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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, DECEMBER 10, 1869.

No. 49.

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

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

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

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

**TEAS AND GENERAL GROCERIES.**  
 Fresh Goods regularly received. Stock and assortment large and attractive.  
**J. A. MATHEWSON,**  
 202 McGill St.; Stores in rear 41 to 47 Longueuil Lane.  
 Montreal, May, 1869. 1-ly

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

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

**CRATHERN & CAVERHILL,**  
 61 St. Peter Street,  
**IMPORTERS OF HARDWARE,**  
**IRON, STEEL, TIN PLATES, &c., WINDOW**  
**GLASS, PAINTS and OILS.**  
 AGENTS:—Victoria Rope Walk.  
 Vieille Montagne Zinc Company. 1-ly

**S. H. 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.

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

**JAMES MITCHELL,**  
**OFFERS FOR SALE:**  
**SUGARS—Prime Barbadoes, Trinidad, Demerara,**  
**Porto Rico, Cuba and Jamaica, in Hhds., Trcs.,**  
**and Brls.**  
**MOLASSES—Choice Retailing, in Puns.**  
**COFFEE } Jamaica, in Bags and Brls.**  
**PIMENTO }**  
**CODFISH—Green, in Brls.**  
**HERRINGS—Canso in Hh-Brils.**  
**ARROWROOT—Barbadoes, in Tins**  
 No. 7 St. Helen Street.  
 Montreal, 15th Sept., 1869. 1-ly

**A. GIBERTON,**  
 No. 7 Custom House Square,  
 MONTREAL,  
**IMPORTER of GILLING, WRAPPING & SHOP**  
**TWINES, Patent Seamless Hemp Rope, Saddlers'**  
**and Harness-makers' Tools, British and French**  
**Plate Glass, &c., &c.** 27

**JOHN WATSON & CO.,**  
 Importers of  
**GLASS, CHINA AND EARTHENWARE**  
**WHOLESALE,**  
 5 and 7 Lemoine Street,  
 MONTREAL. 21-ly

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

**JAMES ROY & CO.,**  
**IMPORTERS of DRY GOODS, in-**  
**cluding TABLE LINEN, SHEETING, &c.,**  
**have removed to the Corner of McGill and St. Joseph**  
**Streets, Montreal.** 1-ly

**KINGAN & KINLOCH,**  
**IMPORTERS AND GENERAL**  
**WHOLESALE GROCERS, and Commission Mer-**  
**chants, corner St. Sacrament and St. Peter streets,**  
**Montreal.**  
**WM. KINLOCH. W. B. LINDSAY. D. L. LOCKERBY**  
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**JOHN McARTHUR & SON,**  
**OIL, LEAD & COLOR MERCHANTS,**  
 Importers of  
**WINDOW GLASS, &c.,**  
 No. 13 Lemoine Street, facing St. Helen Street,  
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**DAVES BROS. & CO.,**  
**COMMISSION MERCHANTS**  
 MONTREAL.  
 Consignments of Flour, Grain, Leather, Ashes  
 Butter, &c., receive personal attention. 8

**GREENE & SONS—WHOLESALE**  
**FUR DEALERS.** See next Page. 1-ly

**HALL, KAY & CO.,**  
**METAL MERCHANTS,**  
 MONTREAL.  
 Sole Agents in the Dominion of Canada for  
 following Manufacturers:  
 Wm. Allaway & Sons, Tin and Canada Plates; Works  
 at Lydney, Parkend & L.B.  
 Morewood & Co., Lyon Galvanizing Works, B  
 mingham.  
 A. & J. Stewart, Boiler Tubes, Clyde Tube Works  
 Glasgow.  
 W. N. Barnes, Engineers' Brass Work, Lancelotti  
 Brass Foundry, Glasgow.  
 S. H. Dobbie & Co., Tinned Holloware, Park  
 Foundry, Glasgow.  
 Geo. Fairbairn & Co., the F Horse Nails, Camelon  
 Park, Fife. 1-ly

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

**T. L. BANGS & CO.,**  
**MANUFACTURERS OF FELT**  
**COMPOSITION and GRAVEL BOEING,**  
**and all kinds of Roofing Materials, Office: 733 Craig**  
**Street, (West) Montreal.** 35-ly

**JOHN H. B. MOLSON & BROS.,**  
**BREWERS and SUGAR REFINERS,**  
**OFFER FOR SALE:**  
**REFINED SUGARS**  
**SYRUPS—Standard, Golden and Amber**  
**INDIA PALE ALE } in Wood & Bottle**  
**MILD ALE }**  
**PORTER }**  
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 117 St. Francois Xavier Street. (Opposite the Post  
 Office), MONTREAL. 18-ly

**B. HUTCHINS & CO.,**  
**IMPORTERS OF TEAS & GENERAL**  
**GROCERIES, No 188 McGill Street, Montreal**  
**B. HUTCHINS. G-ly FWD Lushen.**

**GREENE & SONS—BUFFALO**  
**ROBES.** See next Page 1-ly

**DAVID TORRANCE & CO.**  
**EAST AND WEST INDI.**  
**MERCHANTS,**  
 EXCHANGE COURT,  
 MONTREAL. 1-ly

**THOMPSON, MURRAY & CO.**  
**GENERAL**  
**COMMISSION MERCHANTS AND IMPORTERS**  
 42 St. Sacrament Street,  
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 Sole Agents in Canada for  
 J. Dent, Henry Monnie & Co., Brandies.  
 F. Mestreu & Co. -ly

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

Manufacturers of Crown Sofa, Chair, and Bed  
 SPRINGS. 12-1y

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

WITH WHICH IS NOW UNITED  
**THE COLONIAL LIFE ASSURANCE COMPANY.**

Accumulated & Invested Fund - - \$18,009,850  
 Annual Income - - - - - 3,376,953

*This Company continues to do Business under the  
 Insurance Act lately passed by the Dominion  
 Parliament.*

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

ASSURANCES effected on the different systems  
 suggested and approved by a longthoned experience,  
 so as to suit the means of every person desirous of  
 taking out a Policy. Every information on the subject  
 of Life Assurance will be given at the Company's  
 Office, No. 47 Great Street, Montreal, or at any of the  
 Agencies throughout Canada. 12-1y

**LONDON & LANCASHIRE LIFE ASSURANCE  
 COMPANY.**

Chief Office: Company's Building, Leadenhall Street,  
 LONDON.

*Directors, Canada Branch, Montreal.*  
**WM WORKMAN, Esq.** | **ALEX. M. DELISLE, Esq.**  
 President City Bank. | Collector of Customs.  
**JOHN BALFORTH, Esq.** | **LOUIS BRAUDRY, Esq.**  
 Vice-President Bank of | Manager New City Gas  
 Montreal. | Company.

Every description of Life Assurance business transacted  
 at moderate rates. Claims promptly settled.  
 Special attention is drawn to the 10 year non-forfeiture  
 plan on the half loan system.

Office: 104 St. Francois Xavier Street.  
 1-1y **THOMAS SIMPSON,** General Agent.

**MARINE & FIRE INSURANCE.**  
**WESTERN ASSURANCE COMPANY**  
 OF CANADA.

**MONTREAL BRANCH:**  
 102 Francois Xavier Street,  
 (Up-stairs.)

Risks taken against loss and damage by Fire, and  
 Marine risks on Hulls and Cargoes at customary rates  
 of premium. Losses promptly adjusted and paid.

1-1y **A. R. BETHUNE,** Agent.

**PHENIX**  
**MUTUAL LIFE INSURANCE COMPANY,**  
 HARTFORD, CONN.

ACCUMULATED FUND - - - OVER \$2,000,000.  
 ANNUAL INCOME - - - - - 31,200,000.

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

At the rates annually charged by responsible Com-  
 panies, and returns all profits to the insured, who are  
 now receiving a return of 50 per cent, or half their  
 premium.

Parties at a distance can insure from blanks, which  
 will be furnished on application.  
*Usual restrictions as to residence and occupation  
 abolished.*

**ANGUS R. BETHUNE,**  
 General Agent  
 104 St. Francois Xavier Street  
 Active and Influential Agents and Canvassers  
 throughout the Dominion. 4y

**F U R S .**  
 Fall Styles  
 1869.  
 Complete Stock now ready.

NOVELTIES IN  
 LADIES' FURS, SCOTCH CAPS,  
 GENTS' FURS FELT HATS,  
 YOUTHS' FURS. CLOTH CAPS.

**BUFFALO ROBES.**  
 BUCK GLOVES, KID MITTS, &c.  
 WOLF AND COON ROBES.

**GREENE & SONS**  
 MONTREAL.  
 517, 519, 521 and 523 St. Paul Street 1-1y

**ST. PETER STREET**  
 WHOLESALE  
**HAT, CAP AND FUR**  
 ESTABLISHMENT.

**HAEUSGEN & GNAEDINGER,**  
**WOULD call the attention of Country**  
 Merchants to their large stock of Hats, Caps  
 and Ladies' and Gents' manufactured furs.  
 All of the latest Novelties; also, Buck and Kid  
 Gloves, Mittens, Gauntlets, &c., &c.

Having made arrangements to meet the still in-  
 creasing demands for our Ladies' and Gents' Furs, all  
 of which are manufactured under the special su-  
 pervision of the proprietors.

Our special attention given to all early orders.  
 H. & G.

NB - Having assumed a large Bankrupt Stock of  
 Ready Made Clothing, principally for Fall and  
 Winter, Merchants would find it to their advantage  
 to examine the above before purchasing elsewhere, as  
 inducements will be given to secure sales.  
 H. & G.

**BUFFALO and WOLF ROBES** always on hand;  
 also **BALCOON COATS.** 8y-1y

**S. GREENSHIELDS, SON & CO..**  
**DRY GOODS, WHOLESALE.**  
 COUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,  
 Montreal. 50-1y

**SUTHERLAND, FORCE & CO..**  
 Importers of  
**BRITISH & FOREIGN DRY GOODS**  
 450 St. Paul Street,  
 Montreal. 18-1y

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

**J. D. ANDERSON,**  
**MERCHANT TAILOR**  
 AND  
**GENTLEMEN'S HABERDASHER,**  
**ALBION CLOTH HALL,**  
 No. 124 Great St. James Street,  
 MONTREAL. 12-1y

**J. G. MACKENZIE & CO.,**  
 Importers of  
**BRITISH AND FOREIGN DRY GOODS,**  
 881 & 883 St. Paul Street,  
**MONTREAL.** 8-1y

**ROBERTSON, STEPHEN & CO.,**  
 MONTREAL,  
 Are now receiving their  
**FALL IMPORTATIONS,**  
 which will be fully completed by the  
 30th INSTANT,

When they will be prepared to exhibit a large and  
 varied selection of  
**STAPLE AND FANCY**  
**DRY GOODS.**  
 August 27th. 6-1y

**PLIMSOLL, WARNOCK & CO..**  
 Importers of  
**STRAW AND FANCY DRY GOODS,**  
 Joseph's Block,  
 18 St. HELEN STREET,  
**MONTREAL.** 9-1y

**1869 FALL IMPORTATIONS 1869**  
**LEWIS, KAY & CO.,**

**WILL HAVE OPENED BY THE 4th SEPTEMBER**  
 their Entire Stock of  
**FANCY and STAPLE DRY GOODS**  
 Buyers will oblige by an early call.  
 1-1y

**OGILVY & CO.,**  
 Importers of  
**STAPLE & FANCY DRY GOODS,**  
 495 St. Paul, Corner St. Peter Street,  
**MONTREAL.**

Sayer's Brandy; Bernard's Ginger Wine and Old  
 Tom; Stewart's Scotch Whisky. 6-1y

**THOMSON & CO.,**  
**CANADIAN WOOLLENS**  
 4 Lemoine Street,  
**MONTREAL.**  
 Advances made on Con 6m-27

**PHENIX FIRE ASSURANCE COMPANY**  
of London.

(Established in 1723.)

