS, CLARE & CO.,
CHEMISTS AND DRUGGISTS,
MANUFACTURERS OF LINSEED OIL,
Importers of
FOREIGN DRUGS, PAINTERS' COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
332, 334, & 336 St. PAUL STREET,
MONTREAL, 10-ly

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

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

TO CHEESE VAT MANUFACTURERS.
Large Tinned Iron Sheets 6 x 2 1/2 feet x 24 and 26 Wire
Gauge.

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

BAUKHAGE, BRAK & CO.,
491 ST. PAUL STREET, MONTREAL,
IMPORTERS OF DRY GOODS.
Black Silks and Kid Gloves always on hand. 2-ly

W. J. STEWART, 420 St. Paul St.
Sole Agent—For FISLAWSON, BOUSFIELD &
Co.—Machine, Shoe, and Linen Threads, Gilling
Twines, &c., &c.
W. HOUNSELL & Co.—Seine and other Fishing Twines,
Geo. & Wm. Waitks.—Cheap Shop Twines.
Wm. Clarke & Sons.—Needles, &c.
J. & T. JOLLEY.—Lancashire Files and Tools.
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-ly

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

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

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

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS.
Importers of Window Glass, &c., No. 18 Lemaigne
Street, facing St. Helen Street, Montreal. 1-ly

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

JOHN H. R. MOLSON & BROS.,
BREWERS AND SUGAR
REFINERS, Montreal.
20th March, 1865. 10-ly

JULES FOURNIER,
IMPORTER OF GENERAL GROCERIES,
And Sole Agent in Canada for
Messrs. George Sayer & Co., Cognac,
" Charles Coran & Co., do.
" G. H. Mumm & Co., Reims,
Mr. H. More, Avize, Marne,
Mr. J. Savoye, do.
84 ST. SULLIVAN STREET,
(Next door to Messrs. Darling & Co.
Montreal. 40-3m

JAMES ROY & CO.,
IMPORTERS OF DRY GOODS, including TABLE LINEN, SHEETING, &c., No 506 St Paul st. near St. Peter. 1-ly

ÆTNA LIFE INSURANCE COMPANY.

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

Applications for Agencies in Canada or the Maritime Provinces made to S. Pedlar & Co., Managers, and General Agents. Office, No. 85 St. Francois Xavier Street, Montreal. 23-ly

R. CAMPBELL & CO.,

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

JAMES BAYLIS,

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

C. E. SEYMOUR,

COMMISSION MERCHANT, DEALER IN LEATHER, HIDES AND OIL, 507 St. Paul Street. Agent for Lyn Tannery. 46-ly

FRED ROWLAND,

GRAIN AND COMMISSION MERCHANT.

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

LONDON, CANADA WEST.

ROBERT SEATH,

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

JAMES ROBERTSON,

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

C. H. BALDWIN & CO.,

IMPORTERS AND WHOLESALE DEALERS IN WINES, GROCERIES, AND LIQUORS, 8 St. Helen Street. 31-ly

A. CHARLEBOIS & CO.,

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

KINGAN & KINLOCH,

IMPORTERS AND GENERAL WHOLESALE GROCERS, and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal. Wm. KINLOCH. W. B. LINDSAY. D. L. LOCKERBY. 8-ly

ANDREW MACFARLANE & CO.,

Importers of STAPLE AND FANCY DRY GOODS, 258 & 260 St. Paul and 92 & 93 Commissioners Streets, MONTREAL. 1-ly

JOSEPH BAWDEN,

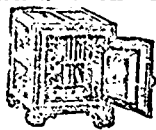
(Successor to the late Even MacEwen, Esq.)

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

H. JOSEPH & CO.,

TOBACCO, 823, 825 & 22 St. PAUL STREET. Montreal, Aug. 30, 1868. 23-ly

KERSHAW & EDWARDS,



ESTABLISHED

YEAR 1838.

IMPROVED FIRE PROOF SAFE.

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

GREENE & SONS

HATS, CAPS, STRAW GOODS, &c.

SPRING TRADE, 1867.

THE Subscribers have now on hand, and are receiving, a complete assortment of

WOOL HATS, LADIES' STRAW GOODS, FUR HATS, MEN'S STRAW HATS, CLOTH CAPS, TWEED HATS, SILK HATS, BOYS' FANCY HATS, PLUSH, HAT & CAP TRIMMINGS, &c.

Special attention of the Trade is directed to our Stock which embraces all the

NEW AND LEADING STYLES,

in Men's, Ladies' and Children's wear. Samples sent by Express to parties not visiting the city.

We are also manufacturing the Paris and Cunard CASSIMERE HAT, specially adapted for spring and summer wear.

Orders promptly executed.

1-ly GREENE & SONS, 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.

A KIN & KIRKPATRICK,

A GENERAL COMMISSION MERCHANTS, corner Commissioner and Port Streets, Montreal.

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

T. M. CLARK & CO.,

MONTREAL AND TORONTO.

GENERAL COMMISSION AGENTS

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

JAMES LOCKHART,

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

HEAVY FORGINGS AND PLATE WORK.

E. E. GILBERT,

CANADA ENGINE WORKS,

MONTREAL,

Is prepared to furnish

WROUGHT IRON PADDLE SHAFTS at 5jc. per lb. RAILWAY AXLES at 4c. per lb. PLAIN ROUND BOILERS & STRAIGHT GIRDERS at 6c. per lb. &c.

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

JOSEPH PHELAN,

IMPORTER,

GROCERIES AND LIQUORS WHOLESALE,

655 & 657 St. Paul Street. 27-ly

J. Y. GILMOUR & CO.,

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

STIRLING, McCALL & CO.,

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

JORDON & BREWER

Commission Merchants & General Agents, Dealers in

GROCERIES AND HARDWARE,

Nos. 23 & 24 ONTARIO STREET Corner Brock Street, East side Market Square, 88-ly KINGSTON, C. W.

FITZPATRICK & MOORE,

IMPORTERS AND WHOLESALE DEALERS in Groceries, Teas, Sugars, Wines, Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c. 2-ly No. 4 Lemoine st.

EVANS & EVANS,

WHOLESALE HARDWARE MERCHANTS, MONTREAL.

AGENTS FOR THE

PROVINCIAL HARDWARE MANUFACTURING COMPANY, 7 Custom-House Square. 83-ly

JAMES MITCHELL,

WEST INDIA AND GENERAL COMMISSION MERCHANT.

In Warehouse and for sale:

11lds Bright Barbadoes and Cuba Sugar, Puns Strong Proof Cuba Rum, Bags Jamaica Pimento, Barrels Extra No. 1 Split Herring, Barrels Cod Oil, Qtls. Large Codfish, &c., &c. And arrive ex brig "Fawn,"

250 11ds Choice Porto Rico SUGAR.

No. 7 ST. HELEN STREET.

April 4, 1867.

1-ly

GILLESPIE, MOFFATT & CO.,

EAST AND WEST INDIA, GENERAL AND COMMISSION MERCHANTS.

Agents for

The Phoenix Fire Insurance Company of London.

The British and Foreign Marine Insurance Company of Liverpool.

Hunt, Roope, Teage & Co., Oporto.

Bartolomei Vergara, Port St. Mary's.

Otard, Dupuy & Co., Cognac. 4-ly

THOMAS LEEING & CO.,

PRODUCE AND COMMISSION MERCHANTS,

St. Nicholas street, Montreal.

Special attention devoted to the Sale and Shipment of FLAX, and liberal Advances made on consignments of either Fibre or Seed. 1-ly

J. C. FRANCK & CO.,

IMPORTERS OF

GROCERIES, WINES, LIQUORS, CIGARS, &c., 25 Hospital Street. Montreal, Aug. 24, 1868. 32-ly

A. ROBERTSON & CO.,

IMPORTERS OF

STAPLE AND FANCY DRY GOODS

478 St. Paul, and 399 Commissioners Streets,

MONTREAL.

MONTREAL, 16th January, 1867. 1-ly

MONTREAL.

EXCHANGE BROKERS.

CHAS. T. IRISH, *Exchange,*
11 Place D'Armes.

NICHOLS, ROBINSON & CO.,
Exchange, 831 Notre Dame Street.

ADVOCATES.

STRACHAN BETHUNE, Q.C.,
55 Little St James Street.

WH. KERR,
8 St. Sacrament Street

LAFRAMBOISE & ROBIDOUX,
33 Little St. James Street.

LH. DAVIDSON,
41 Little St. James Street.

CIVIL ENGINEERS.

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

COMMISSION MERCHANTS.

JOHAN ANDERSON & CO.

TM. CLARK & CO.,
5 St Sacrament Street.

DONALD McLEAN,
97 Grey Nun and 82 McGill Streets.

PHILLIPS & CO.,
Cor. St. Sacrament and St. Nicholas Streets.

ENGRAVER.

THOS. IRELAND,
CARD AND SEAL ENGRAVER,
72 Little St. James Street.

FURS-WHOLESALE.

BEVINGTON & MORRIS, London, England.
SCULTHORP & PENNINGON,
Agents for British North America.
131 Great St. James Street.

HARDWARE MERCHANTS-WHOLESALE.

BENNY. MACPHERSON & CO.,
392 St. Paul Street.

INSURANCE OFFICES.

BBRITANNIA MUTUAL LIFE,
JOSEPH JONES,
44 Little St. James Street.

CITIZENS' FIRE AND GUARANTEE,
G. B. MUIR, Manager.
10 Place d'Armes.

COLONIAL LIFE,
See Standard.

LONDON AND LANCASHIRE,
SIMPSON & BETHUNE,
104 St. Francois Xavier Street,

NORTH BRITISH & MERCANTILE,
MACDOUGALL & DAVIDSON,
31 St. Francois Xavier Street.

SCOTTISH PROVINCIAL,
A. D. PARKER.
Toupin's Building, Place d'Armes.

STANDARD LIFE,
W. M. RAMSAY,
47 Great St. James Street

MONTREAL.

LEATHER, ETC.

BEVINGTON & MORRIS, London, England.
SCULTHORP & PENNINGTON,
Agents for British North America.
131 Great St. James Street.

NOTARY.

WA. PHILLIPS,
41 St. John Street.

SHIP CHANDLER, ETC.

GORDON KINGAN,
26 St. Peter Street.

PAPER BOX MANUFACTURER.

RJELLYMAN & CO.,
582 Craig Street.

WHOLESALE GROCERS.

JA. & H. MATHEWSON,
1-ly McGill Street.

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

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.
CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,
Montreal. 60.1y

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

J. G. MACKENZIE & CO.,
Importers of
BRITISH AND FOREIGN DRY GOODS,
331 & 333 St. Paul Street,
MONTREAL. 8-1y

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

JAMES BAILLIE & CO.,
WHOLESALE DRY GOODS,
480 ST. PAUL STREET,
MONTREAL. 5-1y

W. & R. MUIR,
IMPORTERS OF BRITISH AND
FOREIGN DRY GOODS
166 McGill street.
Montreal. 8-1y

DAVIS, WELSH & CO.,
Importers of
STAPLE AND FANCY DRY GOODS,
No. 479 St. Paul Street,
MONTREAL. 8-1y

MCINTYRE, DENON & CO.,
IMPORTERS OF STAPLE AND
FANCY DRY GOODS.
23-1y Lemoyne st., Montreal.

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

MONTREAL.

JOHN ANDERSON & CO.,
SHIPPING AND COMMISSION MERCHANTS,
IMPORTING, FORWARDING,
Ship and Insurance Agents and Brokers,
MONTREAL AND QUEBEC. 42-1y

W. & F. P. CURRIE & CO.,
100 GREY NUN STREET, MONTREAL,
HAVE FOR SALE—
BOILER TUBES, DRAIN PIPES,
Oil Well Tubes, Roman Cement,
Gas Tubes, Water Limes,
Paints and Putty, Portland Cement,
Fire Bricks, Paving Tiles,
Fire Clay, Garden Vases,
Flue Covers. Chimney Tops, &c., &c.
Manufacturers of AMERICAN Sofa, Chair, and Bed
SPRINGS. 12-1y

FOULDS & HODGSON,

IMPORTERS OF
Grey Cottons, Laces, Spools,
White Shirtings, Blouses, Pins,
Regattas, Handkerchiefs, Needles,
Prints, Fancy Dresses, Tapes,
Bed Ticks, Umbrellas, Buttons,
Denims, Parasols, Combs,
Silestas, Shawls, Brushes,
Cobourgs, Hoop Skirts, Hair Oils,
Orleans, Table Oil Cloths, Cologne,
M de Laines, Yarns, Soaps,
White muslins, Battings, Stationery,
Jeans, Silks, Spectacles,
Flannels, Linen Threads, Dolls,
Blankets, Playing Cards, Mirrors,
Cloths, Jewellery, Razors,
Tweeds, Tea Trays, Pocket Knives,
Vestings, Snuff Boxes, Table Knives,
Hosiery, Pipes, Chaplets,
Gloves, Toys, Crosses,
Braces, Bag Purses, Marbles,
Ribbons, Pebbles, Slate.

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.
364, 366, 368 & 370 St. Paul Street, Montreal. 15-1y

QUEBEC.

COMMISSION MERCHANTS.

JOHAN ANDERSON & CO.

GETHINGS, LeMOINE & SEWELL,
COMMISSION MERCHANTS,
QUEBEC.
Branch House—LeMOINE & Co., Montreal. 21-1y

TORONTO.

GEORGE MICHIE & CO.,
IMPORTERS & WHOLESALE GROCERS
Front and Yonge Streets,
TORONTO.

PORT HOPE, C. W.

B. S. HOWELL,
Forwarder, General Commission Merchant, and
Shipping Agent,
WALTON STREET, PORT HOPE, C.W. 8-ft

ST. STEPHEN, N. B.

JOHAN BOLTON,
SHIP BUILDER AND MERCHANT.
10 King Street, St. Stephen, N.B.

HALIFAX, N. S.

COMMISSION MERCHANT.

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

WADDELL & PEARCE,

HARDWARE COMMISSION MERCHANTS,
AND IMPORTERS OF
IRON STEEL, METALS, AND RAILWAY SUPPLIES,
No. 27 St. John Street, Montreal, C. E.,

Sole Agents in Canada and British Provinces of North America, for Charles Cammell & Co., (limited), "Cyclops," Steel and Iron Works, Sheffield; the Bowling Iron Company (near) Bradford, Yorkshire; Patent Shaft and Axle Tree Company (limited), Brunswick Iron Works Wednesbury; Lloyd & Lloyd, Albion Tube Works, Birmingham; Sim & Coventry, Pontpool Tin, and Pontypool "Cold Rolled" Canada Plates and Metals, Best Refined Bar Iron, &c.; the Yorkshire Engine Company (limited), Sheffield; Green's Patent Tube Company (limited), Sole Manufacturers of Green's Patent "Solid Drawn" Brass Tubes; S. Moulton & Co., Kingston India Rubber Mills, Bradford; Walker & Hall, Electro-Plate Works, Sheffield; Hockley Bolt, Nut, and Rivet Company, Birmingham; John Trippett & Brother, Shipping Agents, Liverpool and New York; the Hart Manufacturing Company, (successors to Biven, Mead & Co.) New York.

N.B.—A stock of Charles Cammell & Co.'s War-ranted Cast and Spring Steel, and "Cyclops" Files, constantly on hand.

VICTORIA FOUNDRY,
Cedar Street, Brantford, C. W.

Over one hundred different Styles and Sizes of
STOVES.

STEEL AND IRON PLOUGHS,

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A large variety of

FARMING IMPLEMENTS AND MACHINES.

Prices very low.

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HAVE FOR SALE,—

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| Boiler Tubes, | Ingot Copper. |
| Boiler Plate. | Ingot Tin. |
| Iron Gas Tubes. | Cake Spelter, |
| Tube Fittings, | Antimony, |
| Glass Tubes, | Steel, |
| Brass Tube, | Steam Gauges, |
| Lead Pipes, | Water do., |

And supplies for Machinists and Steam & Gas Fitters.

HIDES, WOOL, &c., &c.

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DEALER IN HIDES, WOOL, SHEEPSKINS, &c

Highest Cash Price paid for the above Goods.

Tanners and Woollen Manufacturers at a distance, supplied at short notice.

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OSHAWA, C. W.

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AGRICULTURAL IMPLEMENTS

made to order in any quantities.

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All orders promptly attended to

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LEATHER IMPORTERS AND
COMMISSION MERCHANTS, have always in Stock an excellent assortment of FRENCH CALFS KIDS and PATENTS, &c. Also a large supply of O. L. Richardson & Sons' Spanish Sole and Slaughter Leather, for which they are agents in Canada. Consignments of leather respectfully solicited. Sole Agents for Alexander's Kid Gloves.
1-ly St. Peter st., Montreal.

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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

PARK & BRIGHTSIDE WORKS, SHEFFIELD.

NOTICE TO THE CONSUMERS OF THE GENUINE SWEDISH DANNEMORA IRON (L)

I beg to announce that I have this day entered into a Contract with Messrs. W. JESSOP & SONS, of Sheffield, for the whole Annual Make of the above Iron, which, in future, will be stamped

(L) LEUFSTA W. JESSOP & SONS,

And to which I request the special attention of the Trade.

Leufsta, in Sweden, 29th April, 1867.

CARL EMANUEL DE GEER,
Proprietor.

W. JESSOP & SONS, in referring to the above announcement, beg to inform Consumers that the Genuine

(L) LEUFSTA W. JESSOP & SONS

Iron can only be obtained from them, and that they are prepared to supply the Trade on liberal terms.

At the same time, W. J. & S. wish to CAUTION Dealers in Foreign Irons against spurious imitations of the whole or any part of the Genuine Brand, as W. J. & S. are resolved, in case of infringement, to protect their own and the Proprietor's rights in the same. Park and Brightside Works, Sheffield, April, 1867.

JOHN ROUND & SON,

Agents,
Montreal.

4-24

LIFE ASSOCIATION OF SCOTLAND,

Founded 23 years ago.

RESERVED FUNDS £1,000,000 Stg.

Bonuses from Profits applied for the Policy-holder's personal benefit

DURING HIS OWN LIFE TIME,

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A PROVISION FOR OLD AGE

OF AN IMPORTANT AMOUNT,

Without any payment beyond the Ordinary Premium for the Policy, which remains intact for his heirs.

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Secretary,—P. WARDLAW.

Inspector of Agencies,—J. B. M. CHIPMAN.

12-6m

LIDLAW MIDDLETON & CO.,
Commission Merchants and Shipping Agents,
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WM. STEPHEN & CO.,

Importers of General

DRY GOODS,

and Dealers in

CANADIAN TWEEDS, COTTONS AND LINENS,

19, 21, 23, & 25 LEMOINE STREET,

AND

2 4 & 6 ST. HELEN STREET,

MONTREAL.

5-ly

DRY GOODS.

OGILVY & CO.,

WHOLESALE IMPORTERS,

495 St. PAUL STREET,

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Just received.

100 pieces Hop Sacking.

300 pairs Blankets.

30 bales American Cotton Yarn.



Also Agents for

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THE COLONIAL LIFE ASSURANCE COMPANY.

Accumulated & Invested Fund . . . \$18,006,690
Annual Income 3,286,300

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ASSURANCES effected on the different systems suggested and approved by a lengthened experience, so as to suit the means of every person desirous of taking out a Policy. Every information on the subject of Life Assurance will be given at the Company's Office, No. 47 Great St. James Street, Montreal, or at any of the Agencies throughout Canada. 12 6m

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CAPITAL TWO MILLIONS STERLING.

H. L. ROUTH, Agent, Montreal.

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SHIPPING AGENTS,

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 AGENTS FOR THE SALE OF
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LIFE ASSURANCE—FIDELITY GUARANTEE
THE EUROPEAN ASSURANCE SOCIETY,
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 CAPITAL.....£1,000,000 Sterling.
 ANNUAL INCOME, over £300,000 Sterling.
HEAD OFFICE IN CANADA—MONTREAL.
 9-ly **EDWARD RAWLINGS, Manager.**

T. JAMES CLAXTON & CO.,
 —MAY 1867—
 Receive weekly additions to their stock.
HAVE just received 1,000 pieces of Grey
 Cottons,
 500 pieces of White Cottons,
 with many other Staple and desirable Goods, which
 will be sold at lowest market rates. Orders have
 careful attention.
CAVERHILL'S BUILDINGS,
 1-ly 59 St. Peter Street, MONTREAL.

THE LIVERPOOL AND LONDON
AND GLOBE INSURANCE CO.
 UNLIMITED RESPONSIBILITY.
 Capital, Surplus and Reserved Funds. ... \$13,271,675
 Invested in Canada..... 250,000
 Premiums received in 1866, were..... 5,322,250
 Daily premiums, upwards of..... 17,000
 Shareholders personally responsible for engagements
 of the Comp ny.—All Directors must be Shareholders.
CHAIRMAN—T. B. ANDERSON, Esq. (Pres. Bank of
 Montreal).
DEPUTY CHAIRMAN—HENRY STARNES, Esq. (Ma-
 nager Ontario Bank).
FIRE DEPARTMENT.—Insurances effected on all
 classes of Property at Current Rates.
LIFE DEPARTMENT.—Amount of Special Re-
 serve, \$9,232,463.
G. F. C. SMITH, Res. Secretary.
 1-ly **HEAD OFFICE: Place D'Armes, Montreal.**

REMOVAL.
WEST BROTHERS
 Have removed to 144 McGill Street.
GROCERIES, WINES, LIQUORS AND CIGARS
WHOLESALE 14-ly

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

SINCLAIR, JACK & CO.,
WHOLESALE GROCERS AND COMMISSION
MERCHANTS,
 Importers of EAST & WEST INDIA PRODUCE,
 MEDITERRANEAN GOODS,
 &c., &c., &c.,
 413 ST. PAUL STREET, opposite Custom House,
MONTREAL.
 Sole Agents for "Cootes" celebrated ground
 Bock Salt, for Table and Dairy use.
 Montreal, May 20, 1867. 1-ly

REMOVAL.
W. McLAREN & CO. removed to Nos.
 15 & 17 Lemoin Street.
 The attention of Country Merchants is invited to
 the quality and prices of our Stock of
BOOTS AND SHOES.
 As our work is entirely HAND MADE, it is much
 more durable than the Machine made work, and our
 prices are as cheap as the cheapest. 83-ly

KIRKWOOD, LIVINGSTONE & CO.,
PRODUCE, LEATHER AND GENERAL COM-
MISSION MERCHANTS.
 No. 563 St. Paul Street, MONTREAL.
 CONSIGNMENTS Carefully realised and returns
 promptly made.
ADVANCES—Cash advances made, and Drafts au-
 thorized on all descriptions of Produce consigned for
 Sale in this or British Markets.
ORDERS—Personal and careful at ention given to the
 execution of orders for Flour, Grain, Leather, Provi-
 sions, Oil, and General Merchandize.

HUNTER, DUFFY & JOHNSON,
 WHOLESALE MANUFACTURERS OF
BOOTS AND SHOES,
 29 ST. HELEN STREET,
MONTREAL. 49-ly

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, JULY 12, 1867.

REDUCTION IN POSTAGE.
UNDER date of the 16th March, we advocated a re-
 duction of Provincial Postage. Nor do we
 think such a step uncalled for, or a boon too lightly
 to be lost sight of. In the Annual Report of the Post-
 master General for 1860, the reduction from five to
 three cents is foreshadowed as an event likely to take
 place "in a comparatively short space of time." No
 more graceful act can mark our entrance into a new
 form of Government, than the reduction of the postage
 of the New Dominion.
 It is neither wise nor politic that the Post Office
 should be a source of Revenue to the Government,
 its functions lie in being useful to the public, and by
 that means aiding in the settlement and advancement
 of the country. The Americans saw and recognized
 this when they reduced their postage to its present
 low figure.
 Perhaps it would not be out of place whilst we are
 on the subject of reducing inland postage, to enquire
 how it is that Canada was able to carry letters to and
 from Britain, at a charge of 12½ cents per 10z., when
 she paid a subsidy of \$410,000 to the Messrs. Allan's,
 and that the same price is now exacted when the sub-
 sidy is reduced to \$218,000? An anomaly certainly
 difficult of comprehension, surely a reduction in the
 price of carriage should lead to a proportionate re-
 duction in the duty charged. We are aware that a
 little less than \$150,000 was the amount of sea postage
 earned in 1864, but the subsidy was paid to the
 Canadian line of steamers fully as much to secure
 direct trade, and emigration, as for postal purposes.
 So that if these three items each bring in the same
 amount to the public chest, as it is fair to believe they
 do, the sum earned would be..... \$450,000
 Deduct subsidy..... 218,000
 A balance of \$232,000
 would be left in favour of the Province, an amount
 considerably greater than the subsidy itself. Surely
 on these grounds, then, if on no other, we ought to
 have a reduction of Ocean postage to at least one half
 on letters; nor is this the only reason for cheapening
 our sea rate. Notice has already been given by the
 British Government to that of the United States,
 stating that the postal convention existing between the
 two countries will cease at the expiry of the Cunard
 contract on the 1st Jan., 1868, coupled with a request
 that a new convention be entered into, the principal
 object of which is the reduction of postage between
 the two continents, to one-half the present rates; and
 a more frequent interchange of mail matter. This

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 WHOLESALE
IRON MERCHANTS,
 AND
IMPORTERS OF HARDWARE.
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 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 pre-
 miums now in hand. First year's premiums were
 over \$100,000. Economy of management guaranteed.
 Perfect security. Moderate rates.
 Office 385 & 387 St. Paul Street, Montreal.
MORLAND, WATSON & CO.,
 General Agents for Canada.
FRED. COLE, Secretary.
 Inspector of Agencies—T. C. LIVINGSTON P.L.S. 9-ly

pected it will go into operation without any unnecessary
 project is so well thought of that it is confidently ex-
 delay. It therefore behoves the Canadian authorities
 to look well to the interests of the country or they will
 lose a large portion of the Ocean postage which will
 be rapidly picked up by their go-ahead American
 neighbours on the inauguration of the new state of
 things on the first of next January. Correspondence
 is like a current which once diverted from its ordinary
 course is not very easily brought back again. An
 inland postage at 3 cents, an American postage at 6
 cents, and a British postage at 7 cents, will do more
 for immigration and commerce than any scheme now
 before this country.