Insurances effected at current rates.

**JAMES DAVISON, Manager.**

**GILLESPIE, MOFFATT & CO.,** General Agents  
for the Dominion. 6-17.

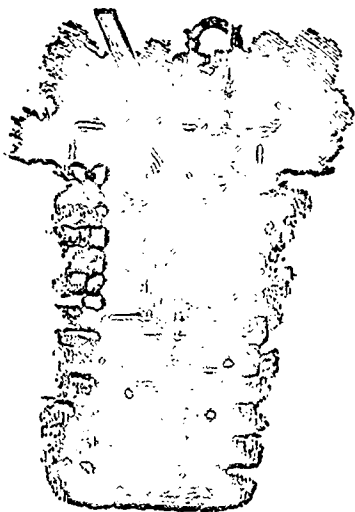
**JAMES ROBERTSON,**

125, 123, 120 and 122, Queen Street, Montreal,

METAL MERCHANT,

Manufacturers Shot, Lead-pipe, Paints, and Putty  
1-17

**THE Submerged Double-Acting, Non-Freezing FORGE PUMP,** the simplest and most powerful in use. It is proved to be the cheapest, most effective, durable and reliable Pump, not only for Family use, but also for Florists, Factories, Breweries, Distilleries, Ships, &c. Beside the above-mentioned advantages over the usual style of Pumps, it is particularly recommended by Insurance Companies, on account of its effectiveness in extinguishing fire. The smallest Pump will throw 59 to 75 feet through a hose.



**S. B. SCOTT & CO.,**

SOLE AGENTS FOR THE DOMINION,

845 Notre Dame Street, MONTREAL.

AGENTS WANTED THROUGHOUT THE COUNTRY.

**REFRIGERATORS & ICE CHESTS**

**MELLEUR & CO.,** Manufacturers,

525 CRAIG STREET,

Also IMPROVED COOKING RANGES,

Family and Hotel Sizes. 15-5

**W. OLENDINENG,**

(Late Wm. Rodden & Co.)

FOUNDER, & MANUFACTURER OF STOVES, &c.

Works, 165 to 179 William Street,

City Sample and Sale Room, 118 and 120 Great St. James Street,

and 532 Craig Street,

MONTREAL, P.Q.

**MONTREAL BUSINESS COLLEGE,**

Corner of Notre Dame and Place d'Armes.

**THE Course includes Book-keeping, Penmanship, Arithmetic, Telegraphing, Phonography and French.** The College is connected with the Bryant and Stratton International chain, and the Scholarships issued by the Montreal branch are good either in Toronto, or any of the principal cities of North America.

Circulars sent on application.

**J. TASKER,**  
Principal.

15-5m

**THE CITIZENS' INSURANCE COMPANY**  
(OF CANADA)

AUTHORIZED CAPITAL ..... \$2,000,000  
SUBSCRIBED CAPITAL ..... \$1,000,000

**DIRECTORS:**

**HUGH ALLAN, President.**  
**GEORGE STEPHEN,** O. J. BRYDGES.  
**ADOLPHE ROY,** HENRY LYMAN.  
**EDWIN ATWATER,** N. B. CORSE.

Life and Guarantee Department:

Office - - - 71 Great St. James Street.

This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and Bonds of FIDELITY GUARANTEE

Applications can be made to the Office in Montreal or through any of the Company's Agents.  
**EDWARD RAWLINGS, Manager.**

**NELSON, WOOD & CO.,**

**IMPORTERS & WHOLESALE DEALERS** in European and American FANCY GOODS, Paper Hangings, Cloaks, Looking Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys,

&c. &c. &c.

MANUFACTURERS OF

Brooms, Matches, Painted Pails, Tubs, Wash-Boards, and Dealers in

WOODEN-WARE of every description.

29 St Peter Street, Montreal

AND

74 York Street, Toronto. 38 3m

**THE TRADE REVIEW**

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, DECEMBER 10, 1883.

See Advertisement of Moccasins for sale.

Purchasing Department of the TRADE REVIEW.

See Advertisement.

The latest news from the "Seat of War" is to the effect that the Red River Insurgents are for the most part disbanded and gone to the plains for their winter buffalo hunt; and that in all likelihood Lieut.-Gov. McDougall will shortly be in the Territory, and at the head of the Government.

The Treasurer of the Province of Ontario has handed in his estimates of Revenue and Expenditure of 1-70, according to which there will be a surplus for investment at the end of the year, in addition to the present balance, \$630,845. The recent investments of Ontario amount to a little over two millions. How rapidly this country is going to ruin!

**TROWN OVERBOARD.**

THE battle in the Ontario Legislature over the Southern Railway charter has already resulted in the overthrow of one of the combatants. The chief actor in this drama has been Mr. W. E. Thompson, of Queenston, who is supposed to control the charter at present in existence. The new Bill, introduced by Mr. McKellar at the request of the people of St. Thomas and others interested, which proposed to give power to run an air-line direct from the Niagara to the St. Clair rivers, and to decrease the gauge so as to suit the American roads, was thrown overboard by the Railway Committee on Friday last. The preamble of the Bill was defeated by 16 to 13. The principal agents in defeating the measure have been the solicitor and other friends of the Great Western Railway, aided by Mr. Joy, of the Michigan Central Railroad, who came over from Detroit to assist in preventing Thompson from getting his amendments. The personal unpopularity of Thompson however, did much to bring about the defeat. Many members of the Legislature believe that he has hawked about

**WHOLESALE FUR MERCHANTS.**

**JAMES CRISTINE & CO.,**

Successors to

**G. LOMER & CO.,**

471, 473, 475, 477, St. Paul Street.

Specialties of our own Manufacture:

Ladies' and Gentlemen's Furs, Sleigh Robes Lined Buffaloes, Buck, Kid, and Sheep Hides and Gloves, Cloth Caps, etc.

**BUFFALO ROBES.**

MOCASSINS specially manufactured for the LUMBER TRADE

We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.

TERMS LIBERAL.

the charter for sale, although he strongly denied it before the Committee, and this created so unfavorable an impression, that notwithstanding the efforts of the St. Thomas deputation, the bill was thrown out. There now remains before the Legislature the application for a charter by Messrs. Littlejohn, Hathaway, and other Americans, for the South-Western Air line—a similar line to Thompson's—and the Great Western Railway branch. The latter as has already been explained in our columns, leaves the main line at Glencoe, a small village above London, and runs by way of St. Thomas, Simcoe and Cayuga, straight for Buffalo. The object of this move on the part of the Great Western is, evidently, to checkmate, if possible the construction of another through line. If a charter is obtained, it is very doubtful if it will be acted upon so long as it can be helped; but if danger crises, then the Company will push it, for if the proposed branch were once made, the probability is no through line, from the Niagara to the St. Clair River, would ever be constructed. How the Railway Committee will act as between this Great Western branch and the Littlejohn Charter, remains to be seen. Many are of opinion that the traffic of the new American roads in Michigan and New York should be attracted across our territory, and that it is only right that when those interested in these lines, ask to be allowed to make an air-line through Canada, mainly with their own money, they should be allowed to do so. No doubt the New York Central and Michigan Central, as well as our Great Western, are against a charter being obtained—but the real question is, would it benefit the people of Ontario to have another independent line, fed at both ends by straight lines from New York and Chicago? Unless we grant such a charter, the probability is the great bulk of the traffic will never pass through Canada at all, but will be sent around by the South shore of Lake Erie. These are important considerations, and we await the action of the Railway Committee and the House, with much interest. Possibly the decision may be reached before this article is in the hands of our readers.

**REVENUE AND EXPENDITURE OF CANADA.**

THE following is a statement of the Revenue and Expenditure of the Dominion of Canada for the month and six months ended 30th of November, 1883:—

Revenue—Customs.....	\$903,822
Excise.....	877,129
Post Office.....	78,880
Public Works, including R'ways.....	115,790
Bill Stamp Duty.....	7,552
Miscellaneous.....	58,750
Total.....	\$1,640,053
Revenue—July.....	\$1,183,920
August.....	1,289,280
September.....	1,438,042
October.....	1,428,650
6 months to Nov. 30.....	\$7,024,945
Expenditure—July.....	\$2,459,782
August.....	787,537
September.....	559,691
October.....	1,251,422
November.....	1,278,523
6 months to Nov. 30.....	\$6,815,624

### PRESIDENT GRANT OPPOSED TO A RECIPROCIITY TREATY.

THE President of the United States has declared against a renewal of the Reciprocity Treaty with Canada; but he has done this in such terms, as to lead one to suppose that his Government were open to some other commercial arrangement, which will bear some other name. No one in Canada who reflected upon the present condition of the United States, expected that the old treaty would be renewed now upon the self-same conditions contained in the old. It is not the less evident that a treaty which recognized the present position of the United States, and permitted (as was proposed during Sir A. T. Galt's negotiation at Washington,) a small United States customs duty on our products as an equivalent of their internal revenue burthens—would be fair to us some years hence, when the reduction of their debt or the funding of it at a lower rate of interest, shall have allowed them to reduce or remove their taxes. What was fair before the war, would not now be fair to them. What would now be fair to them, will probably be unfair to us in a few years hence. It is obvious therefore that a Reciprocity Treaty such as we had before, cannot be now negotiated, perhaps not for ten or twenty years hence. But President Grant concludes his remarks upon this subject by saying:—"Some arrangement, however, for the regulation of commercial intercourse between the United States and the Dominion of Canada may be desirable."

It seems, therefore, that some "arrangement" may be made. But the obviously best arrangement for them is that they should so lower their duties as to secure cheap living to their laboring classes, even if some capitalists and monopolists should lose some money. It is upon the labouring men that the chief weight of the war debt falls, seeing that the cost of living has risen about 90 per cent., while their wages have only increased 60. Give them cheaper food and fuel and winter clothing, and our neighbours will have done well for themselves, whether they make a treaty with us or no.

The President, approving apparently of protection, yet sees the necessity of seeking some other than the much-vaunted home markets for surplus products. He purposes to do this by cultivating their relations with the Southern neighbours of the Republic and China and Japan. But until the United States can send their products to those markets at a less price than Britain or other European countries, they cannot hope to dispose of their supplies there; and that is really one of the best tests and strongest proofs of the vicious nature of Protection. Whenever your surplus of a protected article is unsaleable in any foreign market, depend upon it you are paying too much for it at home. No home market is big enough to depend upon exclusively. Canadians have been made at times to feel this. Their neighbours feel it now, with their much greater markets.

### THE NORFOLK RAILWAY.

WE observe that a meeting was held at Simcoe, in the county of Norfolk, on Saturday the 27th ult., to take active measures in favour of a new railway. The project is by no means broached for the first time, but it has never previously assumed a shape which promised to render it an accomplished fact. The road is proposed to branch off from the Great Western Railway at the Harrisburg junction, going southwards to Brantford, from there to the flourishing town of Simcoe, and thence to Port Dover or Port Kyser, on Lake Erie. Up to this time, the county of Norfolk, one of the oldest and wealthiest in Ontario, has been shut out from railway communication, much to the annoyance and loss of the inhabitants. All previous efforts to effect railway communication with the rest of the Province have failed, and whatever may be the fate of the Southern lines—all of which are expected to touch Simcoe—it is to be hoped the Brantford and Simcoe line will be promptly proceeded with. By this road the people of a large and populous district will be brought into communication with our whole railway system, for at Harrisburg they will not only strike the main line of the Great Western, but also the Galt and Guelph branch. Among those at the Simcoe meeting, were D. Mathews, Warden of Norfolk, Judge Wilson, Col. Tisdale, W. Mathews, Mayor of Brantford, W. Imlsch, Brantford Board of Trade, Messrs. Clarke, McMichael and Dr. Duncombe, Councillors of Townsend, and other prominent local gentlemen. It appears the Norfolk Railway Company is prepared to build the line for a

bonus of \$7,000 per mile, and the meeting agreed to sustain the passage of by-laws by their respective municipalities granting the required aid. A committee was appointed to aid in "securing the successful construction of the line before the 1st of January, 1871."