A BANKRUPT CONCERN!
WHO would have imagined a few months ago that
 the Toronto Linsced Oil Company, with Mr.
 Worts, of the celebrated firm of Gooderham and Worts
 for its President, Mr. W. Gooderham, Jun. for its
 Vice-President, and such men as the Hon. D. L. Mac-
 pherson, the Hon. George Brown, John Macdonald,
 J.P.P., W. Gooderham, Sr., and a lot of other first-
 rate men for its stockholders and promoters, would
 now be set down as a bankrupt concern? Yet such is
 the case. This great company—this patriotic company
 —this strong company—this respectable company col-
 lapsed, just as contemptibly and suddenly as if it were
 bogus and not bona-fide, and as if its promoters were
 swindlers instead of being as they are the most honest
 and sound business men we have.
 We are often astonished when a "wild-cat" institu-
 tion closes its doors and leaves a half or a whole
 million of liabilities to be liquidated by hopeful assets
 consisting of some second hand office furniture and a
 few hundreds of bad debts; much more ought we to
 be surprised when such a combination as the Toronto
 Linsced Oil Company has to shut up the mill and pre-
 sent a humiliating report full of reasons, showing why
 the company could not possibly have succeeded, and
 why it involved its stockholders in a loss of only some
 \$20,000! If these things happen to the best, what can
 be expected from companies whose degree is com-
 parative, not superlative? But let us endeavour to
 explain how it was that this first-rate company expired
 so miserably. A committee of indignant stockholders
 has been appointed to enquire and report on this
 singular failure; but in these exciting political times,
 this committee may never report; and already the
 affairs of the company are in a fair way to get into
 Chancery, and of what use then will be this long ex-
 pected report? Turning to the last reported meeting
 of the indignant shareholders we find some instructive
 revelations which ought to be a "caution" to all
 future companies, no matter how patriotic their object
 or respectable their connections.
 The first blunder confessed by the Directors is that
 they allowed American buyers to buy up early in the
 season all the feed they could obtain, and of course at

the cheapest price. The Linseed Company came late in the season to their own market and had to buy at the highest price. The next blunder confessed is that they made a frightful miscalculation as to the cost of manufacturing the seed. Their manager led them to believe that the cost of crushing and manufacturing the seed would be only 30 cents per bushel. The actual cost turned out to be 60 cents per bushel. The third blunder confessed has regard to the increased price paid for seed owing to the Americans playing the part of the "early bird." The seed could have been bought early in the season for \$1.40, when the Directors—foolish virgins that they were—came to buy, it had risen to \$2.20. Again, the Directors confess a miscalculation as to the yield of oil. They expected a large supply, they got a small one. Again, they acknowledge that "our calculations for the selling price of oil were found to be erroneous." They expected a high price, they had to accept a low price.

Here are a series of most unpardonable blunders confessed by the Directors themselves, which quite account for the sudden failure of the company. But the discussion that ensued on this report revealed other blunders on the part of the Directors which are just as extraordinary. They had to pay \$7 per cord for fuel this year, whereas last year they procured it for \$4.60. They bought some 6000 bushels of seed from their own President at the high figure of \$2.20, and in every bushel there was five pounds of sand, which seems to have been paid for as seed. We do not wish to be understood as imputing motives, or as charging any one with fraud. Far from it. But we do call public attention to all these mistakes and blunders which happened to this company. To add to the misfortunes of the Directors, their manager—who notwithstanding his miscalculations, is represented as a most experienced and honest man—died just about the time when the company was entering upon its troubles, and then no one in particular seems to have had charge of the mill. The President says he did not think it was his duty to take off his coat and look into the bins to see what kind of seed was in them. The other Director acted up to this feeling also. What else then could be expected but what happened? The company blundered along for a little while until the cash was all squandered and then it suddenly became a bankrupt concern.

We regret this disastrous result. The company was one that we should have been proud to see successful. It was one that would have been eminent, successful if it had not been marred by mismanagement. The stockholders are naturally indignant. They have been cruelly victimized. The Hon. Mr. Macpherson expressed their general feeling when he said that, "He was induced to come in only a year ago, on representations of the profitable business that was being carried on—that he would be promoting a useful manufacture, and would at the same time be sure of a handsome return. He was told the expense of crushing a bushel of seed would be 30 cents. It turned out to be 60 cents. He was told the yield would be two gallons and a quart per bushel. It turned out to be very much less. He would ask the President whether he expected that men, after having entered the Company on such representations, should be willing to lose their money and be silent about it?" The Hon. Mr. Brown, who had zealously interested himself in behalf of this new and useful manufacture, also expressed deep chagrin and mortification at the result. We deeply sympathize with the stockholders. They have been heavy pecuniary losers, but the public loss is the heaviest. The establishment of new and useful manufactures has received a most discouraging blow. The confidence between merchant and merchant and one business man and another may have been rudely shaken. We trust, however, no such unfortunate results will follow. The cause of the collapse of the company has been so clearly exposed that we are hopeful that good will ultimately spring from this evil. We have now another example to show us that mismanagement will kill the best public companies. The inconvenience that must follow from the President of a company occupying the false and incompatible position of buyer and seller has been forcibly illustrated. The stupidity of relying on miscalculations has been again made plain. The necessity of having responsible working Directors, and an experienced, hard working reliable manager is made manifest. In future let the shortcomings of the Toronto Linseed Oil Company set as beacons to warn and direct other companies, and then capitalists need not be afraid to invest their money, and new and useful manufactures cannot but succeed.

BRITISH INDIA.

TO not a few of our readers any account of the progress of public works, railways, telegraphs, &c., in the large and populous territory known as British India, will convey information which will be new and, we trust, interesting to them.

In the East as well as in the West, in torrid India as well as in frozen Canada, railway traffic has during the last score or less of years, assumed enormous dimensions. In fact, it is but fourteen years since the first railway was opened in India, and in 1859 only 432 miles were in operation. Since then the increase in mileage has been very rapid, until, at the end of the railway year, and summer 1865, there were not less than 2517 miles open. Of this distance 1264 miles were in the Presidency of Bengal and the North-Western Provinces, 630 miles in Madras; 693 miles in Bombay; 114 miles in Sicde, and 123 miles in Punjab.

Subjoined is a statement, showing the yearly amount of increase in the railway mileage of India, and the moneys expended from 1859 to 1865:—

Years ended June 30.	Miles open	Sum Expended. Years ended Dec. £
1859	432	23,660,000
1860	734	31,188,000
1861	1,028	38,234,000
1862	1,684	44,550,000
1863	2,234	49,654,000
1864	2,681	53,645,000
1865	2,747	68,680,000

In 1865 the total paid-up capital of India Railway Companies was £60,000,000, being £3,520,000 in excess of the sum expended on railways.

The increase in receipts from goods and passenger traffic has been very marked, as will be perceived by reference to the following table:—

Years ended June 30.	Goods Traffic £	Passenger Traffic £	Total Receipts. £
1859	226,000	160,000	386,000
1860	359,000	231,000	590,000
1861	418,000	322,000	740,000
1862	610,000	446,000	1,056,000
1863	962,000	687,000	1,649,000
1864	1,329,000	974,000	2,303,000
1865	1,816,000	1,302,000	3,118,000

Since writing the foregoing, we have received the official report for the year 1866. The mileage open at the end of that year had increased to 3337. The total length of railways remaining to be constructed and for which a Government guarantee has been granted is 2064 miles. The gross receipts of the year ended 30th June, 1866, were £4,537,265, of which £2,804,534 were net profits.

The statistics of the Indian Telegraphic service are only down to the year 1864. In 1852 the first line was opened, 82 miles having been constructed; in 1864 there were 11,739 miles in operation. The following statement gives the progressive increase, cost of construction and of working and maintenance, and the total receipts from business done from the commencement:—

Years ended April 30.	Number of miles.	Expenditure.		Total receipts. £
		Cost of construction.	On working and maintenance.	
1851	—	2,420	—	—
1852	82	3,784	628	600
1853	83	665	1,522	1,850
1854	91	36,116	5,482	2,353
1855	3,275	67,973	9,374	6,499
1856	3,851	28,178	33,834	23,396
1857	4,162	34,025	16,128	29,937
1858	5,725	64,069	65,901	37,837
1859	9,493	91,729	97,934	64,269
1860	10,431	61,108	146,629	63,319
1861	11,440	34,327	140,633	63,482
1862	11,639	72,389	170,318	68,455
1863	11,277	39,449	131,697	76,405
1864	11,739	67,451	177,232	91,633

INTERCOLONIAL TRADE.

A good deal of speculation and some misapprehension has existed, and still exists regarding the extent to which Canada and the Maritime Provinces will become rivals of each other in the way of manufactured articles, now that the Customs duties are removed. Apprehensions have been indulged in that Canada will manufacture so much more cheaply than the Maritime Provinces, that she will flood their markets and ruin their manufactures. On the other hand, some have anticipated the reverse of this, and that the Maritime Provinces will be able to find a market for their manufactures in Canada. We believe that

neither view of the case will be correct; doubtless there will be exceptions on both sides; but there is good reason to suppose that the manufactures of the different provinces will not materially interfere with each other. Canada will doubtless find an outlet in the Lower Provinces for many manufactured articles, which they have hitherto imported from the United States, in precisely the same way as Canadian flour has taken the place in their markets of American flour, but we do not think much rivalry in the way of manufactures will be possible for the following reasons. Let us first take the case of the Maritime Provinces, and although from the somewhat greater expense of living, wages may be a little higher than in Canada, yet the difference is not by any means sufficient to pay the cost of transportation, and we may safely take it for granted that in point of business ability, and mechanical skill they are in no way inferior. If we reverse the position we shall arrive at the same result, viz. that in very low cases will there be sufficient difference to pay the cost of transportation, and the disadvantage attending on competition in a distant market. As a case in point we may cite the Boot and Shoe manufacture. This branch of business has received an extraordinary development in Montreal, and it was supposed that competition with the Maritime Provinces in their own markets would not only be possible, but quite easy. The reverse of this turns out to be the fact, and travellers sent out by Canadian houses, have not only returned without orders, but report that the St. John manufacturers make an article quite equal to their own, and at a price which renders competition impracticable. We believe from personal observation that this will be found to be the case in the great majority of instances, and that the manufactures of neither one section of the country or the other will enter into competition in each other's markets. But it does not follow that there is not a favourable opening for Canadian manufacture in the markets of the Lower Provinces in the supplying of those articles which they have so long been accustomed to import from the United States, or which they do not yet produce in sufficient quantities for their own consumption. To ascertain what these are, and to adapt them exactly to the requirements of the market it is intended to supply, should be the first duty of the intelligent manufacturer, who seeks to extend his trade in this direction. Unfortunately, there are no accessible official returns which fully elucidate these points, but in order to facilitate matters, we have compiled from the Report of the Controller of Customs for the Port of St. John, N.B., a list of the leading articles imported into the Province from the United States during the year 1865, (the latest returns published) together with the duties payable on each.

Articles.	Value \$	Rate of duty
Agricultural implements and parts thereof, except spades, shovels, &c., &c.	8,686	17½ per cent
Boots and shoes, including rubbers	52,083	18 "
Brushes	1,137	18 "
Printed books	29,927	3 "
Blank books	1,251	15½ "
Furniture, chairs and parts of chairs	24,534	18 "
Clacks and materials for do.	1,722	18 "
Earthenware	4,131	15½ "
Glassware	17,015	15½ "
Hats and materials for do	15,929	15½ "
Haberdashery, including cottons, woollens, and wearing apparel	268,574	15½ "
Hardware, including spades, shovels, &c., &c.	66,047	15½ "
Manufactures of India rubbers, other than boots and shoes	10,612	15½ "
Iron castings, as stoves, &c.	8,973	18 "
Musical instruments	9,537	15½ to 18 "
Machinery	22,014	15½ "
Oil and Varnish	13,835	15½ "
Printing and sheathing paper	12,184	3 to 4 "
Paper manufactures, including stationery, but not printed books	13,774	15½ "
Alcohol	62,272	70c per gal
Tobacco	40,889	4c per lb
Trunks, valises & portmanteaus	3,829	18 per cent.

Total \$608,463
Here we have a total exceeding half a million of dollars, and if to this we add the consumption of similar articles in Nova Scotia, the total will not be far off a million and a half. It must be borne in mind too that in the above list the value of the articles was declared by the importers, and we may be quite sure that it was not overstated. There is one thing sure a word of caution. Don't overdo the market with too much of any one description of goods. The Lower

* This item is now almost entirely confined to Rubber Boots and Shoes.

Province merchants never buy largely even of staple goods, and they seldom or ever buy on speculation at all. By a little attention to the particulars we have alluded to, we think it will not be difficult in the course of a year or two, to still further change the course of our trade relations with the United States, and thus render ourselves yet more independent. At the same time we may bear in mind that the time cannot be very far distant, when some branches of our manufactures will be seeking still further expansion, and looking for fresh markets in other parts of the world. For this purpose the Union we have just entered on will prove of incalculable importance. With two such ports as St. John and Halifax, connected by railway with the rich and populous interiors, many an enterprise will become not only possible but profitable, and with these ports as a base of operations, we may be enabled to compete with Americans in the markets of the world, and establish a direct trade in many articles only now obtained in a roundabout way.

LETTER FROM ENGLAND.
COMMERCIAL REVIEW.

(Special Correspondence of the Trade Review.)

[PER SCOTIA.]

As usual at this period of the quarter there has been an increased demand for money; but this is merely temporary, and the payment of the dividends next month will doubtless be attended with increased ease in the money market. Meantime the bullion in the Bank of England and the Bank of France continues to increase, and there is no prospect of such an increase in trade as would create an active demand for accommodation. In France, indeed, there is a very great stagnation of trade, and week after week the returns of the Bank show a continued diminution in the bill under discount. In England there is nothing like the same dullness, but still trade is not active. We seem to be about holding our own, and this is no doubt very good considering the state of matters at this time last year.

The railway market has been very depressed all week, chiefly, no doubt, in consequence of the report of the Committee of the Brighton Railway. This line for many years really had a fair position, and when it was found that its position was so bad, the shock was all the greater. Immense extensions had been made; the capital account had nearly doubled, while the increase in revenue was comparatively trifling. Along with these facts, which were tolerably open to any person who chose to investigate, it was discovered by the Committee that the Directors under various false pretences had committed the Company to several extensions, and that the accounts had been systematically cooked. To refer to one item only. It had been the custom in the Company to pay interest upon the capital required for the extensions, whilst these extensions were being made. The propriety of so paying interest is very doubtful, but it is quite clear that if it be paid it should be charged to capital and not to revenue account. But the Directors took the very improper course of paying interest and charging it to revenue, and this without any notice whatever. This is only a sample of the disclosures which have been made, and these coming upon a very sensitive market, have had the effect of depressing every class of public securities except the funds.