### TRADE RELATIONS WITH THE UNITED STATES.

THERE can be very little doubt that, if politicians upon this side of the boundary and the other, would let those interested in the true commercial and industrial progress of the two countries manage the matter, we should soon have, if not a reciprocity treaty with the United States, such legislation upon the one side and the other as would answer in a great measure, the same ends. There are immense manufacturing interests grown up in New England, New Jersey and New York, the result in some respects of a hot house system of protection. But they are now a fact; the investments are very large indeed, and it would be ruinous to great districts to have them unproductive. On the other hand is Pennsylvania, with as great water power, with coal and iron on the spot, and nearer to the cheap breadstuffs and other food products of the great west. The conditions necessary for cheap manufacture suit here therefore in a greater degree than in the other States named, unless indeed we take into account the fact of the greater facilities possessed by these latter for access to foreign countries, for materials to be imported, and for export of products. As to the export of products, the heavy taxation which so enhances the cost of production, renders that in a great measure impossible now. This advantage respecting the import of materials has been carefully neutralized by the tariff, which Pennsylvania has had so large a share in framing. As a matter of simple self preservation the New Englanders and their immediate neighbours need food as cheaply as it can be imported, to balance the cheap food of the States immediately bordering on Pennsylvania. They need coal and iron as cheap as they can be procured, to enable them to compete with a State having these things in its own midst. They need cheaper lumber for the homes of their labouring men. Their fishermen need free and undisturbed access to the fisheries on our coasts. The cotton-producing seaboard States, where manufactures are now growing up, have need of the same fiscal arrangement as New England. The great West, compelled to sell its food products at low prices now, needs to buy the manufactures which it consumes at cheaper rates than they can be procured at under the present tariff. New England has had a large share in building up the protective system. It is now fairly caught in the toils itself has woven. First, the Maine protectionists of lumber have had their ship-building destroyed, if we may believe some of the more intelligent and enterprising among themselves. That has only gone first. Other branches of manufacture will follow, unless with cheaper food, and cheaper fuel and iron, they can keep down the prices of their products. This belief is everywhere gaining ground among them; and would largely effect legislation, if no disturbing element were introduced to influence public opinion. Again, at Buffalo and Oswego, on the Lakes; and at Boston and Portland, on the Atlantic seaboard, were formerly numbers of men making fortunes as brokers, factors, agents, &c., dealing in Colonial products, or products exported to the several Provinces of the Dominion. Many hundreds of thousands—if not millions—of dollars, have been stupidly thrown away by the erection of the barriers which have diverted Colonial trade, and so lessened the volume of it passing through their hands. The far West suffering for cheaper transport to the seaboard, needs the free navigation of our glorious river and magnificent canals. It deprived itself of all these advantages, in some measure, as a mere matter of spite. It was, of course, to be expected that the old treaty would be abrogated or modified. The conditions of existence had so changed with the people of the United States between the date of the treaty and the time that notice was given of its abrogation, their burthens had become so much heavier, that it was not fair to the American producer to be asked to continue the competition on terms become so unequal. So far President Grant is right in his view of the matter, though not in the too broad inference drawn against the possibility of any fair treaty. But, if politicians had not inflamed prejudices, the notice to abrogate the old would have been accompanied with a proposition to negotiate a new treaty. First, some

spite towards us mingled with and disturbed the calculations of interest of our neighbours. Then came, after some delay, some time for calmer thought, the Detroit Convention, its good effect marred by the Potter-Wood conspiracy—of which much less was heard at Detroit, doubtless, than at Washington. Then came Nova-Scotian discontent with its Washington echo and apostles, Walker and Stiles. And later still Mr. Huntington's and Young's manifesto, declaring that we must give up our allegiance to the British Crown in order to reach the reward of freer commercial intercourse with the United States. Is it to be wondered at that when we have so many traitors to the cause in our midst, we should meet with delays and postponement abroad? If our neighbours could be assured of the truth—that we are not to be bought up at the price of a freer trade any more than the Mother Country or France is—if marplots did not go among them to tell, and did not proclaim here from our midst that our allegiance was a thing in the market, to be disposed of at a bargain, our neighbours would cease to be guided by their greed of territory or spite against Britain; but, taking counsel of their love of trade, would adapt their legislation so as at once to suit their interests and ours better than now. In the contest which is being waged, Pennsylvania monopolists would most assuredly go to the wall, and the better notions of trade which the greater number of the prominent journals of that country now advocate would soon prevail. If farmers or manufacturers of this country are disappointed during the present year, and for years to come of a treaty or freer access to United States markets, they should know whom they have to thank for it. They will owe it to the men who have led our neighbours to believe that they have only to wait a little, and they will secure a great political and territorial, as well as commercial advantage, in any bargain made with us.

### SPECIE PAYMENTS.

SINCE the recent sanguinary battle between the bulls and bears in the New York gold room, the price of gold has not excited much interest till last week. During the early part of that week it sank to within a fraction of 121, which is the lowest point touched in about seven years. Not since the month of September, 1862, if our memory serves us right, has gold been at so a premium. This fact is, therefore, very significant; but we do not think the public would be justified in concluding from it that the price will sink below 120 at least for some time to come. Several circumstances greatly aided the bears in forcing gold down to 121 last week. Among these circumstances was the avowed intention of the Secretary of the Treasury to buy up \$18,000,000 of bonds during December, which would necessitate the sale of \$11,000,000 of gold. Then the rumour that the Republican party was really "feeling its way," preparatory to resuming specie payments, and that President Grant would recommend immediate resumption in his forthcoming Message, had considerable effect in forcing the gold barometer down. Since that time the premium has been gradually rising, and we incline to the opinion that it will go to 125, and linger around that figure, as it did so long about 183 some months ago. There appears to be difference of opinion among the statesmen and press of the Union, about returning to specie payments. Very many fear that the commercial upheaval which would follow, would be more disastrous than any crisis the Republic has ever experienced, and that it would be wise for them to remember the poet's words—

"Better endure the ills we have,  
Than flee to others we know not of."

Horace Greeley and many others, on the other hand, maintain that the Government had better "take the bull by the horns" at once. We confess that we sympathise with this view. Better a short, sharp crisis, and a return to a healthy business condition, than for the United States to continue the gambling system now in existence. Did the Republican party once firmly adopt this as their policy, its effect on gold and government securities would immediately be seen, and it would not surprise us if the very announcement went far to bridge over the gulf between them and par. We fear, however, that no party has the courage necessary to make the first plunge. It looks like "a leap in the dark." We incline to think, therefore, it will not be attempted, and that gold will for some time linger about 125, with such occasional tossings and tumbles as the bulls and bears may be able to give it.

FREE TRADE vs. PROTECTION.

No. 11.

THE protection which manufacturers demand must be partial and not general in its nature. The man who wants a duty imposed on the goods which would come into competition with his goods, does not want a duty on the raw or partly manufactured material which he has to use, although the home production of such material might be stimulated by a prohibitive tariff. Thus the manufacturer of woollen goods in the United States, himself very heavily protected, is opposed to the tariff on wool, which greatly enhances the cost of that article, although it has undoubtedly given an impetus to sheep farming. Another instance of this is given in a letter which recently appeared in a Western contemporary, strongly objecting to the duty on sulphuric acid, an article largely used by the oil refiners. The writer argues that refined oil is already burdened with a tax of 5c. per gallon, and complains of the unfairness of still further lessening his chances by the tax on sulphuric acid. He, however, not very honestly omits altogether to allude to the fact of the customs duty of 15c. per gallon on foreign oil. The manufacturer of sulphuric acid has just as good a right to protection as the distiller of oil, and every argument that can be brought forward in favour of the latter can also be used as a reason for securing a home market for acid. The injustice is not to the distiller, but to the consumer, on whom falls the weight of the double tax, and who is prevented from purchasing his oil, where he could otherwise do it often very much to his advantage.

It might of course be that by a skillful arrangement of the tariff, all manufacturers and producers would receive an equal share of the supposed benefits of protection. Under such circumstances we suppose, according to protectionists, the greatest possible impetus would be given to manufactures, the most profitable markets be furnished for all kinds of food, and the highest prices be paid for labour; and under such circumstances, our second reason for giving preference to free trade becomes of weight. Prices of all goods, except such as can naturally be manufactured with profit in the country, must advance in price, labour included; and hence the cost of production of all articles must be proportionately raised, neutralizing the temporary advantage obtained. Thus, if a duty of 15 per cent. be sufficient to secure a home market for any given article, say refined oil, while the raw or partly manufactured material which enters into its composition is free of duty, when a protective duty is placed on that material, its enhanced price raises the cost of the oil, and once more enables the foreigner to compete, until a further duty excludes him for a while longer; and so it must be with the whole circle of productions from the raw material, which is only produced at an increased cost, in consequence of dearer labour, to the completed form of manufacture in which it is ultimately used by the public. Protection as a policy to be followed impartially by any country must be a failure, so far as its object of excluding foreign manufactures are concerned. Protection as a policy to be pursued towards a few branches of manufactures may secure a home market for those particular branches, but it can do so only by cutting off the public revenue which would arise from a moderate duty, and at the expense of equal justice to all, in putting into the pockets of the manufacturer as profit to him, what otherwise would either be altogether saved to the consumer, or else go to increase the revenue, making possible the reduction of other taxation.

We will give one fact in proof of the failure of protection, when followed as a general policy, to accomplish its aims. The New York Times of the 4th inst., contains a statement of the Imports into the United States from Canada, for the fiscal year ended June 30, 1869. They amounted to no less than \$30,353,010, of which only \$1,886,689 were articles free of duty! In fact it would seem, as regards our trade generally, as if the protective policy of the United States stood to us in the place of a Reciprocity Treaty making any special commercial arrangement unnecessary to us, and leaving it optional with ourselves to give or withhold the fishery, navigation and other advantages which we now hold so cheap and grant so needlessly. The increased cost of living and labour throughout the United States has so raised the cost of production and manufacture in that country, that foreigners sell more and more goods to it every year, and every year in an increasing proportion as compared to the goods they take in return.

TORONTO PRODUCE AND MERCHANTS' EXCHANGE ASSOCIATION.

AT a general meeting of this Association, held in the Rotunda of the Exchange, on Tuesday, the 30th of November, to take action in reference to certain statements published in the Toronto Daily Telegraph of the 27th inst., the following resolutions were adopted:—

Moved by James G. Worts, President of the Toronto Board of Trade; seconded by H. S. Howland, Esq., Vice-President of the Bank of Commerce, and Resolved—

"That an article which appeared in the Editorial columns of the Daily Telegraph newspaper, published in this city on the 27th inst. contained the most unfounded statements respecting the Corn Exchange Association, its management, and its affairs, and that the reflections cast on the President and the Assistant Secretary are entirely false, and could only have been dictated from personal and unworthy motives; and as the newspaper containing this attack has so far forgotten its duty to the public as to use its columns as a medium for circulating falsehoods concerning this Association and its officers."

It is Resolved—"That the representatives of the Daily Telegraph be excluded from the meetings of this Association, and that no commercial news or information provided by this board be given to said newspaper until an apology be made to this board."

And it is further Resolved—"That the members of the Board of Management as representatives of the whole Association do sign these resolutions, and cause copies of them to be sent to the principal newspapers of the Dominion for publication, as an effectual answer to the unfounded statements circulated by the Telegraph, and as a protest on the part of commercial men against the newspaper press being used as an engine of personal malice."

Signed in accordance with the above resolution.