The total receipts of the railways in this country have experienced very considerable fluctuations this year as compared with last, and as the year has got older, the experience has not been more favourable. The following table gives the traffic as compared with last year—

Week ending	1867.	1866	Increase.	Decrease.
January 6	£717,472	£658,741	£58,731	—
" 13	724,543	618,231	106,312	—
" 20	697,172	631,347	65,825	—
" 27	672,661	627,948	44,713	—
February 3	651,763	631,745	20,018	—
" 10	639,641	641,712	—	2,071
" 17	667,347	647,341	20,006	—
" 24	671,751	655,927	35,824	—
March 3	661,772	633,745	28,027	—
" 10	657,621	647,791	9,830	—
" 17	638,733	619,647	19,086	—
" 24	631,472	654,847	—	23,375
" 31	623,791	688,169	—	64,378
April 7	635,471	721,492	—	86,021
" 14	667,563	705,642	—	38,079
" 21	720,672	714,741	5,931	—
" 28	729,691	719,961	9,730	—
May 5	738,674	714,672	24,002	—
" 12	737,691	729,683	7,908	—
" 19	738,672	735,691	2,981	—
" 26	737,691	735,672	2,019	—

June 2	721,690	724,631	—	2,941
" 9	749,670	721,672	27,998	—
" 16	783,672	727,631	56,041	—

The increase in the distance worked is now about 630 miles, as compared with June, 1866, but it was much less in January. The receipts have been swollen of late by the Whitsuntide holidays.

The gold in the Bank of England is now £55,000 higher than at any former period, whilst in the Bank of France the accumulation is greater than has ever been known in it or any other Bank at any time. The last figures are as follows.—

Bank of France	£43,831,000
Bank of England	£3,295,000
	£47,126,000

The probabilities are that the accumulation will still continue, and that the amount held by the two Banks will be in excess of £60,000,000.

The great firm of Baring, Bros & Co., founded in the year 1763, and which has always maintained the very first rank among merchants for honour and prudence, is about to absorb the firm of Finlay Hodgson & Co., which has also sustained a first-class position since its formation in 1803. The firms have long been intimately connected, and the present amalgamation is the result of that intimate friendship, and of the wish of some of the older members in each firm to retire. The business will be conducted under the old name of Baring, Bros & Co., and at the old place of business, 8 Bishopsgate St.

The following are the returns from the Bank of England, compared with those of the preceding week, and same time last year.—

	June 26, 1867.	June 19, 1867.	June 20, 1866.
Public Deposits	11,195,400	10,570,000	7,288,000
Private Deposits	17,854,000	16,988,000	21,171,000
Government Securities	12,838,000	12,886,000	11,148,000
Other Securities	20,678,000	18,616,000	31,200,000
Notes in Circulation	23,405,000	22,770,000	25,107,000
Bullion	22,287,000	21,883,000	14,651,000
Reserve	14,082,000	14,183,000	4,744,000

The Bank of France returns are as follow—

	June 27, 1867.	June 20, 1867.	June 21, 1866.
Treasury Balance	105,774,000	98,774,000	140,065,000
Private Accounts	347,214,000	336,548,000	350,182,000
Commercial Bills	476,629,000	476,629,000	486,876,000
Advances	245,101,000	205,101,000	162,237,000
Notes in circulation	1,029,023,000	1,040,523,000	856,792,000
The Cash	684,125,000	879,525,000	627,423,000

June 29, 1867.

II.

CANADA PEAT COMPANY.

WE take the following account of the operations of the "Canada Peat Company," at Lapigeonniers from the Gazette of this city. This is the opening up of a new industry of very great importance; and the facts stated by our contemporary are very interesting. We have reason to believe from information derived from other quarters that they are not overstated:—

"Starting about half-past nine the party proceeded to Lachine, crossed the river, and were met by Mr. Hodges, with carriages, at about eighteen miles from Caughnawaga, by rail. A drive of about a couple of miles took us to the border of a morass, of one thousand acres, owned by the Company, and of a depth of from fifteen to twenty feet. The country has a rough appearance in this locality, and for farming purposes, a very poor one. But we have confidence there is here a wealth which, popularly at least, has, hitherto not been believed to exist.

"The forests of North America have for many years been melting away under a process of most destructive waste, and with many the question has been: what shall we, in the not distant future, do for fuel? Wood is even now very dear in cities and in some country villages. It may be stated with certainty that in the utilization of the almost inexhaustible Peat bogs which Canada possesses, a solution of the difficulty will be found, and we believe that Mr. Hodges' name will be for ever associated with public gratitude, with this great economic fact.

"Without, however, expending words in comment, it is better to give a simple narrative of the visit of yesterday. The appearance of the Canadian bogs, we suppose, is known to everybody in Canada. Covered with a stunted growth, principally of evergreen trees, and the plant of the blueberry, which is now in most luxuriant and beautiful bloom, they have a dreary look. Getting out of our carriages at the edge of the swamp we walk over a rude tram road, a few hundred yards, constructed to take materials to the work. We come to a canal which is now about a mile in length and which increases in length about 200 feet a day. I

1 2) feet wide and 4 feet deep. At the terminus we approach there is a basin, sufficiently large to launch a respectable sized vessel or scow in, which is now on the stocks, nearly completed, with boiler in. At the other end of the canal the water is busy at work, gay with branches of trees and blueberry flowers and the union flag flaunting in the breeze.

"Our party embarked in a tender scow, which first floated in the novel canal the day before and fortuitously covered with an awning, for it rained a little. We are towed along, and note with interest about a mile of pent bricks, by a wall of probably a couple of hundred feet, in process of drying. Arriving at the machine we notice that men go before with axes and scythes, to prepare ground for the reception of the peat at pulp. They also throw off the surface of the canal, to prepare the way for the machine, which like a huge monster seems to devour the earth, and eat a passage as it proceeds.

"Projecting from its snout are two immense augers or screws ten feet in diameter. These are driven by steam power, twenty-horse, revolve slowly outwards, and cut with their sharp strong knives, successive slices of the bog, which they take into their mouth, as it were, and discharge it within the scow. It is then carried to a receptacle in which there is a contrivance to deprive it of sticks and roots, by means of revolving arms of great strength, in a fixed iron frame. It is then forced by a revolving screw into another receptacle, where it is mixed with water and ground into pulp by revolving blades, not unlike the fans of a steamboat screw. It is next, by a succession of these screws, rapidly revolving, forced along a trough, about fifty feet in length, and poured out on the bank of the canal, in the form of a well mixed soft mud. This is spread evenly on the bank by a horse and two or three men. About seventy feet had been spread in this way, and as many feet of the canal made, at the hour of our arrival yesterday morning.

"The large roots found in the swamp were at first found to be an obstacle, but they now make very little interruption. The revolving augers can be raised or lowered at pleasure, and they are provided with friction gear of such nature that they will stop while the rest of the machinery goes on, if they come in contact with any serious obstruction. Chance of damage from breakage is thus prevented. We understood that the water could be lowered in the canal, and the scow go over the same ground again, repeating the operation until the bottom of the peat bed is reached.

"After the pulp has stiffened a little, a harrow or rake is drawn from side to side, marking it crosswise, for the required width of the bricks. A revolving knife, in the form of a circular saw, is then run over it longitudinally, cutting the pulp, now sufficiently hardened for a man to walk over, to the bottom. A single man with a spade of the required width now completes the cutting out of the bricks, and these are piled endways, by boys, for more rapid drying. The sun does the rest in a few weeks, and the peat is ready for market.

"On its great value for fuel, it is not necessary for us here to dwell. Mr. Hodges estimates that a ton of it is about equal to a cord of wood, and it can, we understand, be put down in Montreal for £4 or £5 per ton. But, we believe, the Grand Trunk Company has contracted to take the supply that can be made this summer at a much lower price. When it is stated that this swamp alone will give several millions of tons, we have here a fact of the very greatest public interest, which will exercise an important influence upon the price of fuel in favour of the consumer, for many years to come. It has been said, that the man who will make two blades of grass grow, where only one grew before, is a benefactor; but what shall the public who live in our cities say to him whose genius has contrived means to convert our swamps into an almost illimitable supply of cheap fuel?

"After an examination of the works was completed, and the admiration of everybody expressed in the ingenuity and simplicity of their adaptation to the end to be accomplished, the party did good justice to a collation, laid out on the tender scow. Toasts to the Queen and the Dominion were very heartily drunk. Among the other toasts the foremost was the health of Mr. Hodges. The great success of the works, their value to the country and the patience and perseverance of their projector, who had left the luxuries of his London house to bury himself in our swamps to perfect them, were recognized. Mr. Hodges, in reply, confessed that this might be called his hobby, but he stated he had an abiding faith in the great importance of the work. He believed this peat fuel question to be more important than even the most sanguine of the gentlemen around him who had expressed confidence in the works, would be willing to admit, and it was that belief which had induced him to spend four years in experiments with his machine in the swamps. He expressed confidence in the Company paying good dividends, and mentioned 50 per cent as not improbable. The health of Sir W. E. Logan was proposed by Mr. Hodges, as having given him valuable information and advice. Sir William in reply expressed confidence in the works. Mr. Hodges proposed the health of Mr. Brydges as having encouraged the company in its infancy, and stated that in this as in many other things the Grand Trunk was foremost in promoting the best interests of the country. Mr. Brydges said that with regard to the peat question, he must confess that his object was a selfish one. He had in view to get cheap fuel, and saw in the utilizing of peat a means of supplying a want which he believed would before very long be created from the exhaustion of wood. He proposed Mr. Shanly's health as having aided in the success of the peat works. Mr. Shanly replied. And there were some other toasts drunk.

"The party then returned to town, gratified with their visit, and satisfied that a new and important source of wealth had been opened up."

In a subsequent impression of the same paper, the following further particulars were given:—

The estimated yield of fuel the bog of 1,000 acres

will give, is 2,722,500 tons; and the value of the fuel, when manufactured, is \$8,712,000, at the present prices. The number of men and boys on the works, including the smiths and carpenters employed in building the barges, is 70 at a cost of wages per day of \$50. The number of cubic yards of peat excavated in one day, with one machine, is 621. The produce of pulp, per day, is 365 tons. The yield of fuel taking 10 per cent. only, allowing 85 per cent. for the water it contains, is 70 tons. We may state that we take these facts from a memorandum distributed among the party of gentlemen who visited the works on Thursday. We believe they are founded on actual experience. They show that the operations must be enormously profitable, for the cost of the barges and machinery (apart from its patent right value) cannot be very great, and the wear and tear are not much. We have thought it better to publish these facts as they were distributed in memorandum shape, and because we think it is of interest that the public should know them. Other companies might with advantage to the country utilize other peat bogs, especially those near navigable waters and lines of railway.

THE "NATIONAL BANK" SYSTEM OF THE UNITED STATES ITS PROGRESS AND EFFECTS.

(SECOND ARTICLE.)

(From the London Economist.)

THE general result of the statement made last week of the policy pursued by Mr. Chase, regarding the formation of National Banks, really amounted to this - That in order to obtain for the Federal Government, in the early years of the war, the support of a powerful organisation of Banks diffused over the country, he was willing to offer to capitalists and others the inducement of large immediate profits, in order to attract enterprise and resources in the direction of the institutions he desired to form.

For example, the profit and loss outline of the case stands as follows at the present time as regards any five persons setting up a National Bank on the basis of subscribing \$100,000 (say £25,000) in lawful money. For greater simplicity we will give the figures in sterling, on an assumed exchange of 5 to the £ -

- (1) £20,000 deposited with the Comptroller in United States Bonds, 6 per cent. in coin, equal at present price of gold to say 8½ in greenbacks, will produce annually $20,000 \times 6 = 1,200$
- (2) The Comptroller will issue for this deposit ninety per cent. of National Bank Notes - say £18,000; against these £18,000 in Notes the Bank must keep 15 per cent. of Legal Tenders, or £2,699 - leaving £15,300 available for advances at, say, the same rate of 8½ per cent. in paper, producing per annum $15,300 \times 8\frac{1}{2} = 1,290$
- (3) The result is, therefore, to give an immediate gross return of over 15 per cent. per annum, or £3,960, on the £20,000 put down $3,960$

The difference between a National Bank started on this basis, and an ordinary private or joint stock bank started purely on the strength of its own credit and connection, is vital. The private bank has gradually to get out and establish a circulation for its notes. A long time, several years in most cases, must elapse before it can succeed in commanding a circulation of such magnitude as to be of any service in the profits of the business. But a National Bank is able to launch at once the whole of the (virtually) Government Notes received by it from the Comptroller, and for the simple reason that they possess almost all the qualities of a legal tender currency. These being the facts, it is easy to understand how it has come to pass that National Banks have multiplied so rapidly, and especially in the more remote parts of the country.

The Sub-Treasuries were mere offices or vaults for the safe storage of the revenue collections. They were jealously prevented from being in any sense institutions of credit, and so long as the Federal Government had a surplus revenue and no public debt, the Sub-Treasury scheme answered. But when a crisis arrived which compelled the Government to appear as a borrower, not only for temporary purposes, but on the largest scale and by means of the issue of inconvertible paper, then it became apparent that the Secretary of the Treasury was utterly destitute of the appropriate organisation. In this country the Chancellor of the Exchequer would have accomplished whatever was necessary through the medium of the Bank of England, and the independent constitution and the real and traditional supremacy of the Bank would at once have restrained the initiation of any rash measures, and secured in a large degree the success of any such ones. But in the United States there was no central and powerful Bank, and the Sub-Treasuries were warehouses, not places of financial business. Mr. Chase and Congress unfortunately adopted the most dangerous of the courses open to them for meeting the necessities of the hour. There were actually existing in the sea-board States banks of long standing, good credit and ample resources. These banks were willing and able to give any reasonable support to the Government, and had actually afforded most extensive assistance since the commencement of the war. But instead of building upon this actual and working organisation, the plan pursued was the creation of an entirely

new order of institutions, absolutely dependent on the Washington Executive and with all the faults and dangers, and scarcely one of the advantages and safeguards of a chief Federal Bank.

In a table (A) below, we give from the official returns collected by each State, an abstract of the condition of the State Banks at the end of the year 1862 or rather early in January, 1863, - that is, a year after the suspension of specie payments, and just before the passing of the first National Bank Act at the end of February, 1863. It is probable that these returns collected by the officers of the several States, are in a high degree trustworthy. The number of banks in each State was in no case unmanageable - in New York State, for example, it was 308; in Pennsylvania, 84; in Illinois, 25, and the local supervision was aided by general local knowledge and rumour of the proceedings of each bank.

In the three groups of States included in the table (A), there were 1,265 banks. But of this total number, 728 were in the more commercial and leading States, forming the Eastern and Middle regions of the Union. And it will better enable us to understand the real condition of the old State Banks just prior to the introduction of the National Bank scheme if we exhibit in per centages in the following table (B) the proportions of the several kinds of liability and asset.

(B) Summary of the Condition of the "Old State" Banks in the Eleven Eastern and Middle States, on 1st Jan., 1863, according to the details in table (C) below.

LIABILITIES.	p.c.	ASSETS.	p.c.
Circulation	11.3	Cash reserves	12.1
Due to other banks	10.7	Government securities	17.3
Deposits	40.0		
Other Liabilities	4.6	Due by other banks	29.4
		Loans and discounts	61.2
Capital paid	64.5	Other investments	3.8
	100.0		100.0

In the cash reserves appearing here as equal to 12.1 per cent. of the assets, were included, of course, legal tender notes of the Federal Government. In actual specie, the Banks in the above category appear to have had about 7 per cent. of their assets. The Government securities included Bonds of the State as well as of the Washington Government. It is one of the errors of the National Bank scheme to compel the Banks to hold almost exclusively Federal securities. The securities of the larger States, New York, Massachusetts, and others, are, on all banking purposes, investments every way as eligible for Banks within or near the States in question as securities of the Central Government. And as during the war the loans raised by the larger States for war purposes were large and constant, arising out of the necessity of providing bounties for recruits, equipments of local armaments, and the like, any arrangements which restrained the facility of issuing State Loans, in order to favour the issue of Federal Loans, was a gain almost imaginary. The same people had to provide by taxes the means of paying the interest on both kinds of obligations, and the only effect of a gain of say 1 per cent. on the operations of the Secretary of the Treasurer would be a loss of the same amount on the operations of the respective State governments.

To return, however, to the figures in table (B): - In Cash Reserves and Government Securities, the State Banks held very nearly one-third (33.4 per cent.) of their total assets, a position which we shall see by and by compares favourably with the condition of the National Banks. The large items on both sides of the account of sums "Due to" and "Due by" other Banks, arise from a practice very early adopted in all American returns of distinguishing the balances between one set of banks and another, in order to ascertain in some degree with what exactness the system of exchanges was kept up. On the Liability side, the Circulation was only 11.3 per cent., and the Capital paid up was 33.5 per cent.

Taken as a whole, it must be admitted that the State Banks had arrived at the end of 1862 at a condition of no little strength; and let us repeat that this advance had been established by long adherence to the only principles which are self-acting and self-controlling; that is to say, perfect freedom of action and competition between one bank and another, and one State and another, subject to a rigid enforcement of cash payment by means of an effective system of exchanges and clearings. When, therefore, we find from table (C) that in the five Middle States, including New York and Pennsylvania, the circulation was only 5.7 per cent. of the liabilities, against 20.9 per cent. in the more remote and less commercial Eastern States - and 25.6 per cent. in the still less populous and less wealthy North-Western States - we read the wholesome result of the unlettered action of those natural laws which govern the distribution of a really convertible circulation, whether in England, Scotland, France, America, or anywhere else. Where the facilities and resources of capital and credit are largest, there the quantity of circulation is least. The public have to pay for the use of every Note they retain, and consequently, they retain exactly as many as it is worth paying for, and no more. The same remark applies to every other item of the returns.

In a further table (D), we give corresponding returns for the 261 State Banks existing at the close of 1861 in the 15 Southern States, just before the Civil War. It is probable that the figures relating to these banks are less trustworthy than the figures in table (A) arising from the more scattered nature of the banks, and from the incipient disorders which, in 1861, had begun to prevail in the South. We find, however, forcible evidence of the greater poverty of the South as compared with the North in the comparative largeness of the Circulation and Loans - in the smallness of the Deposits, Reserves, and Government Securities.

We have now cleared the way for next week ascertaining in detail the condition of the National as compared with the State Banks.

The following are tables (C) and (D), referred to above -

(C) UNITED STATES - Twenty Northern, &c. States - Official Return of the Condition of the (State) Banks therein, Jan. 1, 1863, prior to Passing of National Bank Act Feb. 25, 1863. (100,000 omitted thus 65 6 = £65,600,000.)

LIABILITIES	(A) New England States - 41 Banks		(B) Five Middle States - 207 Banks		(C) Nine North-Western States - 207 Banks		Total (A, B, C) 416 Banks
	\$ p.c.	£ p.c.	\$ p.c.	£ p.c.	\$ p.c.	£ p.c.	\$ p.c.
Circulation	20.9	21.9	5.7	19.6	32.5	11.7	11.2
Due to other Banks	11.3	7.1	64.4	12.4	1.3	90.3	10.3
Deposits	40.0	21.0	207.9	49.6	21.2	34.1	35.7
Other Liabilities	4.6	4.9	29.0	3.1	4.6	1.0	4.0
Capital paid up	64.5	60.1	73.0	21.8	46.8	61.6	60.6
	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(D) UNITED STATES - Ten Southern States - Official Return of the Condition of the (State) Banks therein at the Close of 1861, prior to the Civil War, and to the Passing of the National Bank Act Feb. 25, 1863.

LIABILITIES	(A) Five Southern States - 114 Banks		(B) Five North-Western States - 114 Banks		Total (A, B) 228 Banks
	\$ p.c.	£ p.c.	\$ p.c.	£ p.c.	\$ p.c.
Circulation	39.6	32.0	31.2	27.3	71.1
Due to other Banks	12.1	4.0	29.0	14.0	40.3
Deposits	16.5	13.0	21.5	12.1	38.0
Other Liabilities	4.1	3.3	3.6	5.0	7.1
Capital paid up	61.4	57.6	61.7	56.8	123.1
	100.0	100.0	100.0	100.0	100.0

NOTE - The groups of States and number of Banks in each are as follows -

- (A) Six Eastern States - Maine, 69; New Hampshire, 62; Vermont, 40; Massachusetts, 183; Rhode Island, 63; Connecticut, 76 - total, 617.
- (B) Five Middle States - New York, 308; New Jersey, 62; Pennsylvania, 84; Delaware, 5; Maryland, 32; total, 491.
- (C) Nine North-Western States - Illinois, 25; Indiana, 17; Ohio, 53; Michigan, 4; Wisconsin, 64; Iowa, 14; Minnesota, 7; Kansas, 1; Nebraska, 1 - total, 217.
- (D) Ten Southern States - Virginia, 63; North Carolina, 21; South Carolina, 20; Georgia, 23; Florida, 2 - total, 147.
- (E) Five North-Western States - Alabama, 8; Louisiana, 8; Tennessee, 14; Kentucky, 44; Missouri, 42 - total, 114.

THE INTERCOLONIAL RAILWAY.

THE following letter, on the route of the Intercolonial Railway, was published in the St. John Globe of Saturday evening the 6th July. It is from the pen of a gentleman who was Chairman of the Railway Board of New Brunswick, under the Smith Anglin administration. Mr. Lawrence has always been an opponent of the Confederation scheme, but to judge from the tone of this letter he appears to accept fully the change in the situation, and to be laudably anxious to secure from it the greatest advantages possible.

To Hon. WILLIAM Mc DOUGALL, Minister of Public Works in Canada.

SIR - In the Act of Union is the following Section: - "Inasmuch as the Provinces of Canada, Nova Scotia, and New Brunswick, have joined in a declaration that the construction of the Intercolonial Railway is essential to their consolidation, it shall be the duty of the Government and Parliament of Canada to provide for its commencement within six months after the Union, the Railway to connect the city of Halifax with the St. Lawrence."

THE ROUTE. There are three routes by which the road can be built - the Northern, Central and Western. My remarks shall be confined to the first and the last. The chief argument in favour of the North Shore

route, is its ennobled military superiority, being the most distant from the American border. The Western route is universally admitted to possess commercial advantages over its rival, and there are some who maintain that its closer proximity to the States is an advantage from even a military point of view.

THE WESTERN ROUTE.

The Hon. E. B. Chandler, a delegate to England in 1852, wrote, "We pressed on Earl Derby by the route by the City of St. John and its Valley, as it was admitted by all to be the best and only profitable one in a commercial point of view, and as the whole cost of its construction was to be borne by the three Colonies, it could not be expected that any other line with a view to Imperial objects would ever be sanctioned by the Colonial Legislatures."

The testimony of the Hon. Francis Hincks, who was a delegate from Canada at the same time is as follows: "The North Shore line was distant from the more populous settlements of New Brunswick and from her principal cities of St. John and Fredericton, and would pass through a thinly settled country to the St. Lawrence. In a commercial point of view the two lines do not admit of comparison, while the section of line between River du Loup and Quebec would be less than thirty miles distant from the American frontier, and would be nearly if not quite as much exposed to the enemy as that passing by the valley of the St. John."

The Hon. John A. Macdonald, now Premier of Canada, and the Hon. John Rose, then President of the Grand Trunk Railway, wrote the Colonial Secretary in 1858 "That the North Shore route was considered by the Colonies and especially by New Brunswick as being comparatively of little value, except in a military point of view. It was long and circuitous, it would pass through a country but little settled, and could not be expected to make any returns on the cost of construction for years. The line by the city of St. John and its Valley promises great commercial advantages and a fair pecuniary return, and it is understood in Canada that competent military men do not now consider it objectionable as a military road, nay there are strong reasons for its selection as such, at all events there is no difficulty in finding a line combining the requisites of a military and commercial one." For the past 60 years, summer and winter, troops of the line and Horse Artillery with their munitions of war have always followed its course.

So limited is the trade of the four North Shore Counties through which the Northern line would pass that notwithstanding an expenditure of \$5,000,000 in the construction of a Railway connecting their Gulf with the City of St. John, they are unable to sustain a steamer between it and their ports for the 7 months of the year they are open, without a Government subsidy, while the traffic at the River St. John is so extensive as to maintain a fleet of magnificent boats.

MILEAGE OF THE TWO ROUTES.

Quebec to Halifax by North Shore	556 miles.
" " " " Western	672 "
" " " " St. John North Shore	675 "
" " " " Western	411 "
" " " " Fredericton North Shore	645 "
" " " " Western	360 "

These are all unbroken land routes.

MILES TO BE BUILT.

In Quebec by Northern route	157 miles.
In New Brunswick	238 "
In Nova Scotia	50 "
Total	445 "
In Quebec by Western route	50 miles.
In New Brunswick	251 "
In Nova Scotia	80 "
Total	381 "

COST OF NORTH SHORE LINE.

Mr Sanford Fleming says, "It would not be at all safe to estimate it until the surveys are extended to all points, at a less sum than \$20,000,000."

The British Government would conditionally guarantee the interest on \$16,000,000 at 4 per cent

Interest on which,	\$960,000
Sinking Fund of 1 per cent.,	160,000
\$5,000,000 not guaranteed at 6 per cent.,	300,000

Involving an annual payment of \$1,050,000

COST OF THE WESTERN LINE

Mr Walter M. Buck estimates the cost at \$33,400 per mile; by allowing an additional \$5,000 per mile its total cost will be under \$18,000,000, the interest on which without the Imperial guarantee would be \$364,000 per annum. Should the guarantee be obtained for this route the total interest and sinking fund would be reduced to \$10,000.

CLAIMS OF THE WESTERN LINE.

By this route, St. John, the commercial centre of New Brunswick, with its fine and ever open harbour would be 161 miles, and Fredericton the capital of the Province 280 miles nearer Ottawa than by the Northern route.

The large section of Nova Scotia embracing the neighbouring Counties of Yarmouth, Digby, Annapolis, King's and Hants, with a daily line of steamers crossing the Bay in three hours to St. John, would be brought into connection with it, and Annapolis, the ancient capital of Nova Scotia, with its prospective railway would be only 470 miles distant from the City of Quebec, while by the Northern route the distance would be 711 miles.

These are most important considerations and attainable without depriving the Eastern section of that Province of any of the advantages derivable from the adoption of the Northern route, as by it the same mileage is constructed in the Counties of Cumberland and Colchester to Truro, thence over the present line to the City of Halifax, the general terminus of the passenger travel to and from Europe, with the ad-

ditional attraction of a choice of routes of an unbroken ride round the east of the Bay of Fundy, or down the Annapolis line and across to St. John and up its Valley to the West. The distance from Halifax to the City of Quebec by this route is only 600 miles.