Board of Management.

Robert Spratt, President; Wm. Galbraith, Vice-President; W. R. Wadsworth, W. H. Howland, Noah Barnhart, Wm. Gooderham junr., S. W. Farrell, W. D. Mathews, Jas. Brown, &c. and Treas.

Toronto, 30th Nov., 1869.

RAILWAY IN OPERATION.

IT is somewhat difficult to give an accurate idea of the railway mileage of the world; but as the proportion constructed by British capital, skill and labor has been so enormous, it is interesting to endeavour to ascertain the progress that has been made in this respect. The capital and traffic estimates are of course speculative; but, reports the Money Market Review, as the three first countries on the list below furnish accurate, or nearly accurate, details, we have thus a fair guide to the remainder:—

Country.	Mileage.	Capital Expended.	Yearly Gross Traffic.
United States .....	43,000	350,000,000	65,000,000
Great Britain and Ireland .....	14,500	520,000,000	40,000,000
France, &c .....	10,200	300,000,000	26,000,000
North Germany.....	9,000		
Austria, &c.....	5,000		
Russia.....	4,300		
India.....	4,100		
Italy.....	4,000		
Spain and Portugal.....	3,900		
Canadian Dominion.....	2,200		
Belgium.....	1,750		
Sweden & Norway.....	1,200		
South America.....	1,100		
Switzerland.....	850		
Holland.....	850		
Australasia.....	750		
West Indies & Central America.....	700		
Egypt.....	500		
Turkey.....	400		
Denmark, Dutch India, Greece, Cape, Ceylon, &c.....	1,000		
Total .....	109,300	2,002,000,000	189,000,000

Thus, for an expenditure of £2,000,000 there appears to be about 109,300 miles of railway in operation, the cost per mile averaging £18 320. The gross traffic—£189,000,000 is at the rate of £1,730 per mile per annum, or 9½ per cent. on the capital expended. The net receipts would therefore be less than 5 per cent. per annum (exclusive of guarantees.) The United States railways are the cheapest in the world; but, owing to their imperfect construction, a very large portion of the traffic receipts is absorbed by renewals and repairs. British lines on the contrary, are the most costly; and yet they are, perhaps, the only railways constructed entirely without State guarantee or aid. When we consider the important part Great Britain has taken in this advance in civilization and prosperity—the vast mass of *maté* and of skilled labour provided by us, we may well be proud of our place amongst nations, of our men, and of our wealth. It is difficult to grasp the fact that nearly half the enormous capital expenditure shown above has been derived from British savings. Yet this is a reality; for besides the £520,000,000 expended on British lines, we have found about £150,000,000 for Indian, Canadian and other Colonial railways, and, in addition, are largely interested in United States, Russian, Austrian, Dutch, Belgian, Italian, Swedish, Turkish, Egyptian, South and Central American Danish, and other lines.

REPORT OF THE COMMISSIONER OF MINING STATISTICS.

M. R. W. RAYMOND, Commissioner of Mining Statistics, has prepared a summary of his annual report. His principal work during the past six months has been the collection of information regarding new enterprises and the condition and prospects of the industry in the different districts, and statistics of production. The principal mining and commercial centres of Colorado, Utah, Nevada, California, Oregon and Idaho have been visited, and operations thereon carefully noted.

The Commissioner reports that the product in California for the year will certainly fall below that of last year, on account of the extraordinary drought, which put an end to the placer and hydraulic mining of the northern counties very early in the season. Another temporary cause of decreased production was the stoppage of several important mines in the foremost quartz mining district of the State—Grass Valley—on account of a miners' strike. In Nevada the yield of the Comstock mines has been largely reduced this year by the exhaustion of various old workings upon which some of the companies have been relying, but especially by the disastrous fire in the Crown Point, Kentucky and Yellow Jacket, which has interfered with the production of those important mines. The prospects of this district for the future, are considerably brighter than they were a year ago.

This year's product of bullion from Nevada will probably not fall far behind that of 1868, the deficiency from Washoe being made up by the greater yield of white pine. On the whole, the prospects of the State have improved, especially in view of the late discoveries in depth on the Comstock lode, the completion of the Pacific Railroad, and the gradual introduction of cheaper labor, particularly of Chinese, into the mines.

In Oregon the product of gold during the past season has been unusually small, since very little quartz mining is now carried on in the State, and the placer and hydraulic mines have stood still nearly all summer for the lack of water.

In Idaho the same causes which have affected the placer mines of Oregon will render this year's product of gold comparatively small; but the result of quartz mining in the Owyhee and other districts will probably not fall short of last year. The drought has also extended into Montana, and a decrease in the yield from the hitherto so productive gulches is anticipated.

The Commissioner is of opinion that Colorado is destined to advance henceforth with great rapidity toward wealth and power. The yield of the mines for 1869 is highly encouraging in view of the fact that it is the product of steady industry, and not the first fruits of a speculative activity, which might be expected to die out at an early day.—Com. Bulletin.

PETROLEUM BY WEIGHT.

THE question of buying and selling petroleum by weight is once more under discussion, and they favor with which the proposition is received by the trade generally, indicates a reasonable probability that the new system will soon be adopted. The leading exporters, dealers and receivers of this city and Philadelphia lately issued the following circular, which, we understand, has met with general approval from dealers and brokers of all classes:—

We, the undersigned shippers and exporters of petroleum, have become satisfied that the present system of gauging petroleum barrels with the straight rod has led our European correspondents to make frequent and serious complaints, on account of short rendiments, and these complaints have been caused:

1. By careless and inaccurate gauging.
2. By the peculiar construction of many barrels.
3. By the enlarged size of the barrels, and by other causes, well known to the trade.

We have, therefore, combined and pledged ourselves that, from the first day of January next, we shall buy only by actual weight and tare; and we especially ask the dealers and refiners of New York, Philadelphia, Pittsburg, Cleveland and other points to meet us in our demands, which are based upon justice and equity. And we furthermore ask them to inaugurate with us the new system from the first day of January next.

Though well aware that the contemplated change involves many difficulties, here as well as abroad, yet we, for our part, are willing to submit for the common good, trusting to meet the same spirit with refiners. We propose to compensate for the same by the better prices, which under the new system will be obtainable, and also by saving the refiners many expenses which are now unavoidable. Arrangements can be perfected by which the refiners will be materially benefited. Under proper restrictions, the oil can be inspected at Cleveland or Pittsburg, and merely a small percentage of the barrels need be opened here to test the quality of the oil and the correctness of tares. This will save large amounts of money to the refiners, and prevent the barrels from being unnecessarily handled—a great advantage for the European purchaser.

A few weeks will regulate the new system, and causing a new era in transactions in this article, sellers, as well as buyers, will wonder that this necessary and desirable change had not been introduced long ago.

We certainly hope the reform proposed in this circular will be adopted at once. Owing to a certain large measure known to the coopers the size and apparent measure of a barrel by means of the straight gauging-rod is no longer a fair indication of its capacity, nor of the quantity it contains when full. It is believed that many of the petty frauds now practiced under the existing system of measurement, will be prevented by the purchase and sale of the oil by weight, and whatever in urea honesty in commercial transactions will prove of benefit to both buyers and sellers.—N. Y. Com. Bulletin.

PATENTS OF INVENTIONS.

DEPARTMENT OF AGRICULTURE.

PATENT BRANCH.

Ottawa, 5th September, 1869.

HIS Excellency the Governor General has been pleased to grant Letters Patent of Inventions to be in force in the Provinces of Ontario and Quebec, for a period of Fourteen Years from the dates thereof, to the persons whose names are included in the following list.

Published by command,

J. C. TACHE, Deputy of the Minister of Agriculture.

16. John Palmer Johnston, of the village of Oshawa, in the county of Ontario, Province of Ontario, watchmaker and jeweller, for a new and useful machine for coupling railway carriages to be called Johnston's self acting draw-head. Dated Ottawa, 20th August, 1869.

17. George James Baker, of the town of Oakville, in the county of York, Province of Ontario, livery stable keeper, for a certain new and useful rub or wear iron, for use on four wheeled vehicles, to preserve the body and front wheels of the carriage from injury by the pressure of the one on the other, in turning, to be called Baker's Dominion carriage rub iron. Dated Ottawa, 19th August, 1869.

18. Francois Alexandre Dubert LaRue, of the city of Quebec, in the Province of Quebec, for a new and useful improvement on the manufacture of cast iron and steel, which improvement apart from other advantages, enables those products to be obtained from the Canadian magnetic sands the improvement to be called procede LaRue pour la fabrication de la fonte et de l'acier. Dated Ottawa, 19th August, 1869.

19. John Fortune Cass, of the village of L'Original, in the county of Prescott, Province of Ontario, gentleman, for certain new and useful improvements on screw wrenches, for the more efficient working of the same, to be called Cass improved wrench. Dated Ottawa, 24th of August, 1869.

20. Joseph Hovey Williams, of the township of Saltfleet, in the county of Wentworth, of the Province and Ontario, yeoman, for certain new and useful improvements on reaping machines now in ordinary use, for the purpose of giving the driver more control over the machine by enabling him to raise or lower the grain table or platform and cutter bar at his pleasure, and to cut any kind of grain on rough or smooth ground without leaving his seat or stopping the machine cutting. To be called Williams' adjuster for raising or lowering the platform for reapers. Dated Ottawa, 24th August, 1869.

21. William Milner, of the village of Stratroy, in the county of Middlesex, in the Province of Ontario, waggon maker, for a certain new and useful improvement in sleighs and cutters for supporting the sleigh or cutter box to be called Milner's improved sleigh and cutter bench. Dated Ottawa, 26th August, 1869.

22. Jacob William De Castro, of the city of Montreal, in the district of Montreal, in the Province of Quebec, sugar-refiner, for certain new and useful improvements in filtering machines, now in ordinary use for securing greater efficiency in operating, to be called De Castro's improvement in filtering machines. Dated Ottawa, 26th August, 1869.

23. John Smetzer Jackson, of the town of Stratford, in the county of Perth, Province of Ontario, machinist, assignee of Antoine Frechette, of the city of Ottawa, in the county of Carleton, Province of Ontario, cabinet maker, for certain new and useful improvements in the gig saw, now in ordinary use for scroll sawing, to be called the portable self acting gig saw. Dated Ottawa, August 25th, 1869.

24. Cyrus Wellington Saladee, of the town of St. Catherine's, in the county of Lincoln, Province of Ontario, gentleman, assignee of George Ezra Smith, of the city of Toronto, Province of Ontario, machinist, for a certain new and useful improvement in machine buck saws, called the improvement in machine buck saws. Dated Ottawa, 25th August, 1869.

25. Charles Boeckh, of the city of Toronto, in the county of York, Province of Ontario, brush manufacturer, for certain new and useful improvements in paint or varnish brushes, the object of which is to make a brush that shall not drop hair or fall to pieces, to be called Boeckh's improved C. A. paint brush. Dated Ottawa, 27th of August, 1869.

26. Benjamin Thrasher Morrill, of the village of Rock Island, in the county of Stanstead, Province of Quebec, iron founder, for new and useful improvements in a machine for ploughing land, the improved machine to be called Morrill's moulder board for ploughs. Dated Ottawa, 27th August, 1869.

27. Robert Kennedy, of the township of East Zorra, in the county of Oxford, Province of Ontario, yeoman, for a land roller, to be called Kennedy's flexible roller. Dated Ottawa, 7th September, 1869.

28. Joseph Strain, of the township of Artemesia, in the county of Grey, Province of Ontario, yeoman, for new and useful improvement on the spinning wheel now in ordinary use for spinning wool and other materials, the spinning wheel bearing the said improvement, to be called or known as Strain's easy spinning wheel. Dated Ottawa, 7th September, 1869.