The claims of the Western line therefore, on the support of Nova Scotia are great. It should not be forgotten that the Western line is one unbroken chain of railway passing through and connecting the commercial and business centres of the Dominion, to either from the Atlantic to Huron, and resting not on its Western march until it reaches the Pacific.

All of Canada to the westward of River du Loup is interested in the adoption of this line, as their extensive and extending commerce requires at all seasons of the year the most direct route to and from the Ocean. Commercial men, to secure the shortest possible road, would consider it economy to spend were it necessary in its construction a larger sum than would be required to build a longer and circuitous one, knowing that the saving in time, freight, fares, running expenses, and maintenance, would far more than compensate for the extra cost. To spend 2,000,000 on the Northern or Military line, when 18,000,000 will build a Military and commercial one, and also secure a fine harbour open at all seasons of the year, 300 miles nearer to the graineries and products of the West than in every reason to believe, will never be questioned by the Government, Parliament or people of Canada.

If commerce is king, the demands and requirements of commerce must be met. The freight alone on 1,000,000 of barrels or its equivalent for 161 miles additional carriage, at 20 cents per barrel by the Northern route to St. John, would involve an additional cost of \$200,000 or \$10,000 in excess of the sinking fund. Passengers would not only be subjected to a loss of 10 hours on their journey, but require to pay \$4 additional fare.

The Grand Trunk Railway know the injurious results of constructing railways through thinly populated sections of the country, conditional on receiving Government aid.

The line from Quebec to River du Loup is a case in point: it has entailed on the Company an annual loss of over one quarter of a million of dollars. The Hon. John Rose, when President, in a memorial to the Government of Canada, stated: "The Eastern section of the road was a dead weight, involving an expenditure not only crippling but ruinous."

CONCLUSION.

Better then, if the Imperial Guarantee cannot be obtained for the route which commerce and trade demands, and which in the opinion of competent Military men, as stated by Sir John A. Macdonald, "is not considered objectionable as a Military road; nay, there are strong reasons for its selection as such," a road which the statesmen of Canada prefer and commend, and which can be built with a less expenditure and more economically worked and upheld, and will embrace the line of railway from St. John to Moncton, and secure to the three millions of our fellow-subjects in the growing and fast extending West, and to the fine harbour of St. John, without taxing their products on the imports with an extra height of 161 miles with all its attendant disadvantages; better the road should be constructed through the Imperial Guarantee.

It is to be hoped that after mature consideration, the Government and Parliament of Canada will come to that determination, and relieve the British Government of the Guarantee, which to them at all times has been embarrassing and unpopular, and "one of Her Majesty's Principal Secretaries of State of the onerous and thankless office of designating the route." An act of self-reliance like this, of building the line on a commercial basis and independent of Imperial aid, by a route where the increased earnings of the road would more than compensate for its loss, would raise Canada and Canadian credit, in the estimation of British Statesmen and the British public.

I have the honour to be,

Your obt. Servant,

St. John, N.B., July 6th, 1867. J. W. LAWRENCE

UNIFORMITY OF CURRENCY.

(From Messrs. Bowles and Drevett's Circular.)

WE have much satisfaction in laying before our readers to-day authentic information of the present condition of the important international movement in progress at Paris to unify the coin of the world.

The Imperial Commission charged with the conduct of the Great Exposition, deeming it a fitting opportunity, and one so long desired for collecting and concentrating the opinions and views of the different commercial nations on this great measure of civilization, caused invitations to be sent to most of the important countries of the civilized world to send special delegates to an "International committee," to carefully consider the question and to report the result.

Fifteen or sixteen nations have accepted the invitation, and their delegates have been diligently endeavouring to reach a result in which all could unite; in the course of which Mr Samuel B. Ruggles, delegate from the United States of America, was fortunately enabled to obtain a letter from the Hon. John Sherman, Senator from Ohio, and Chairman of the Finance Committee of the Senate of the United States, clearly and ably stating his views of the importance and practicability of the measure, and the mode in which it may be readily and practically carried into effect.

The letter having been presented to the International Committee received immediate attention, and was ordered to be published, with a translation in French for general information on both sides of the Atlantic.

We complete our statement of the present condition of the measure by adding that Mr Ruggles, with the Hon. John P. Kennedy, who is associated as a representative of the United States on the committee,

maintain the necessity in unifying the coin of the world, of an issue by France of a gold piece of 25f., to circulate on equal terms and side by side with the half eagle, or 50 gold coin of the United States, and the gold sovereign or pound sterling of Great Britain, and have submitted to the International Committee a proposition, which we also publish with the letter of Mr. Sherman.

We shall endeavour to keep our friends in Europe and America fully advised of the progress of a measure so important to the commerce and finance of both worlds.

Letter from Samuel B. Ruggles, Vice-President of the United States Commission at the Universal Exposition at Paris 1867, and specially designated as member of a committee on weights, measures, and coins to Hon. John Sherman, Chairman of the Finance Committee of the Senate of the United States of America.

Paris, May 17, 1867

My dear Sir,—You are of course aware that there is a special International "Committee" now in session at Paris, organized by the Imperial Commission of France, and simultaneously with the "Universal Exposition," and composed of delegates from most of the nations therein represented. Its object, among others, is to agree, if possible, on a common unit of money for the use of the civilized world.

It is not improper to mention that the opinions of the committee appear to be running strongly in favour of adopting as the unit the existing French 5-franc piece of gold.

May I ask what, in your opinion, is the probability that the Congress of the United States of America would agree at an early period to reduce the weight and value of our American dollar, to correspond with the present weight and value of the gold 5-franc piece in France, and how far such a change would commend itself to your own judgment.

I also ask the privilege of submitting your answer to the consideration of the committee—With high respect, your obedient servant,

SAMUEL B. RUGGLES.

Answer from Hon. J. Sherman to Samuel B. Ruggles, Esq.

Hotel Jardin des Tuileries, May 18, 1867.

My dear Sir,—Your note of yesterday inquiring whether Congress would probably, in future coinage, make our gold dollar conform in value to the gold 5-franc piece, has been received.

There has been so little discussion in Congress upon the subject that I cannot base my opinion on anything said or done there.

The subject has, however, excited the attention of several important commercial bodies in the United States, and the time is now so favourable that I feel quite sure that Congress will adopt any practical measure that will secure to the commercial world a uniform standard of value and exchange.

The only question will be, how can this be accomplished.

The treaty of December 23, 1865, between France, Italy, Belgium, and Switzerland, and the probable acquiescence in that treaty by Prussia, has laid the foundation for such a standard. If Great Britain will reduce the value of her sovereign two r— and the United States will reduce the value of her dollar some-thing over three cents, we then have a coinage in the franc, dollar, and sovereign easily computed, and which will readily pass in all countries; the dollar as five francs and the sovereign as 25 francs.

This will put an end to the loss and intricacies of exchange and discount.

Our gold dollar is certainly as good a unit of value as the franc; and so the English think of their pound sterling. These coins are now exchangeable only at a considerable loss, and this exchange is a profit only to brokers and bankers. Surely each commercial nation should be willing to yield a little, to secure a gold coin of equal value, weight, and diameter, from whatever Mint it may have been issued.

As the gold 5-franc piece is now in use by over 60 millions of people of several different nationalities, and is of convenient form and size, it may well be adopted by other nations as the common standard of value; leaving to each nation to regulate the divisions of this unit in silver coins or tokens.

If this is done, France will surely abandon the impossibility of making two standards of value. Gold coins will answer all the purposes of European commerce. A common gold standard will regulate silver coinage, of which the United States will furnish the greater part, especially for the Chinese trade.

I have thought a good deal of how the object you propose may be most readily accomplished. It is clear that the United States cannot become a party to the treaty referred to. They could not agree upon the silver standard, nor could we limit the amount of our coinage, as proposed by the treaty. The United States is so large in extent, is so sparsely populated, and the price of labour is so much higher than in Europe, that we require more currency per capita. We now produce the larger part of the gold and silver of the world, and cannot limit the amount of our coinage, except by the wants of our people and the demands of commerce.

Congress alone can change the value of our coin. I see no object in negotiating with other powers on the subject. As coin is not now in general circulation with us, we can readily fix by law the size, weight, and measure of future issues. It is not worth while to negotiate about that which we can do without negotiation, and we do not wish to limit ourselves by treaty restrictions.

In England many persons of influence and different Chambers of Commerce are earnestly in favour of the proposed change in their coinage. The change is so slight with them, that an enlightened self-interest will soon induce them to make it, especially if we make the greater change in our coinage. We will have some difficulty in adjusting contracts with the new dollar; but as contracts are now based upon the fluctuating

THE GROCERY TRADE.

Haldwin, C. H., & Co.
Chapman, Fraser & Tysoe.
Cassidy, George, & Co.
Gardner, Colman & Lamb
Davis, Clark, & Clayton,
Pittsford & Moore.
Frammer, Jules
Frost, J. C. & Co.
J. H. Hoop, Moffatt & Co.
Gibbs, Brothers & Co.
West, Ross

Anderson, John & Co.
Klugan & Klotz.
Leeming, Thomas & Co.
Metcalf, James.
Phelan, Joseph
Robertson & Beattie.
Robertson, David.
Schultz, Jack & Co.
Tibby, James, & Son.
Thompson, Murray & Co.
Torrance, David, & Co.

BUSINESS during the past week has shown some little improvement as compared with that of two or three weeks previous, but things are still very quiet. There have been only two or three buyers from the country in town, but orders by letter have come in to some extent, and been filled within the range of our quotations. Stocks of nearly all articles in this line are unusually well assorted for this season of the year, and are quite ample for the present demand. The only change in prices worthy of notice is in the list of refinery white sugars, which have been advanced 1c.

TEA—We have to note only small sales, but at very full figures. Twankays have been well enquired for, but they are scarce, and chiefly dusty lots offering. Young Hysons are more easily obtainable. Japans have been in fair request for retail lots.

COFFEE—The stock is ample for present requirements, and slightly lower rates have been accepted by holders.

SUGARS—Muscovades are decidedly firmer, selling at \$8 to \$8½ for fair to bright according to quality. Our advices from the Sugar Islands and from the principal foreign markets indicate a short supply and high rates for some time to come. We hear, however, from St. John, N. B., of some intended shipments from thence to this market.

MOLASSES—Are very firm, the rates obtained at the trade sale at Mr Hudson's on Wednesday having established prices.

FRUIT—There is not much doing in Raisins, and prices are quite unchanged.

RICE—A really good sample of Arracan brings \$3 50 to \$3 55, which is a shade easier than has been for some time back. One or two broken parcels of Patna have been done at \$3.75.

SALT—Liverpool coarse sells in ordinary lots at 7c net cash in silver. Stoved is quoted at 8c. Holders are decidedly firm in their askings.

LIQUORS—*Brandy*—Some sales were made at the sale of Mr Hudson of standard brands, such as Hennessy's & Martell's, on decidedly better terms than has been procurable at private sale. *Gin*, in wood, and *High Wines* are without alteration. Green case is somewhat more easily obtained but prices nominally the same.

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick.
Cameron & Rice.
Cameron, Colman & Lamb.
Crawford, James.
Hudson, Thomas, & Co.
Kirkwood, Livingston & Co.

Laidlaw, Middleton & Co.
Leeming, Thomas & Co.
Metcalf, James.
Mitchell, Thomas W.
Sinclair, Jack & Co.
Seymour, C. E.

FLOUR—Receipts continue moderate for the season. We have to note a very limited business in the leading grades. Extras are only in retail demand, and prices are nominally unchanged. Supers have been taken very sparingly. Sound and reliable brands at \$7 50 to \$7 60, and those less in favour down to \$7 40, with occasional sales at lower figures. No. 2 and the lower grades have met an active demand, and prices have been well sustained, the commoner descriptions latterly bringing enhanced prices. *Rye Flour*, influenced by the demand for common grades, has been in good request, and although in full supply, has all been traded, and somewhat higher prices in general obtained. The range during the week has been \$5.70 to \$5.90 the latter price being extreme, and only obtained towards the close for the choicest samples. *Bag Flour* of good quality is in fair request at \$3.50 to \$3.60, but some inferior samples have been quit with difficulty at rates ranging from \$3 to \$3.25, occasional parcels being reported at still less. A goodly quantity of sour flour, crushed and sifted, and offered in bags, has been forced on the market at low prices, and distrust in relation to all descriptions has thereby been created, to the partial injury of demand and prices. Considerable flour has latterly soured, of which a liberal proportion has been processed, and in many cases actually, fresh ground, a feature rather unusual and therefore unlooked for, and any disposition to lay to stock has been materially modified by the feeling of distrust which this circumstance has induced. Several parcels purporting to be fresh ground, have been found sour or heated on arrival, and unless for immediate wants no one is found willing to operate at any advance in price, notwithstanding increased confidence that a better demand and higher prices will result shortly for reliable flour. The use of second dry

what, the utmost care in cooling, and the precaution of packing in nono but well seasoned barrels, seems indispensable to security against souring, whatever the season of grinding and should receive the attention of millers in future.

OATMEAL—Arrivals have latterly been small, and the bulk of previous accumulations being shipped, what remains is in few hands, and higher rates have latterly been secured for the little changing hands (*corn Meal*, beyond small sales by those grinding on the spot, little movement can be noted, and prices are modified by quantity, &c).

GRAIN—*Wheat*—We hear of no sales of late, nominal rates of U. C. Spring are \$1 55 to \$1 60. *Peanse*—There are but few offerings, and the views of holders are so much above those of buyers, that little has changed hands. Prices in Britain have been much better sustained than it was thought at all likely, considering the heavy exports, and the confidence of good returns, where only loss was previously apprehended, has caused the firmness now obtaining. *Oats* are dull; small quantities have latterly sold at 38c. to 39c.

PORK—Is somewhat firmer, the downward tendency has been arrested, and the few sales made have been the turn better in price the demand is, however, very trifling and no material improvement is looked for immediately. Stocks are unusually small, and more confidence is felt by holders in an ultimate higher range of prices.

LARD—Sales merely by retail within the range of quotations.

HAMS, CUTMEATS, &c.—Continue without improvement, the market is glutted with inferior and damaged parcels, and until they are all forced off, no improvement either in demand or rates can be looked for. Prices are very irregular, ranging from 3 to 10 cents, according to condition, quality, description, &c.

BUTTER—Remains without improvement, latest sales of old are at 8c to 8½c. Receipts of new are small but in excess of the demand which in the continued absence of any export enquiry, is almost nominal.

ASHS—*Pots* have varied little during the week, but *Pearls* have been in more active competition, and rates have somewhat improved.

THE LEATHER TRADE.

Hua & Richardson. | Seymour, M. H.
Seymour, C. E. | Shaw F. & Bro.
Smith & Edrington.

THE market has ruled quiet, as is usual at this season; in consequence some accumulation of stock is going on, and parties desirous of realizing would have to make concessions to effect sales to any extent.

SPANISH SOLE—We notice some shipments to Britain, probably of low grade, which will have no effect on the market.

SLAUGHTER SOLE—Is coming forward more freely, but does not attract any particular attention, and sales are unimportant under a very limited demand.

HARNESS—Remains very quiet, there being but little call, and the tendency of prices is downward.

WAXED UPPER—Desirable lots find ready sale, but there is no animation. The receipts have been rather more liberal, but make no impression on the market.

GRAINED UPPER—Is very quiet with more stock offering, much of which is inferior and undesirable.

KIPS—Are in better supply than for some time past, but have a very limited enquiry, owing to the imported stock being cut in preference.

BUFF AND PEBBLED—Continue in fair request for Prime, while low grades are placed with difficulty except at lower figures.

PATENT AND ENAMELLED—Are still neglected, having very little enquiry.

CALFSKINS—Are more plentiful, but difficult of sale, in consequence of the limited use being made of them.

SPLITS—Have been in good request and sold freely at prices according to quality and size.

SHEEPSKINS—Very quiet.

HIDES—Without any change.

THE HARDWARE TRADE.

Rush, George.
Charlebois, A. & Co.
Crathern & Caverhill.
Currie, W. & F. P., & Co.
Evans & Evans.
Evans, John Henry
Ferrer & Co.
Fraser, F.

Gilbert, F. P.
Hall, Kay & Co.
Irish, W. H.
Kershaw & Edwards.
Morrison, Watson & Co.
Musholman, & Baker.
Robertson, Jas.
Round, John & Sons.
Waddell & Peacor.

BUSINESS for the past week has not been very active. The city jobbing trade has been very slack, and orders from the country have come in but slowly. Stocks of heavy and staple goods are large and well assorted, and buyers can purchase at the present time to advantage, the market being the turn in their favour any reasonable offer being eagerly accepted.

We do not hear of any but unimportant transactions in either Pig or Scotch Bar Iron, and quotations are nominally unchanged. Holders however, are more disposed than previously to meet the views of purchasers.

We have no alteration to quote in prices of Tin and Canada Plates, nor of Cut nails, which last are still in short supply, with a moderate demand.

CANADIAN SECURITIES IN ENGLAND.

LONDON, 20th June, 1867.

GOVERNMENT SECURITIES.

Canada 6 per cent. Jan. and July, 1877	100 to 102
Do 6 per cent. Feb. and Aug.	98 to 100
Do 6 per cent. March and Sept.	99 to 101
Do 5 per cent. Jan and July.	88 to 89
Do 5 per cent. Inscribed stock	85 to 87
New Brunswick 6 per cent. Jan and July 99 to 101	
Nova Scotia 6 per cent., 1876	93 to 100

RAILWAYS.

Atlantic and St. Lawrence	66 to 68
Buffalo and Lake Huron	31 to 41
Do preference	5 to 6
Buffalo, Brant, and Goderich, 6 p. c.	67 to 73
Grand Trunk of Canada	171 to 18
Do equip. mort. bds., charge 6 p. c.	85 to 87
Do 1st preference bonds	63 to 67
Do do deferred	60 to 60
Do 2nd preference bonds	41 to 46
Do do deferred	60 to 60
Do 3rd preference stock	35 to 37
Do do deferred	40 to 40
Do 4th preference stock	20 to 22
Do do deferred	60 to 60
Great Western of Canada	141 to 141
Do new	60 to 60
Do 6 without option, 1873	94 to 96
Do 51 do 1877-78	85 to 87
North R R of Canada 6 p. c. 1st prf. bds	83 to 85

BANKS.

British North America	52 to 55
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MISCELLANEOUS.

Atlantic Telegraph	48 to 53
Do do 8 per cents	87 to 92
British American Land	18 to 23
Canada Company	65 to 70
Canadian Loan and Investment	2 to 1 dis.
Hudson's Bay	151 to 161
Trust and Loan Company, U. C.	1 to 1 dis.

BOSTON CATTLE MARKET.

Cambridge Tuesday, July 9, 1867.

AMOUNT OF LIVE STOCK AT MARKET.

This week	Cattle 311	Sheep 2,333	Swine 600
Last Week	411	2,252	1,620
Same week last year	263	5,235	1,550

NUMBER FROM EACH STATE.

	Cattle	Sheep	Swine
Maine
N. Hampshire	31	552	...
Vermont	185	1,479	...
Massachusetts	...	223	...
New York	...	491	...
Western	92	...	600
Canada	...	429	...
Total	311	3,263	414 600

And 15 Horses.

There were—cars over the Boston & Maine Railroad, —over the Eastern, 24 over the Boston & Lowell, and 84 over the Fitchburg Railroad. Total 108.

PRICES OF MARKET BEEF—Extra, \$13.00 to \$13.75; first quality, \$12.00 to \$12.50 second quality, \$11.00 to \$11.50; third quality, \$10.00 to \$10.50.

PRICES OF STORE CATTLE—Working Oxen—Sales at \$150. 20 to \$225 per pair.

MILK COWS AND CALVES—\$50, \$65, \$80, \$100 to \$125. Yearlings—\$20 to \$30; two year old, \$40 to \$50; three years old, \$50 to \$75.

Veal Calves at \$3.00 to \$12.00.

SHEEP AND LAMBS—Prices in lots, \$3.00, \$3.25, \$4.00 to \$3.50 each; extra, \$4.00 to \$4.50 each, or from 4 to 1/2c per lb.

HIDES—91 to 10c per lb. Tallow 7c. to 7 1/2c per lb. **PELTS**—Lamb Skins 50c 62c each. Calfskins 20c. to 25c. per lb.

Sheared Lamb Skins 25c to 37c each.

N B BEEF—Extra and first quality includes nothing but the best, large, fat, stall-fed oxen; second quality includes the best grass-fed oxen, the best stall-fed cows, and the best three-year old steers; ordinary consists of bulls and the refuse of lots.

SHEEP—Extra includes Cossels, and when those of an inferior quality are thrown out.

REMARKS.

CATTLE—With about 100 head less at market this week than last week, the market has been rather quicker, but prices are unchanged. We noticed some grass-fed cattle that were in fine condition. The feed in the country this season has been extra, and live stock of all kinds has been benefited thereby. The quality of the Cattle at market was better than last week. Frank Kimball sold to Wm. Gowling a two-year-old Steer for \$150, that weighed here 1440 lbs., was brought 200 miles by cars, and driven 10 miles. Batchelder Bros. sold 2 Oxen at \$1375 per cwt. estimated to dress 550 lbs. each.

SHEEP AND LAMBS—The receipts of Northern for the week have been 3203 head. The over-supply of last week was a damper on the market, and good fair Lambs were sold at \$3.00 to \$3.50 per head; prices have a downward tendency. D. Brown purchased fair Lambs at \$3 per head. N. E. Wilson sold 128 Lambs at \$3.15 per head. E. P. Knight sold 47 Sheep and Lambs at \$3 per head. C. W. Baller sold 70 Sheep at \$4.50 per head. Frank Kimball 64 at \$3.12, and F. F. Brady 30 at \$3.63 per head.

ASSIGNEES APPOINTED.

Table with columns: NAME OF INSOLENT, RESIDENCE, NAME OF ASSIGNEE. Lists names like Bradshaw, Robert; Cole, Cornelius; Fletcher, Alexander.

APPLICATIONS FOR DISCHARGE.

Table with columns: NAME, RESIDENCE, DATE. Lists names like Forbe, Thomas; Fowler, James; Miller, Hiram M.

WRIT OF ATTACHMENT ISSUED.

Table with columns: DEFENDANT'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE. Lists W. T. Lundy, Brampton; J. Boyd & A. Arthurs, June 29.

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers,) Havana Prices Current of Imports, dated June 28, 1867.

Table listing various goods and their prices, including Lard, Butter, Cheese, Ham, etc.

Table listing various goods and their prices, including Oil, Petroleum, Soap, etc.

Table listing various goods and their prices, including Flour, Sugar, etc.

Table listing various goods and their prices, including Coffee, Tea, etc.

Table listing various goods and their prices, including Rice, Beans, etc.

These above duties will rate until July 1st, and from that date new rates will be imposed on all imports.

Table with columns: EXCHANGE, London 60 days, Paris, New York, etc.

STOCK MARKET.

Table listing BANKS and their closing and last week's prices. Includes Bank of Montreal, Bank of N. N. A., Commercial Bank, etc.

Table listing RAILWAYS and their closing and last week's prices. Includes G. T. R. of Canada, A. & N. Lawrence, etc.

Table listing MINES, &c. and their closing and last week's prices. Includes Montreal Consols, Canada Mining Company, etc.

Table listing BONDS and their closing and last week's prices. Includes Government Debentures, Montreal Water Works, etc.

Table listing EXCHANGE and their closing and last week's prices. Includes Bank on London, Private, with documents, etc.

IMPORTS.

The following is a table of the Imports at Montreal for the month ending June 30, 1867, with the figures for corresponding period of last year.

Table with columns: ARTICLES, 1866, 1867, Increase, Decrease. Lists Sugars, Tea, Molasses, etc.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

Table with columns: For the week ending Wednesday, July 10, 1867; From the 1st January to July 10, 1867; To corresponding period 1866. Lists Wheat, Corn, Beans, etc.

PRICES OF GRAIN.

Table with columns: Average Prices on, Flour, Superior Extra, Extra, Fancy, Superfine, etc.

CAMERON & ROSS,

COMMISSION MERCHANTS, 425 Commissioners Street, Montreal, are regularly receiving and selling on Commission all kinds of country produce—such as Flour, Grain, Butter, Cheese, Pork, Pot and Pearl Ashes, Leather, Wool, Clover, and Timothy and Flax Seeds; also purchasing on country account, Dry Goods, Groceries, Hardware, and General Merchandise.

For Flour and Grain quotations, we refer to those contained in the Review. In flour there is not much doing outside the actual wants for consumption, for which good brands of fresh ground are readily taken at quotations; but all old ground that has any tendency to be unsound is entirely neglected. From what present prospects would indicate, those holding large quantities of either grain or flour would find it to their advantage, although having to submit to considerable loss, to sell now before they sustain a greater; for whatever the chances may be of lower prices, there are not many reasonable ones for higher.

BUTTER.—There is only a very small quantity of old left in this market, and whatever sales have been made for some time back would be within the range of 8 1/2c to 9c per pound. New is coming in but sparingly as yet, but the demand is very limited at present for shipping lots; and as to the quantity taken in by farmers to our markets and sold at from 10c to 12c per pound, it is very little that the city trade absorbs of what is coming forward in lots. Shippers are likely to exercise great care this season as to the quality they buy and the price they pay. Last season has turned out very unprofitable to a large number engaged in this trade regularly, but more so to those, of whom there were a considerable number throughout the country, who had no experience whatever in the trade further than hearing of those who were engaged in it the previous season having found it profitable; thus going into the market and paying such prices as only a certain rise would warrant, and which no market they were likely to tend to would bring them any other than a loss. We have enquired from all parts of the country with reference to the reasons prospects. From information we get from the various markets of Britain and America, we are of opinion that prices will rule low throughout the season; the make is supposed to be very large in the United States and in our own country, and if the seasons make will turn out equal in quality to what has already come forward, this seasons make will be far superior to that of last. The prices realised for the best quality in shipping lots are at present 12 1/2c to 15c, the latter only for very choice. Sales have been made of parcels coming in bad order and uneven in colour, as low as 10c to 11c per pound; hence the necessity of country merchants exercising care in what they take in, and how they put it up. 10c to 11c per pound is the most that any market we know of at present, would warrant them in paying to the farmers, with a view to leave themselves a chance of making any profit. Shippers are not likely to repeat last year's experiment of shipping in the face of a certain loss. Several wrote us that they refused 12c to 12 1/2c per pound for all they had on hand at their own stores, our advice would be not to refuse these prices, as they would be equal to 13 1/2c to 14c here, owing to the large loss they have to contend with in weights and tares.

CHEESE.—We hear of no large sales taking place at present, and prices are likely to rule considerably lower than present quotations, which are 10c to 11c per pound. Before any very large transactions are engaged in, prices must come to about 9c before shippers can go in with any degree of confidence. We notice that the quality is an improvement on last year.

PORK.—Mess is selling at \$18 75 to \$19 per bbl of 200 lbs; thin mess, \$17 75 to \$17 00; primo mess, \$15 25; prime, \$15 00 per bbl. There are no indications of prices improving a great deal.

WAXES are selling at, for canvassed sugar cured, 14c to 15c per lb; city cured, 9c to 10c; shouldered 7c per lb.