29. George McLean, of the village of Aberfoyle, in the county of Wellington, Province of Ontario, miller, for new and useful improvements in bee-hives, the bee-hive and improvements to be called McLean's improved champion hive. Dated Ottawa, 7th September, 1869.

30. John Nelson, of the town of Belleville, in the county of Hastings, Province of Ontario, machinist, for a new and useful improvement in thrashing machines, to be called Nelson's wrought iron open cylinder for thrashing machines. Dated Ottawa, 7th September, 1869.

31. John Wesley Jacobs, of the township of Reach, in the county of Ontario, Province of Ontario, manufacturer of agricultural implements, for a new and useful machine for acting as a combined hammer claw, screw-driver, rule wrench, punch scratch and gimblet, and a pair of compasses, to be called Jacob's patent combination wrench. Dated Ottawa, 7th September, 1869.

32. William Bentley, of the township of Normanby, in the county of Grey, Province of Ontario, general mechanic, and Charles McE, of the same place, general mechanic, for a new and useful improvement on hand locks, to be called Bentley and McE's universal lock. Dated Ottawa, 7th September, 1869.

33. Amos Grandin Batson, of the town of Bradford, in the county of Brant, Province of Ontario, gentleman, for new and useful improvements on bedsteads, to be called Batson's elastic bedstead bottom. Dated Ottawa, 8th September, 1869.

34. Archibald Campbell, of the Badenoch Settlement, in the county of Wellington, Province of Ontario, yeoman, for a new and useful machine for pulling and dressing turpins, to be called Campbell's turpin puller and dresser. Dated Ottawa, 8th September, 1869.

35. John Doty, of the town of Oakville, in the county of Hamilton, Province of Ontario, carriage maker, for a new and useful improvement in the manufacture of carriage axles, to be called Doty's improved solid collar axle. Dated Ottawa, 8th September, 1869.

36. Charles Allen, of the village of Watford, in the district of Bedford, Province of Quebec, machinist, for certain new and useful improvements on a certain manufacture and arrangement of a stove, to be called the poor man's stove. Dated Ottawa, 8th September, 1869.

37. Evangeliste Lavigne, of the city of Quebec, Province of Quebec, joiner, for a new and useful self-acting machine by means of which any person wishing to enjoy a ceiling can do so without the assistance of exterior aid, to be called balconire independante. Dated Ottawa, 11th September, 1869.

38. William Raby Burrage, of the city of Toronto, in the county of York, Province of Ontario, agent, for a certain new and useful machine for the coupling and attachment of horses and other similar animals to the shafts or traces of draught, to be called Burrage's universal horse yoke. Dated Ottawa, 11th September, 1869.

39. William Leighton Kimmond, of the city of Montreal, Province of Quebec, engineer, for certain new and useful improvements in railway car and engine trucks now in ordinary use for ensuring greater safety in running, to be called Kimmond's safety truck. Ottawa, 11th September, 1869.

40. David Wilson Doan, of the village of Aurora, in the county of York, Province of Ontario, merchant, for a new and useful portable fire proof safe safe leach and smoke house, combined, to be called Doan's portable fire proof safe and smoke house, combined. Dated Ottawa, 11th September, 1869.

41. Henry Wellington Ostrame, of the township of Sidney, in the county of Hastings, in the Province of Ontario, yeoman, and Robert Hall, of the township of West Hamborough, in the county of Wentworth, in the Province of Ontario, yeoman, for a new and useful improvement in cultivators and gang ploughs now in ordinary use for tilling the land, to be called Ostrame and Hall's improved cultivator and gang plough. Dated Ottawa, 11th September, 1869.

42. Robert Mitchell, of the city of Montreal, in the district of Montreal, in the Province of Quebec, press foundry, for certain new and useful improvements on stair steps for preventing persons slipping down stairs and preventing the wear and tear on stair carpets when placed on the same, to be called Mitchell's improvements on stair steps. Dated Ottawa, 11th September, 1869.

43. Malcolm Roscoe Melis, of the village of Bedford, in the district of Bedford, in the Province of Quebec, physician and surgeon, for certain new and useful improvements in invalid beds now in ordinary use for assisting the easy manipulation of sick people while confined to bed, to be called Melis' beds for invalids and fracture bed. Dated Ottawa, 11th September, 1869.

44. George Lucas, of the town of Saruia, in the county of Lambton, Province of Ontario, harness maker, for a certain new and useful machine for cleaning and renovating feathers, to be called the steam and chemical feather renovator. Dated Ottawa, 11th September, 1869.

45. John Hadley Osborne, of the town of Guelph, in the county of Wellington, in the Province of Ontario, machinist, for a certain new and useful improvement on sewing machines for tightening the shuttle thread, to be called Osborne's screw regulating tension. Dated Ottawa, 11th September, 1869.

46. Benjamin Franklia Hedden, of the city of Toronto, in the county of York, in the Province of Ontario, engineer, for a certain new and useful improvement on a certain machine now in ordinary use, for preventing boiler explosions through low water, to be called Hedden's improved low water alarm. Dated Ottawa, 11th September, 1869.

47. William Hewston Alsthrop, of the township of Blanchard, in the county of Perth, in the Province of Ontario, farmer, for certain new and useful improvements in pea-harrows and hay rakes, to be called Alsthrop's combined horse and pea-harvester and hay rake. Dated Ottawa, 11th September, 1869.

48. John Macdonald, of the village of Petrolia, in the county of Lambton, in the Province of Ontario, boiler maker, for a certain new and useful improvement on a machine or apparatus for the consumption of fuel of crude oil, kerosene and petroleum gas, to be called Macdonald's petroleum oil or petroleum tar burner. Dated Ottawa, 11th September, 1869.

49. Thomas Weston Ritchie, of the city of Montreal, in the Province of Quebec, Esquire, for a certain new and useful art for the purpose of protecting bonds, debentures and other negotiable securities from the dangers of theft, fire, and accidental loss, to be called or known as the patent bond protection system. Dated Ottawa, 13th September, 1869.

50. James Trout, of the township of St. Vincent, in the county of Grey, in the Province of Ontario, yeoman, for a certain new and useful improvement on farm gates, to be called Trout's roller and suspension gates. Dated Ottawa, 13th September, 1869.

51. William George Cordingley, of the city of Ottawa, Province of Ontario, gentleman, for a certain new and useful improvement in dumb stoves, to be called a ready sand heater, hot air and ventilating dumb stove. Dated Ottawa, 13th September, 1869.

52. William Brandt, of the township of Adelaide, in the county of Middlesex, Province of Ontario, farmer, for a certain new and useful improvement in scythes and scythe snaths, now in ordinary use, to be called Brandt's improved scythe snath. Dated Ottawa, 13th September, 1869.

53. Fabien Chambers, of the township of Wainfleet, in the county of Welland, Province of Ontario, apiarist, for improvements on the Thomas Bee-hive and on others of nearly similar construction and now in general use, to be called Chambers' improved bee-hive. Dated Ottawa, 13th September, 1869.

54. John H. Cameron, of the township of Lechiel, in the county of Glengarry, Province of Ontario, carpenter, for an improvement in chain pumps now in ordinary use, to be called Cameron's patent rubber packed pump sucker. Dated Ottawa, 13th September, 1869.

55. Nathan Card, of the village of Normondale, in the county of Norfolk, Province of Ontario, yeoman, for a machine for drying fruit, to be called Card's fruit drier. Dated Ottawa, 15th September, 1869.

56. Richard Lewis, of the township of Melbourne, in the county of Richmond, Province of Quebec, carpenter, for a certain improvement on machines for making butter, to be called the Eastern Township churn. Dated Ottawa, 15th September, 1869.

57. William Curtis, of the town of Belleville, in the county of Hastings, Province of Ontario, millwright and machinist, for a certain improvement on the turbine water wheel, such improved wheel to be called the combination turbine water wheel. Dated Ottawa, 15th Sept., 1869.

58. Thomas Fogg, of the town of St. Ma, in the county of Perth, Province of Ontario, for a certain improvement in railway switches, to be called the Fogg switch. Dated Ottawa, 15th September, 1869.

59. Alfred James Lemon, of the township of Beverly, in the county of Wentworth, and Firman Clement, of the township of Ancaster, in the county of Wentworth, Province of Ontario, both yeoman, for improvements on the revolving plough cutter patented 10th July, 1868, by Abraham Henderson, and the aforesaid Firman Clement, to be called Lemon and Clement's improved revolving plough cutter. Dated Ottawa, 15th September, 1869.

(To be continued.)

No. 3312. William Maynard, of the city of Montreal, in the Province of Quebec, farmer, for improvements on the machines or apparatus for the extraction of hemlock and other turpentine, for tanning and other purposes, for the more efficient and economical production of the extracts, to be called Maynard's improved machine and process for extracting juices, &c. Dated Ottawa, 3rd September, 1869.

3313. Samuel Cleveland, junr., of the village of Cootbrook, in the county of Standish, in the Province of Quebec, for improvements in the machine for shrinking and stretching the tires of wheels, and for upsetting the ends of iron bars preparatory to welding and other operations, and for bending tires for wheels and bands for hubs; and for punching metals and for grimming saws, the improved machine to be called Cleveland's combined the manipulator and punch. Dated Ottawa, 20th August, 1869.

DEPARTMENT OF AGRICULTURE.

PATENT BRANCH.

Ottawa, 20th October, 1869.

HIS Excellency the Governor General has been pleased to grant Letters Patent of Inventions to be in force in the Dominion of Canada for a period of Fourteen Years from the dates thereof, to the persons whose names are included in the following list.

Published by command,

J. C. TACHE, Deputy of the Minister of Agriculture.

No. 1. William Hamilton, of the city of Toronto, in the county of York, Province of Ontario, engineer, for a certain new and useful machine for measuring liquids and gases, to be called Hamilton's Eureka liquid meter. Dated Ottawa, 18th August, 1869.

2. David Jacob Ellis, of the township of Southwell, in the county of Elgin, Province of Ontario, farmer, for a certain new and useful composition of matter to be called David J. Ellis' composition for the destruction of the Canada thistle. Dated Ottawa, 18th August, 1869.

3. Hiram Kimball, of the city of Toronto, in the county of York, Province of Ontario, gentleman, for a certain new and useful machine for preventing boiler explosions through low water, to be called Kimball's improved low water indicator for boilers. Dated Ottawa, 18th August, 1869.

4. James Kelley of the town of Oakville, in the county of Hamilton, Province of Ontario, blacksmith, for a certain new and useful machine for grappling, fastening upon, drawing or moving weights and substances, to be called Kelley's portable grapple. Dated Ottawa, 18th of August, 1869.

5. James Wilson, of the town of St. Catharines, in the county of Lincoln, Province of Ontario, carpenter, for a certain new and useful art of distilling whiskey, by means of which a great increase in quantity is obtained from a given quantity of grain, to be called Wilson's improved art of distilling whiskey. Dated Ottawa, 18th August, 1869.

6. Henry Walter, of the city of Kimball, in the county of York, Province of Ontario, marble cutter, for certain new and useful mustard or ketchup bottle, to be called or known as Wandby's improved mustard or ketchup bottle. Dated Ottawa, 18th August, 1869.

7. Thomas Lennel Simpson, of the town of Shediac, in the county of Westmorland, Province of New Brunswick, carriage maker, for a certain new and useful art or method of making a soap, the soap manufacturer, to be called or known as Simpson's diamond soap. Dated Ottawa, 19th August, 1869.

8. Frederick Oakley, of the city of Toronto, in the county of York, Province of Ontario, carpenter, for new and useful improvement on a certain machine now in ordinary use for bolting and fastening together two or more portions of machinery or any thing made of constructed, to be called or known as Oakley's lock washer. Dated Ottawa, 19th August, 1869.