ASHES.—Fats first sorts, \$5 60 to \$5 70 per 100 lb according to tares; seconds, \$5 30 to \$5 15; thirds, \$4 40. Fats, firsts \$7 50 to \$7 60; seconds, \$6 75 per 100 pounds.

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

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

CAMERON & ROSS.

WEEKLY PRICES CURRENT.—MONTREAL JULY 11, 1887.

JULY 6, 1887. HALIFAX. ST. JOHN.

Main table containing market prices for various goods. Columns include 'NAME OF ARTICLE', 'CURRENT RATES', and 'NAME OF ARTICLE'. Sub-sections include GROCERIES, MEATS, BUTTER, EGGS, OILS, PAINTS, DRUGS, and more. Each entry lists the item name and its corresponding price in dollars and cents.

MARKET PRICES OF COUNTRY PRODUCE. MONTREAL, July 10.

Table of market prices for country produce. Columns include 'NAME OF ARTICLE', 'CURRENT RATES', and 'CURRENT RATES'. Items listed include Flour, Country, per qt; Oatmeal, do; Indian Meal, do; and various types of grain, meat, and dairy products.

CONVERSE, COLSON & LAMB,
PRODUCE AND GENERAL COMMISSION
MERCHANTS,
Tea Dealers and Importers of Groceries,
LIQUORS, CIGARS, &c.
Corner Hospital and St. Bennett's Wharf,
John Streets, Halifax.
Montreal, Canada. | Nova Scotia. 16-1y

CARVELL BROTHERS,
COMMISSION MERCHANTS,
CHARLOTTE TOWN, P. E. I.
REFERENCES:
CHARLOTTE TOWN.—The Hon. T. H. Haviland,
President Bank of Prince Edward Island; Charles
Palmer, Esq., President Union Bank of Prince Edward
Island.
St. JOHN, N. B.—Messrs. Daniel & Boyd, Merchants;
George Thomas, Esq.
BOSTON.—Messrs. Wise and Russell, Merchants;
Messrs. Franklin, Snow & Co., Merchants,
HALIFAX.—Messrs. Maclean, Campbell & Co. 15-6

RUTHERFORD BROTHERS,
HARBOUR GRACE, NEWFOUNDLAND.
REFERENCES:
Messrs. Esson & Co., Merchants, Halifax, N.S.
BOSTON.—Messrs. Wm. Farbet & Son, Merchant, Liverpool.
Messrs. Henry Bannerman & Sons, Merchants, Man-
chester.
Messrs. Wm. McLaren, Sons & Co., Merchants,
Glasgow.
Messrs J. S. Farlow & Co., Boston. 14-3m

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

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

SULPHURIC ACID.
THE Subscriber as Agent for THE
CANADA CHEMICAL MANUFACTURING
COMPANY is now prepared to execute orders for
SULPHURIC ACID at lowest market rates.
Montreal, June 20, 1867 H. W. IRELAND,
23-6

THE MONTREAL
PRINTING & PUBLISHING CO.

PRINTING DEPARTMENT.

(Late N. Longmoore & Co.)

Every kind of work done in the very best manner
promptly, and at reasonable rates.
Orders from the country filled without delay, and
forwarded by mail or express.

LEGAL,

MUNICIPAL,

and ASSESSMENT FORMS,

On hand, and Printed to order.

Special attention given to RAILROAD and STEAM-
BOAT Printing

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

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

MONTREAL PRINTING & PUBLISHING CO.

THE GAZETTE.

NEW SERIES.

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

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

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

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

It contains correspondence from all parts of the
world.

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

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

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

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

The Dundas *Courier* wishes success to the new en-
terprise in the following handsome terms:—

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

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

Registered letters at the risk of the Publishers.
All business communications to be addressed to the
Secretary of the Montreal Printing and Publishing
Company, Montreal.

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

A. B. McMASTER & BROTHER,
(Successors to Wm. McMaster & Nephews)
IMPORTERS OF GENERAL DRY GOODS and
Dealers in all Canadian Manufactures,
32 YONGE STREET, TORONTO.
Established in 1844. 13-1y

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

MAYFLOWER TOBACCO FACTORY.—Celeb-
rated Prize Medal Mayflower, and other choice brands,
Flat and Twist Tobacco.

JOHN B. CAMPBELL & CO.,
Proprietors,
Halifax.

17-1y

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

C. & W. WURTELE,
ST PAUL STREET, QUEREC,
IRON AND GENERAL MERCHANTS.
Importers of Tin and Canada Plates, Sheet Lead,
Pig Iron, Chains and Anchors, Wire Rope, Paints
and Window Glass, &c. Manufacturers of Cut Nails.
19-1y

JOHN B. GOODE,
WHOLESALE IMPORTER OF ELECTRO
PLATED WARES, JEWELLERY, FANCY
GOODS, CUTLERY, &c., No. 57 St. Sulpice Street
MONTREAL. 9-1y

CAMPBELL BRYSON,
LEATHER COMMISSION MERCHANT,
9 and 11 LEMOINE STREET,
MONTREAL. 13-1y

MONTREAL, 16th May, 1867.

IRONMASTERS' PRICE LIST MONTREAL CUT NAILS.

In 100 lbs. kegs inclusive: a fair assortment with not
over one-quarter, Shingles, under 25
tons \$3.25 per keg.

25 tons and over \$3.12 per keg

Shingle Nails, when sold alone, EXTRA
over assortment 20c. per keg.

2 lb and 5 lb. Nails, when sold alone (five
per cent being a loss in assortment) 40c. per keg.

Terms 4 months, or 3 per cent for cash.

H. W. IRELAND,
18 BROKER.

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

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

SOLICITS Consignments from Canada;
also, orders for West India and Nova Scotia
Products.
Acting for the Agent at Halifax of the Grand Trunk
Railway, he is enabled to offer facilities for Storage,
&c. which are equal, if not superior, to what can be
found any where else in Halifax. Consignments to
him via Grand Trunk Railway will be free from Dry-
age and consequent Extra Coöperage.
He can furnish Storage, if necessary, at all times for
20,000 bbls. at moderate rates.
He refers to Honble. Benj. Wier, Agent of Grand
Trunk Railway at Halifax. 24-6-67

AMES, MILLARD & CO.,
Manufacturers of and Wholesale Dealers in
BOOTS AND SHOES,
No. 23 St. Peter Street, Montreal.
Now on hand one of the largest and best assorted stocks ever offered to the trade, warranted to give satisfaction in wear, and at prices as low as the lowest.
August 3, 1866. 23-ly

C. DORWIN & CO.,
BANKERS AND EXCHANGE BROKERS,
46-ly 38 St. François Xavier et., Montreal

FRANCIS FRASER,
HARDWARE AND COMMISSION
MERCHANT, Agent for Manufacturers Birmingham and Sheffield Goods of every description, 23 St. Sulpice street, Montreal. 1-ly

JOSEPH MAY,
IMPORTER OF
FRENCH DRY GOODS,
489 ST. PAUL STREET,
MONTREAL. 51-ly

ANDREWS, BELL & CO.,
COMMISSION MERCHANTS
AND
SHIPPING AND INSURANCE AGENTS,
7 INDIA BUILDINGS, Fenwick Street,
LIVERPOOL. 43 ly.

JAMES HINGSTON & CO.,
IMPORTERS OF DRY GOODS, &c., 478 St. Paul and
397 Commissioners streets. 48-1A

W. F. LEWIS & CO.
WINE AND SPIRIT MERCHANTS,
St. Peter st., Montreal. 2-ly

CANADA VARNISH COMPANY,
JOHN JAMIESON & Co., manufacturers
of every description of Varnishes, Japans, &c.
and dealers in Spirits of Turpentine, Benzine, &c.
Factory: St. Patrick Street, Canal. Office: 409 St.
Paul Street, Montreal. 9-ly

HOPS! HOPS!! HOPS!!!
A LARGE supply always on hand received
direct from Growers, for sale at lowest rates.
CHAS. D. PROCTOR
Montreal, Sept., 1866. 34-ly

JOHN MATHEWSON & SON,
(Established 1821.)
SOAP, Candle, and Oil Manufacturers,
OFFER FOR SALE
SOAPS.—Common, Crown, Liverpool, Steam refined
Pale, Pale Yellow, Family, Compound Erasive, White
and Lily, also, Oil Soap for Fullers' use.
CANDLES.—Tallow Moulds, Wax Wicks, and Ada-
mantine.
OILS.—Extra Lard, W. B. Whale, W. P. Elephant,
Palo Sani, Solar Sperm, and Mason's Patent Sperm.
49-ly Inspector and College Streets, Montreal.

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

GAULT BROS. & CO.,
IMPORTERS OF FANCY AND
STAPLE DRY GOODS, CLOTHS, TAILORS'
TRIMMINGS, SMALLWARES, &c., &c.
44 and 40 St. PETER STREET, and 1 & 3 RECOLLET
STREET,
MONTREAL,
Solicit an inspection of their Stock, which is now
very complete in all the Departments. Their Stock of
Cloths of every description and variety are unsur-
passed in the Province. They also operate largely in
all kinds of Canadian Manufactured Goods, and have
now on hand a fine selection of Tweeds, Etoffes,
Satinets, Flannels, Cottons, Cotton Yarn, &c., all
which they offer at lowest prices. 23-ly

MARTIN & FERGUSON,
BARRISTERS AND ATTORNEYS
AT LAW, SOLICITORS IN CHANCERY,
CONVEYANCERS, NOTARIES PUBLIC, &c.
Office—Corner of King and James streets,
HAMILTON, C.W.
N.B.—Collections and Insolvency Matters promptly
attended to.
K. MARTIN. J. W. FERGUSON
32-ly

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, Thibaudau & Co., Montreal.
" James, Oliver & Co., Montreal.
" Thibaudau, Thomas & Co., Quebec.
Hon. Wm. McMaster, Toronto, C. W.
Messrs. Denny, Rice & Co., Boston, Mass.
Austin Sumner, Esq., Boston, Mass.
Henry Young, Esq., 22 John street, New York.
Samuel McLean, Esq., Park place, do. 20-

SMITH & COCHRANE,
Manufacturers and Wholesale Dealers
IN
BOOTS AND SHOES,
Corner St. Peter and St. Sacrament sts.,
47-ly MONTREAL.

BAKER, POPHAM & CO.,
WHOLESALE CLOTHIERS,
No. 614 St. PAUL STREET,
MONTREAL.

J. R. BAKER.
E. POPHAM. 25-ly

POPULAR SCIENCE
THE SCIENTIFIC AMERICAN
TO BE GREATLY ENLARGED.

THIS widely circulated and Popular Journal of the
Industrial Arts and Sciences enters its twenty-
second year on the 1st of January next, and the
Publishers propose to signalize the occasion by en-
larging it to the size of the most costly Scientific
Journals of Great Britain, without, however, in-
creasing the subscription price.
It is almost superfluous to speak of the great value
of this Popular and Useful Journal to all classes, and
especially to Mechanics, Manufacturers, Inventors,
Engineers, Chemists, Agriculturists, and all who love
to read of the wondrous progress which now marks
every department of Mechanical Engineering and the
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The Editorial department is very ably conducted,
and many of the best writers in this country and
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articles have the charm of romance about them, and
inspire the mind with noble ideas.
The Scientific American has the largest circulation
of any similar journal in existence, but it ought to
have a million of readers in this growing country.
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No. 37 Park Row, New York City

THOMAS HOBSON & CO.,
486 & 488, St. PAUL, & 427 COMMISSIONERS STREET
MONTREAL,
PRODUCE AND COMMISSION MERCHANTS,
ATTEND personally and promptly to
the proper disposition of all Consignments of
FLOUR, PORK, ASHES, TALLOW, LARD,
BUTTER, and all other descriptions of Produce.
Sales effected with every possible promptitude, con-
sistent with the solid interests of our consignors, and
returns made at the earliest moment.
If long experience in the Produce Trade, and care-
ful personal attention to the interests of our friends,
will avail us, we are confident that every satisfaction
will be given. 1-ly

W. R. DIXON,
LONDON, ENGLAND,
(Late of Montreal.)
COMMISSION MERCHANT,
BEGS respectfully to inform his numer-
ous friends who favored him with the Sale of
their Produce and Provisions when in Montreal, that
he is now settled in London, receiving Consignments
on Commission of Produce, &c., and is prepared
to transact any business intrusted to his care properly.
Having also a knowledge of General Merchandise, and
the relative value of Manufactured Goods in the home
markets, he is in a position to purchase carefully se-
lect, and ship to order, every description of Goods
suitable for Canada, will also effect sales from samples
forwarded to him of Canadian Manufactures.
5 Morpeth Terrace,
Victoria Park, London, N.E.
Bankers.—London and County Bank, 21 Lombard
Street.
Montreal Referee and Correspondent.—Messrs. Came-
ron & Ross, 443 Commissioners Street. 12-4m

JOHN BOUND & SON,
TUDOR WORKS, SHEFFIELD,
CANADIAN BRANCH,
509 and 611 St. Paul Street, Montreal.

MANUFACTURERS OF ELECTRO-
PLATED and NICKEL SILVER GOODS, im-
porters of HEAVY and SHELF Hardware.
Agents for Wm. Jessop & Sons, Sheffield, Spring
and Cast Steel, Harrison, Brother & Howson, Shef-
field, Cutlers to Her Majesty; Ebbinghaus & Sons,
Prussia, Brass Cornices. 46-3mos

TRADE REVIEW FOR 1867.
VOLUME III
Covers now ready, and furnished to subscribers
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will please address communications on the subject to
our foreign agent
MR HENRY BROCK,
Care R. G. Dux & Co.,
24 Basinghall Street,
London, E. C.

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