9. Thomas Dimma, of the village of Aurora, in the county of York, Province of Ontario, wheel-wright, for a certain new and useful machine for removing the outer skin or rind from potatoes, apples, and similar fruits, to be called Dimma's potatoe and apple parer. Dated Ottawa, 19th August, 1869.

10. Thomas Bassett, of the town of Collingwood, in the county of Simcoe, Province of Ontario, blacksmith, for certain new and useful improvements in a machine for lifting hay and straw, improved machine to be called or known as the champion hay, pea and barley horse fork. Dated Ottawa, 10th August, 1869.

11. Thomas Macle, of the village of Melbourne, in the county of Richmond, Province of Ontario, mining geologist, for a new and useful art of extracting copper and silver from the ores of such metals, to be called or known as Mackie's process of separating copper and silver from the ores thereof. Dated Ottawa, 19th August, 1869.

12. Elijah Edward Abbott, of the village of Ganaroque, in the county of Leeds, Province of Ontario, machinist, for certain new and useful improvements in machines to be placed on the spindle of lathes for holding articles while being turned, the improved machine to be called or known as Abbott's improved chuck. Dated Ottawa, 19th of August, 1869.

13. John Blacklock, of the village of Hastings, in the county of Peterborough, Province of Ontario, manufacturer, and William Thomas Smithett, of the same place, clerk in hold orders, for certain improvements in machines for bolting and washing clothes, the machines to be called or known as the imperial steam washing boiler. Dated Ottawa, 19th August, 1869.

14. William Milner, of the village of Stratroy, in the county of Middlesex, Province of Ontario, waggon maker, for certain new and useful improvement in waggons for holding the waggon-box to the bolsters, to be called:

**THE TOBACCO MARKET.**

THE present excitement in this article renders the latest intelligence of the United States markets a desideratum in Canada. We, therefore, lay before our readers the following circular of Messrs. J. S. Gans & Son, dated New York on Dec 1st:—

**Kentucky.**—The market is firm for all grades, owing to very gloomy reports concerning the new crop. Early frost has destroyed a great portion of tobacco in the barns, or, at least, has made it useless. Sales 3,000 hds, dividing between home trade and exports to France and Spain.

**Seed Leaf.** Has been more active, principal sales low grades, old crop, for which, there exists a lively demand. Besides an entire parcel of 1841 cases 13 8 crop Ohio, and considerable of 1863 Connecticut, have changed hands. The total sales were:—Old crop of all descriptions, 1,000 cases, including resales of 812 do. 1863 crop Connecticut 8 70 do Ohio, 2,500 do, including 133 do Western; do New York, 290 do, do Pennsylvania, 101 do—total 4,600 cases. Export since January 1, 1863, 21,123 cases, same time last year 21,422 do. Of new crop (1863) we continue to receive reports of further sales at high figures.

**Florida.**—This article is again coming into market. We notice sales of about 50 cases at prices ranging from 220 to 400.

**Spanish.**—The sales of Havana ombrao about 3,000 bales, principally for home consumption, about 700 bales having been taken for export at prices ranging from 85 to 87 1/2 gold. The shipping demand slackened toward the end of the month, owing to the unfavorable reports from the other side. The low rate of gold materially affects price for home consumption. About 350 bales of Yara have been sold.

**Manufactured.**—The market has been quiet, without any large transactions. Receipts continue light. The Shipping List of the 1st instant furnishes the following quotations:—

The demand for Kentucky is moderate, mostly for consumption; the sales are 225 hds at 8 1/2 to 13c. Seed leaf is very dull and we only hear of 75 cases at 15c to 60c. In Spanish we have only to note sales of 105 bales Havana at 85 to 31 1/2.

The same Journal publishes a detailed statement of stock of American and Spanish tobacco in stores at New York on 1st of December in the years indicated, from which we compile the following:—

	1863.	1863.	1867.
American	11,872	15,029	20,821
Spanish	13,534	11,883	0,873

There was also in store at Brooklyn, on the 1st instant, 8,538 hds of American but there are no returns of Brooklyn stocks in other years.

**THE WOOL MARKET.**

THE movements in this line during the past month Messrs. Telkamp & Kitching Brothers review thus:—The lack of speculative feeling continued decline of the gold premium, and disposition of buyers to increase their stock at the close of the year, combine to render the wool market weaker and in favor of the purchaser. The finer grades of domestic fleeces and pulled are more sought for, and stocks are decreasing, while for the coarser description of fleeces there is less enquiry, and pulled is accumulating. The decline of the gold premium has attracted the attention of buyers to California wools, large amounts of which have been taken for speculators' account. The fine grades of Texas wools are readily taken at lower prices, and stocks are small. The supply of the low qualities is large, with a fair demand. Foreign fine wools have received more attention at slightly reduced rates. Stocks continue very light. The demand for coarse wools has been moderate for many gold rates. The English and Continental markets show an improvement at the late sales of 10 to 15 per cent. on desirable fine wools, while the advance on faulty descriptions has been slight. The Liverpool auction sales of low wools were wanting in spirit, and the decline on wools offered was from 5 to 8 per cent. The imports of wool into New York for the year 1863 were 28,213 bales, 13,492,129 lbs; the imports of wool into New York from Jan 1 to Oct 23, 1863, were 33,338 bales, 17,233,147 lbs, the imports of wool into New York for month up to Nov. 27 were 4,123 bales, 1,859,162 lbs.

**THE DUTY ON PETROLEUM.**

WHEN the excise duty was imposed upon the petroleum of Canada, we entered a protest against the injustice thus done to a struggling branch of industry. We have since seen no reason to change our view of the case; but on the contrary, some facts which have recently come to our knowledge have much deepened our dislike to a tax which has no warrant of public policy to recommend it. We are told, not content with levying a duty upon refined oil, the Government have stretched the powers given to them by the Act of Parliament to levy a tax upon the paraffine which is extracted by a chemical process from the refuse of the crude petroleum, after the process of distillation has been gone through. Until lately, nothing has been done with this refuse save, in some cases, to burn it as fuel, but experiments having been made by one of the chief refiners, he finally succeeded in converting it into a substance which is fitted to lubricate machinery, and another which is called paraffine and is shipped to England to be made into candles and for other purposes. Considerable ingenuity, time and money have been spent in elaborating the process, but to the astonishment of the inventor, the Government stepped in to claim a gallon not only upon the lubricating oil but upon the paraffine which is not oil at all. If this is the way in which our Government is to treat an effort to make use of a natural product, the enterprise of in-

ventors and capitalists will seek a more congenial sphere than Canada affords. By reckless extravagance the public treasury has been brought to the lowest point of depletion—we are well aware of that—but it cannot be filled by repressing the industry of the country at the fountain.—*Albion*

**THE SUTRO TUNNEL.**

THE most extensive co-operative enterprise yet projected in the United States is the excavation of the Suro Tunnel. It is believed that more than \$500,000 worth of silver is hidden in the Nevada Mountains, to develop which it is proposed to open the tunnel transverse to the general direction of the veins. Already the mines have been sunk to such a depth that they cannot be pumped out or ventilated except at too great cost. Mining ingeniously proposed a tunnel into the mountain, cutting the veins, draining the mines, and leaving open the whole deposit. Congress was asked for a loan to aid in the work, but refused, and Mr Suro was in a measure forced into the co-operative scheme which is already advanced to some extent. Three thousand laboring men are asked to pay in an average of ten dollars each a month, to be applied to the construction of the tunnel, and secured by ownership in the mines. The money, of course, comes back to the miners in the shape of wages with the prospect of a rich interest when the silver deposits are reached. The plan seems to have struck the fancy of the Nevada miners, and many are responding to the call at 33 cents a day, and becoming prospective owners of what is believed to be the greatest silver mine on the continent.—*New York Bulletin.*

**COTTON MILLS IN THE SOUTH.**

THE editor of the Newburyport (Mass.) *Herald*, who is well acquainted with the statistics of cotton manufacturing living, as he does, at the mouth of the Merrimack river, which turns more spindles than any other river in the world— Concord, Amoskeag, Manchester, Lowell, Nashua, Lawrence, Haverhill, and other great manufacturing towns of Massachusetts—thus speaks of manufacturing prospects in the South:— "There is a mark at the South for cotton mills. They are going up by scores in Georgia and Alabama which States will soon be able to supply the South with all the coarse cotton they need, and it is not impossible that Southern cottons will be in the Boston markets within seven years. We have seen greater changes in the trade in other directions than this would be. The only trouble with manufacturing in the South heretofore has been the want of proper operatives. Slaves could not be worked in factories, free blacks were good for nothing, and free whites were no better for such purposes. There was a prejudice against factory labor, and there was no foreign immigration to remove it. Hereafter it will not be so. There will be large emigration from the North and from Europe. It will be larger in seven years from this date than people dream of now. Some blacks will be fitted for the work, or, if not, Chinese will come in who will be admirably adapted to such employment. This will push Southern manufacturers to be competitors with those of the North; and when they have trained their hands upon coarse work they will easily pass to fine goods. Water-power is abundant there and cheap, so is coal, and the cotton grows in the shade of the factory, and can be had cheaper than here. The only trouble seems to be that manufacturing is already overdone England and the United States each produce more goods than can well be disposed of; but the South will be able to undersell them in their Southern and Western markets and our manufacturers will have no defence against such competition.

**FREE TRADE, THE UNEMPLOYED, AND THE FRENCH TREATY.**  
(London Observer)

The axiom about buying in the cheapest and selling in the dearest market is one which there is some danger of unduly limiting in its scope and action. It is perfectly right to buy corn and flour and the necessities of life from America, Russia, or any country where they can be obtained at the lowest cost, and it is equally correct to sell the manufactured goods which we produce to those who will pay the best price for those commodities. The principles of buying and selling, in fact, are perfectly well understood, and just in proportion as they are strictly adhered to is the success which attends the ordinary commercial transactions of daily life. Applied on a more extensive scale these sound principles produce results to nations similar in character to those obtained by individuals. To a very large and meritorious class of the community the advice to buy in the cheapest and sell in the dearest market is, however, practically worthless, for they have only one commodity to sell, and for that there is no available market, and they cannot purchase cheaply for the want of the means of payment. We speak of the thousands who, unfortunately, at the present time are among the unemployed of the working of seas. To talk to them of the advantages of markets, where they can buy cheaply

is but to add to their suffering, for in the world's market they have their labour to sell, and for that there is no demand. They cannot buy until they have first sold that which they live. They are in a word unemployed, and in that word are included want and poverty, and suffering and disease—all that makes human life miserable, all that creates discontent and dissatisfaction in the domestic circle, and in the wider sphere of public life.

We are wrong, however, in saying that there was no market for the labour of these poor men. For labour there is, and always will be, an abundant demand. It is the means by which wealth is created, and so long as the earth gives forth its harvest, and the mines contain their hidden treasures, and the sea its ceaseless stores of life, so long will labour find its fitting reward, and the cunning hand of the workman a profitable field of employment in adjusting the products of nature to the ever-varying purposes of human life. Great Britain possesses in her vast colonial empire aids for the employment of all that surplus labour of the country, which at present is unproductive, and adds nothing to our national wealth.

The great want of these colonies is honest labour, the great want of the mother country is employment for her honest sons of toil. Can nothing be done to satisfy these two wants? Surely with all the practical wisdom and the great wealth which exist in this country some plan may be devised by which those who are able and willing to work may be assisted to find employment. There are difficulties of course in the way, but what are difficulties but things to be surmounted? There is nothing in the proposal which is in the slightest degree revolutionary, nothing which need excite apprehension or alarm on the part of the most stubborn Tory, or which opposes itself to the stern and rigid principles of the political economist. The foundations of our poor-law system are based upon the natural duty of providing work or food for the feeble and the unemployed. The applicant for parochial relief, is told that he must work, and work of some kind, or partial relief is provided for him.

The principle has only to be extended from the unremunerative labour of the parish to the profitable industry of the British colony—from the stone-breaking or oakum-picking of the labour-test to a more suitable occupation for the skilled industry of the applicant. A short time since one of Her Majesty's ships coasted by British North America several hundreds of the discharged artisans of one of our dockyards. The Government recognized the claims of these who were under their immediate employment, and who, for no fault of their own, were placed in a position in which they were unable to obtain their livelihood. There are many thousands still who, from no fault on their part, are placed in a similar position. A wise Government owes some recognition of the service of these men, for they have helped, each in his own sphere, to create the wealth and add to the strength of the country. On grounds far higher than those of mere charity and benevolence these unemployed artisans have a claim upon the thoughtful consideration of the Government.

In what manner can aid be afforded. It would be an act of extreme folly to land upon the shores of any of our colonies large numbers of men, women, and children for whose reception no preparation had been made, and for whose particular labour there might not exist any immediate demand. There are, however, already established in this country emigration agents, who represent most of our colonies, and who have the means of supplying information as to the wants of each of them, and whose advice would be of great value in the selection of workmen for their particular destination. The offer of the vessels which had been already fitted for this service might be made for the conveyance of emigrants.

**EUROPEAN AND NORTH AMERICAN RAILWAY.**—The Bangor, Oldtown and Milford Railroad Company have sold their road, better known as the Venetia Railroad, running from Bangor to Milford, 13 miles in length to G. H. Jewett and Nash Wood, acting in behalf of the European and North American Company. The price is not made public. The sale takes effect on the 1st of December. This is one of the oldest railroads in the country, and will be discontinued as soon as tracks can be laid from the European and North American Railroad to points accommodated by the Venetia Road.—*United States Railway Monitor.*



## THE PRESIDENT'S MESSAGE.

To the Senate and House of Representatives.

In coming before you for the first time as Chief Magistrate of this great nation, it is with gratitude to the Giver of all good for the many benefits we enjoy. We are blessed with peace at home and are without entangling alliances abroad. To forbode trouble with a territory unsurpassed in fertility, of an area equal to the abundant support of five hundred millions of people, and abounding in every variety of useful mineral in quantity sufficient to supply the world for generations, with exuberant crops, with a variety of climate adapted to the production of every species of earth's richest, and suited to the habits, tastes, and requirements of every living thing, with a population of forty millions of free people, all speaking one language; with facilities for every mortal being to acquire an education; with institutions closing to us no the avenues to fame or any blessing of nature that may be coveted, with freedom of the pulpit, the press, and the school; with a revenue flowing into the national treasury beyond the requirements of the government, and, happily, harmony is being restored within our borders, and manufactures, hitherto unknown in our country, are springing up in all directions, producing a degree of national independence unequalled by that of any other power. These blessings, and countless others, are entrusted to your care for safe keeping for the brief period of our tenure of office. In a short time we must each of us return to the ranks of the people, who have conferred upon us our honours, and account to them for our stewardship. I earnestly hope that neither you nor I may be condemned by a free and enlightened constituency, nor by our own conscience. Emerging from a rebellion of a gigantic magnitude, aided as it was by the sympathy and assistance of nations with which we were at peace, eleven States of the Union were four years ago left without legal state governments. A national debt has been contracted, and American commerce was almost driven from the seas. The industry of one half of the country had been taken from the control of the capitalist and placed where all labor rightfully belongs, in the keeping of laborers.

The loss of our commerce is the only result of the late rebellion which has not received sufficient attention from you; to this subject I call your attention. I will not now suggest plans by which this object may be effected, but will if necessary make it the subject of a special message during the Session of Congress. Among the evils growing out of the rebellion and not yet relieved to is that of an irredeemable currency. It is an evil which I hope will receive your most earnest attention. It is a duty and one of the highest duties of Government to secure to citizens a medium of exchange of fixed and unvarying value. This implies a return to specie basis and no substitute for it can be devised. It should be commenced now and reached at the earliest practicable moment consistent with a fair regard to the interests of the debtor class. Immediate resumption if practicable would not be desirable; it would compel the debtor class to pay beyond their contracts the premium on gold at the date of their purchase and would bring bankruptcy and ruin thousands. Fluctuations, however, in the paper value of the measure of all values in gold is detrimental to the interests of trade. It makes the man of business an involuntary gambler, for in all sales when future payment is to be made in specie, both parties speculate as to what will be the value of the currency to be paid and received. I earnestly recommend to you then such legislation as will insure a gradual return to specie payments and put an immediate stop to fluctuations in the value of currency. The methods to secure the former of these results are as numerous as are the specu-

lators on political economy to secure the latter. I see but one way, and that is to authorize the Treasury to redeem its own paper at a fixed price whenever presented, and to withhold from circulation all currency so redeemed until sold again for gold. The vast resources of the nation, both developed and undeveloped, ought to make our credit the best on earth. With a less burden of taxation than the citizen has endured for six years past the entire public debt could be paid in ten years, but it is not desirable that the people should be taxed to pay it in that time. Year by year the ability to pay increases in a rapid ratio, but the burden of interest ought to be reduced as rapidly as it can be done without the violation of the contract. The public debt is represented in a great part by bonds having from five to twenty and from ten to forty years to run, bearing interest at the rate of six per cent and five per cent respectively. It is optional with the government to pay these bonds at any period after the expiration of the first time mentioned upon their face. The time has already expired when a great part of them may be taken up, and is rapidly approaching when all may be. It is believed that all which are now due may be replaced by bonds bearing a rate of interest not exceeding four and one-half per cent, and as rapidly as the remainder became due that they may be replaced in the same way. To accomplish this it may be necessary to authorize the interest to be paid at either of the three or four money centres of Europe, or by any Assistant-Treasurer of the United States at the option of the holder of the bond. I suggest this subject for the consideration of Congress, and also simultaneous with this the propriety of redeeming our currency as before suggested, at its market value, at the time the law goes into effect, increasing the rate at which currency will be bought and sold from day to day and week to week at the same rate of interest as government pays upon its bonds. The subject of tariff and internal taxation will necessarily receive your attention. The revenues of the country are greater than the requirements, and may with safety be reduced, but, as the funding of the debt in a four or a four and a half per cent loan would reduce the annual current expenses largely, thus, after funding justifying a greater reduction of taxation than would be now expedient, I suggest a postponement of this question until the next meeting of Congress. It may be advisable to modify taxation and tariff in instances where unjust or burdensome discriminations are made by the present laws, but a general revision of the laws regulating this subject I recommend the postponement of for the present. I also suggest the renewal of the tax on incomes but at a reduced rate, say of three per cent, and this tax to expire in three years with the funding of the national debt as here suggested. I feel safe in saying that taxes and the revenue from imports may be reduced safely from 60 to 50 millions per annum at once, and may be still further reduced. There are two evils in the present banking system which require remedy by prompt and efficient legislation. The first is the practice on the part of the banks of allowing interest on the deposits. The effect of the practice is that the moneys in the hands of individuals which otherwise might be loaned for regular mercantile and other business purposes are diverted into the custody of the banks upon the idea that if the security is not good better payment can be obtained at a moment's notice. The country banks and others remote from the large centres of trade having received money on deposits for which they pay interest are anxious to transfer such funds to other banks, for which they will receive an equal or larger amount of interest in return. They are stimulated also by the desire to place their funds where they can at all times be commanded, thus influenced large sums are placed in deposit with the banks in the cities, especially in the city of New York, which is the great

centre of trade and finance for the Atlantic coast. In the ordinary course of trade the currency of the country tends rapidly to the cities, and it is unwise to stimulate this tendency by artificial means, but the evil does not end with the impoverishment of the country. As the bank in the cities may be called upon at any moment to respond to the drafts of their depositors, they decline to make loans representing such fund upon commercial paper payable in time, but insist upon making call loans, as they are termed, with Government bonds or other obligations pledged as collateral security. Merchants generally will not borrow money in large sums, payable upon demand. The consequences are that moneys thus accumulated in the city banks are loaned to persons engaged in speculative pursuits. The extent of this evil is seen in the fact that of the Bank loans in the city of New York in October, 1868, \$93,000,000 were upon commercial paper, and \$68,000,000 upon demand, with a pledge of collaterals; and in October, 1869, \$99,000,000 were upon commercial paper, and \$59,000,000 upon demand. In the former year 41 per cent, and in the latter year 37 per cent of the loans made by the New York Banks were upon demand. A further result is seen in the fact that parties borrowing money upon commercial paper for legitimate commercial purposes, pay from three to six per cent additional interest per annum as compared with persons who borrow money for speculative purposes. Therefore, I respectfully recommend that a law be passed prohibiting absolutely the payment of interests by banks upon deposits, and limiting also their loans upon collaterals to an amount not exceeding 10 per cent of their capital. I am satisfied also that the practice of certifying checks, even when funds are in the bank, to the credit of the drawer of the check, is fraught with evil, and that it ought to be entirely prohibited. The following statement exhibits the receipts and expenditures for fiscal year ending June 30th, 1869:—Receipts from Customs, \$180,048,426 63; from Internal Revenue, \$158,356,460 86; in lands, \$3,020,344 34; from direct tax, \$76,568,561; from miscellaneous sources, \$27,759,829 77; total, exclusive of loans, \$370,943,747 21. Expenditures—Civil Service, \$56,474,081 53; Pensions and Indians, \$35,579,514 84; War Department, \$78,501,990 61; Navy Department, \$20,009,757 97; interest on the public debt, \$130,694,242 80; premium on U. S. United States treasury notes, \$300,000. Total, exclusive of loans, \$321,490,697 75; receipts in excess of expenditures, \$49,443,149 46. The estimates for the ensuing year are more favorable to the Government, and will no doubt show a much larger decrease of the public debt. The receipts in the Treasury beyond expenditures have exceeded the amount necessary to place it to the credit of the sinking fund, as provided by law. To lock up the surplus in the Treasury and withhold it from circulation, would lead to such a condition of the currency as to cripple trade and seriously affect the prosperity of the country. Under these circumstances the Secretary of the Treasury and myself heartily concur regarding the propriety of using all the surplus currency in the Treasury in the purchase of the Government bonds, thus reducing the interest-bearing debt of the country and of submitting to Congress the question of the disposition to be made of the bonds so purchased. The bonds now held by the Treasurer amount to about \$75,000,000, including those belonging to the sinking fund. I recommend that the whole be placed to the credit of the sinking fund. As the United States is the freest of all nations, so too its people sympathize with all people's struggles for liberty and self government. But while so sympathizing it is due to our honour that we should abstain from enforcing our views upon unwilling nations, and from taking an interested part (without in-

vation) in the quarrels between different nations, or between governments and their subjects. Our course should always be in conformity with strict justice and laws, international and local. Such has been the purpose of the administration in dealing with these questions. For more than a year a valuable province in Spain and a near neighbour of ours in what all our people cannot but feel an interest, has been struggling for independence and freedom, the people and the Government of the United States entertain the same warm feelings and sympathies for the people of Cuba in their pending struggle that they manifested throughout the previous struggles between Spain and her former colonies in behalf of the latter. But the contest has at no time assured the conditions which amount to a war in the sense of international law, or which would shew the existence of a *de facto* political organization of the insurgents sufficient to justify a recognition of belligerency. The principle is maintained, however, that this nation is its own judge either to a people struggling to free themselves from a government they believe to be oppressive, or two independent nations at war with each other. The United States have no disposition to interfere with the existing relations of Spain to her colonial possessions on this continent, they believe that in due time Spain and other European powers will find their interest in terminating that relations and establishing their present dependencies as independent powers and members of the family of nations. These dependencies are no longer regarded as subject to transfer from one European power to another. When the present relation of colonies cease they are to become independent powers exercising the right of choice and of self control. In the determination of their future condition and relations with other powers, the United States in order to put a stop to bloodshed in Cuba and in the interests of a neighboring people proposed their good offices to bring the existing contest to a termination. The offer not being accepted by Spain on a basis which we believed could be received by Cuba was withdrawn. It is hoped that the good offices of the United States may yet be advantageous, meanwhile a number of illegal expeditions against Cuba have been broken up. It has been the endeavor of the administration to execute the neutrality laws in good faith no matter how unpleasant the task made so by the suffering we have endured from lack of like good faith towards us by other nations.

Towards the close of the last administration, a convention was signed at London for the settlement of all outstanding claims between Great Britain and the United States, which failed to receive the advice and consent of the Senate by its ratification. The time and the circumstances attending the negotiations of that treaty were unfavorable to its acceptance by the people of the United States, and its provisions were wholly inadequate for the settlement of the grave wrongs that had been sustained by this Government, as well as by its citizens. The injuries resulting to the United States by reason of the course adopted by Great Britain during our late civil war, in the increased rates of insurance, in the diminution of exports and imports, and other obstructions to domestic industry and production, in its effect upon the foreign commerce of the country, in the decrease and transfer to Great Britain of our commercial marine; in the prolongation of the war and the increased cost both in treasure and in lives of its suppression, could not be adjusted and satisfied as ordinary commercial claims which continually arise between commercial nations; and yet the convention treated this subject as such ordinary claims, from which they differ more widely in the gravity of their character than in the magnitude of their amount. Great as that difference was not a word was found in the

treaty, and no inference could be drawn from it to remove the sense of the unfriendliness of the course of Great Britain in our struggle for existence, which had so deeply and universally impressed itself upon the people of this country. Believing that a convention thus misconceived in its scope and inadequate in its provisions would not have produced the hearty cordial settlement of pending questions, which alone is consistent with the relations which I desire to have established between the United States and Great Britain, I regard the action of the Senate in rejecting the treaty to have been wisely taken and in the interest of peace, and as a necessary step in the direction of a perfect and cordial friendship between the two countries. A sensitive people, conscious of their power, are more at ease under a great wrong wholly unatoned than under the restraint of a settlement which satisfies neither their ideas of justice nor their grave sense of the grievance they sustained. Their rejection of the treaty was followed by a state of public feeling on both sides which I thought not favourable to an immediate attempt at renewed negotiations. I accordingly so instructed the Minister of the United States to Great Britain, and found that my views in this regard were shared by Her Majesty's Ministers. I hope that the time may soon arrive when the two governments can approach the solution of this momentous question, with an appreciation of what is due to the rights, dignity and honor of each, and with the determination not only to remove causes of complaint in the past, but to lay the foundation of a broad principle of public law, which will prevent future difficulties and lead to firm and continued peace and friendship. This is now the only grave question which the United States have with any foreign nation.

The question of renewing a treaty for Reciprocity trade between the United States and the British Province on this continent, has not been favorably considered by the administration. The advantages of such a treaty would be wholly in favor of the British Provinces, except possibly a few engaged in the trade between the two sections. No citizen of the United States would be benefitted by Reciprocity, our internal taxation would prove a protection to the British producer, almost to the protection which our manufacturers now receive from the tariff. Some arrangement however for the regulation of commercial intercourse between the United States and the Dominion of Canada, may be desirable.

The commission for adjusting the claims of the Hudson Bay and Puget Sound Agricultural Company upon the United States has terminated its labours. The award of six hundred and fifty thousand dollars has been made, and all rights and titles of the Company on the territory of the United States have been extinguished. Deeds for the property of the Company have been delivered. An appropriation by Congress to meet this sum is asked.

The Commissioners for determining the North Western Land Boundary, between the United States and the British Possessions, under the treaty of 1856, have completed their labours, and the commission has been dissolved.

In conformity with the recommendation of Congress, a proposition was early made to the British Government to abolish the mixed courts, created under the treaty of April 7th, 1862, for the suppression of the slave trade. The subject is still under negotiation.

It having come to my knowledge that a corporate company, organized under British laws, proposed to land upon the shores of the United States, and to operate there a submarine cable, under a concession from His Majesty the Emperor of the French, of an exclusive right for twenty years of telegraphic communication between the shores of France and the United States, with the very objectionable feature of subjecting all messages conveyed thereby to the scrutiny of the

French Government, I caused the French and British Legations at Washington to be made acquainted with the probable policy of Congress on the subject, as foreshadowed by the bill which passed the Senate in March last. This drew from the representation of the Company an agreement to accept as the basis of their operations the provision of the bill or such other enactment on the subject as might be passed during the approaching session of Congress, also to use their influence to procure from the French Government a modification of their concession so as to permit the landing upon French soil of any cable belonging to any company, incorporated by authority of the United States or of any State in the Union, and on their part not to oppose the establishment of any such cable. In consideration of this agreement, I directed the withdrawal of all opposition by the United States authorities to the landing of the cable, and to the working of it until the meeting of Congress. I regret to say that there has been no modification made in the Company's concession, nor so far as I can learn have they attempted to secure one. Their concession excludes the capital and the citizens in the United States from competition upon the shores of France. I recommend legislation to protect the rights of citizens of the United States, as well as the dignity and sovereignty of the nation against such an assumption. I shall also endeavour to secure by negotiation an abandonment of the principle of monopolies of ocean telegraphic cables. Copies of this correspondence is herewith furnished.

Our manufactures are increasing with wonderful rapidity under the encouragement which they now receive with the improvements in machinery already effected and still increasing, causing machinery to take the place of skilled labor to a large extent. Our imports of many articles must fall off largely with a very few years. Fortunately, our manufactures are not confined to a few localities, as formerly, and, it is to be hoped, will become more and more diffused, making the interest in them equal to all sections. They give employment and support to hundreds of thousands of people at home, and retain with us the means which would otherwise be shipped abroad. The extension of railroads in Europe and the East is bringing into competition with our agricultural products like products of other countries. Self-interest, if not self-preservation, therefore dictates against destroying the industrial interest of the country. It teaches us also the necessity of looking to other markets for the sale of our surplus. Our neighbors North of us, and China and Japan should become our special attention. It will be the endeavour of the administration to cultivate such relations with all these nations as to entitle us to their confidence and make it their interest as well as ours to establish better commercial relations.

**THE ARCTIC WHALING FLEET**—In reply to a paragraph of the *Boston Journal* expressing fears that the Arctic whalers had got locked up in the ice, the *New Bedford Mercury* of the 4th instant says:—

There is no anxiety in our city in regard to the Arctic fleet, although news of the fleet is now anxiously looked for, in regard to the season's catch. But three whalers arrived at Honolulu previous to October 31st last year, and the non-arrival of any of the vessels at San Francisco is probably owing to the fact that but few will go there, on account of the port being an expensive one. Many of the Arctic whalers did not arrive at Honolulu last year until the latter part of November, and while we thank our Boston friends for their anxiety concerning our whalers, we can assure them that the owners in this city fully expect to receive this year, in due season their regular drafts from Honolulu.

It is to be regretted that news from the Saginaw district does not indicate as good times as last year. There is an impression prevailing among lumbermen that there will not be near as much timber culled out as last year, and the opinion has had a disheartening effect on provision dealers. Most firms have sent into their supplies of flour, beef, lard, &c., altogether. We are not inclined to place implicit reliance on such movements, however.—*Chicago Journal Commerce*.

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The Line for LAKESERIE and HURON, is composed of Propellers

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The Line for LAKE ONTARIO is composed of five first class Propellers, between

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SILK MANTLE VELVETS, 24, 27 and 30 inch.  
TARTANS and TARTAN POPLINS  
Which they offer to the trade cheap,  
And KNITTED WOOLLEN GOODS of all  
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Policies issued in 1867.....	15,251
Amount insured in 1867.....	44,783,222
Receipts for 1867.....	6,129,447
Surplus Fund (over all liabilities).....	1,684,763
Deposited with Canadian Government.....	100,000
Daily income in 1868, nearly.....	20,000

The best facilities for the Insurance of Healthy Lives.

Head Office for the Dominion—20 Great St.  
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References:

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Henry Starnes, Esq., Montreal, Manager Ontario Bank.  
Hon L H Holton Montreal  
Messrs. Thomas, Thibaudan & Co., Montreal.  
" James, Oliver & Co., Montreal.  
" Thibaudan, Thomas & Co., Quebec.  
Hon. Wm McMaster, Toronto, C. W.  
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EVERY DESCRIPTION OF WORK FOR  
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Warming of PUBLIC and PRIVATE BUILDINGS,  
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WEEKLY PRICES CURRENT.—MONTREAL, DECEMBER 9 1899.

MARKET PRICES OF COUNTRY PRODUCE.

Main table of weekly prices current for Montreal, December 9, 1899. Columns include Name of Article, Current Rates, and various commodity categories like Coffee, Tea, Spices, and Wines.

MONTREAL, December 9.

Table of market prices of country produce for Montreal, December 9. Includes categories like Flour, Grain, Fowls and Game, Meats, Dairy Product, and Havana Prices Current.

NOTE—5 percent War Tax is to be added to amount of ab or duties. EXCHANGE—London 60 days - 1 1/2% to 1 3/4% percent. Paris " " - 3 to 2 percent. New York " " - 1 1/2% percent. " 3 days - 1 1/2% to 1 3/4% percent. " 60 day - 4% to 5 percent.

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As the stock is small it will be necessary to send orders early.

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Orders taken for the purchase or sale of Stocks and Bonds, Sterling and New York Exchange, Greenbacks, Silver and other uncurrent funds, for execution of which this Department has special facilities.

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Small orders can be filled most advantageously when made for cash. Buyers are therefore recommended when buying in small quantities to make their remittances at the same time, as a saving to them can generally be effected by so doing.

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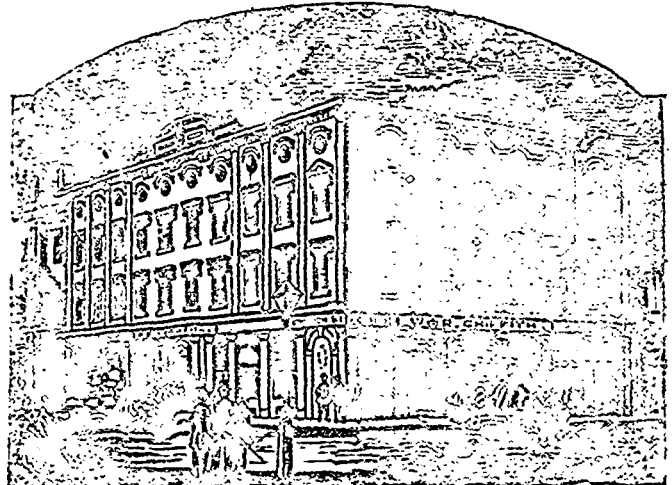
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L. DIEAUNIER, Assignee.  
JOURNAL, 27 October, 1893. 45-3

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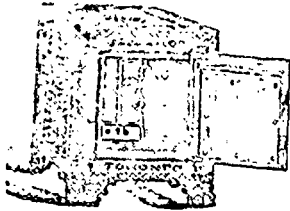
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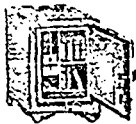
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Thursday, 23rd September, 1893.

PRESENT:

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

ON the recommendation of the Honourable the Minister of Customs, and under and in virtue of the 8th Section of the Act 31 Vic., Cap 6, intitled: "An Act respecting the Customs"

His Excellency has been pleased to order, and it is hereby ordered, that Sheet Harbour, situate in the County of Halifax East, in the Province of Nova Scotia, shall be and the same is hereby declared to be an Out Port of Entry, under the Survey of the Port of Halifax

And it is further ordered that the Out Port of Tanguer, now under the Survey of the said Port of Halifax, be and the same is hereby abolished.

**WM. H. LEE,**

Clerk Privy Council.

3-42

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