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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. IV.

MONTREAL, FRIDAY, OCTOBER 23, 1868.

No. 43.

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

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

**CHAPMAN, FRASER & TYLER,**  
Successors to Mailand, Tyle & Co.,  
WHOLESALE WINE, GENERAL  
and COMMISSION MERCHANTS.  
3-ly 10 Hospital st.

**GEORGE CHILDS & CO.,**  
(IMPORTERS.)  
WHOLESALE GROCERS,  
Nos. 20 & 23 St. Francois Xavier st.,  
46-ly MONTREAL.

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

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

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

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

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

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

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

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

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

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

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

**CARGO OF SUGAR FOR SALE.**  
THE Subscribers are now receiving, and  
offer for sale, the cargo of the

Brig "SIX FRERES,"  
(Just arrived from Barbadoes)  
CONSISTING OF:  
Hhds } Choice Bright Barbadoes Sugar.  
Tierces }  
Bbls }  
Puns Molasses.

ALSO IN STOCK.  
3,000 packages of new fresh Green and Black Teas.  
With our usual and general assortment of Groceries  
TIRFIN BROTHERS.  
Montreal, 11th May, 1868. 1-ly

**JAMES MITCHELL,**  
HAS JUST RECEIVED  
166 hhd. Choice Sugar, ex "Empress," from Bar-  
badoes.  
ALSO IN STORE AND TO ARRIVE

233 hhd. } Choice Barbadoes and Jamaica Sugar.  
139 brls. }  
103 puns do. Cienfuegos and Trinidad Molasses.  
25 puns Demerara and Cuba Rum  
9 hhd. "United Vineyard" Brandy, 1863.  
94 brls pure Cod Oil.  
80 bags Fino Jamaica Coffee.  
&c., &c., &c.  
Montreal 4th June, 1863. 1-ly

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

IMPORTER OF GILLING, WRAPPING & SHOP  
TWINES, Patent Seamless Bump Hose, French  
Electro-Plated Ware, Jewellery, Clocks, Fancy  
Bronzes, Files, &c., &c. 27

**O'HEIR'S**  
WHOLESALE CLOTHING AND OUTFITTING  
ESTABLISHMENT.  
68 AND 112 MCGILL STREET, MONTREAL.  
33-ly Country Orders executed with Despatch.

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

**W. R. HIBBARD & CO.,**  
Manufacturers of and Wholesale Dealers in  
TRUNKS, VALISES, & CARPET BAGS,  
354 and 356 Notre Dame Street, Montreal. 33-ly

**DAWES BROS. & CO.,**  
COMMISSION MERCHANTS  
MONTREAL.  
Consignments of Flour Grain, Leather, Ashes,  
Butter, &c., receive personal attention. 8

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

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

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

**I. L. BANGS & CO.,**  
MANUFACTURERS OF FELT AND  
COMPOSITION ROOFING, ENGLISH FELT  
ROOFING, &c. Office No. 9 Place d'Armes Hill,  
opposite City Bank, Montreal. 35-ly

**W. J. STEWART,**  
420 St. Paul St., Montreal, and 68 South John Street,  
Liverpool.  
(Near Post Office and Custom House)  
Is prepared to receive Consignments, and to act as  
Shipping Agent, and transact General Business for  
Importers in the Dominion, on the most advantageous  
terms. 3-ly

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

**TOUGH METAL SCOTCH-FACE TYPES,**  
PRINTERS MATERIAL OF ALL KINDS.  
Books and Jobs Electrotyped and Stereotyped.  
28-6m

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

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

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

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

**J. C. FRANCK & CO.,**  
IMPORTERS OF  
GROCERIES, WINES, LIQUORS, CIGARS, &c.,  
25 Hospital Street. 33-ly  
Montreal.

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

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

RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1820.—Commenced business in Montreal  
 in 1850.

Accumulated Funds, over ..... \$10,000,000  
 Policies issued in 1897 ..... 16,251  
 Amount insured in 1897 ..... 44,733,322  
 Receipts for 1897 ..... 5,129,447  
 Surplus Fund (over all liabilities) 1,884,768  
 Deposited with Canadian Government 100,000  
 Daily income in 1898, nearly ..... 20,000

The best facilities for the Insurance of Healthy Lives.

Head Office for the Dominion—20 Great St.  
 James Street, Montreal, with Agencies in very  
 city and town.

S. PEDLAR & CO., Managers.  
 Montreal, 15th August, 1898 2s-ly

**FRANCOIS FRASER,**  
**HARDWARE COMMISSION MERCHANT,**  
 28 St. Sulpice Street, Montreal.

Agent for French and German Manufacturers of  
 Window Glass, Glass Ware, Fancy Goods, &c., Bir-  
 mingham Hardware, Sheffield Electro-Plate Goods,  
 Tools, Cutlery, Files, Steel, &c. 38-ly

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

**FINDLAY & McWILLIAM,**  
**WHOLESALE CONFECTIONERS,**  
 No. 516 St. Paul Street, near M'Gill Street,  
 MONTREAL. 38-ly

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

**COAL OIL.**  
 200 Barrels favourite brands, in lots to suit  
 purchasers.

Cash Orders from the Country executed at lowest  
 wholesale rates.

**AKIN & KIRKPATRICK,**  
 47 Corner Commissioners and Port Streets.

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

**EAGLE FOUNDRY, MONTREAL,**  
 GEORGE BRUSH, Proprietor.  
 Builder of Marine and Stationary  
**STEAM ENGINES,**  
**STEAM BOILERS** of all descriptions  
**MILL and MINING MACHINERY,**  
 All kinds of **CASTINGS** in BRASS and IRON,  
**LIGHT and HEAVY FORGINGS, &c.**  
**PATTERNS and DRAWINGS FURNISHED.**  
 33-ly

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

References:

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

**GREENE & SONS**  
 WHOLESALE  
**MANUFACTURERS AND IMPORTERS**  
 of all descriptions of  
**FURS, FELT HATS, &c.**  
**FALL STOCK NOW COMPLETE.**  
 Our assortment comprises a great variety of styles in  
**LADIES' AND GENTS' FURS.**  
 New styles in  
**FELT HATS FOR FALL TRADE.**  
 Large assortment of  
**KID AND BUCKSKIN GLOVES AND MITTS,**  
**CLOTH CAPS, &c., &c.**  
**BUFFALO ROBES.**

617, 619, 621, St. Paul Street,  
 1-ly Montreal.

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

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

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

**TO** afford extended facilities to our numer-  
 ous correspondents, we have opened a branch  
 of our business at the above central stand. Con-  
 signments of the several descriptions of Country  
 Produce will have prompt and careful attention.  
 Sales will be effected with all prudent despatch, and  
 returns made with promptness and regularity. Com-  
 missions will be on the most liberal scale, and all  
 needless expenses carefully avoided. Advances made  
 in the customary form. Orders for Grain, Flour,  
 Provisions, &c., are respectfully solicited, for the ju-  
 dicious execution of which our experience and stand-  
 ing afford the amplest guarantee. Reliable infor-  
 mation respecting markets, &c., regularly supplied.

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

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

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

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

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

**THE SILVER EXPORTATION**  
**MOVEMENT.**—Merchants and others who are  
 assisting the movement are requested to endorse the  
 following words on the back of the Forms of Tender  
 sent them to be filled up, and to get the same initialed  
 by all parties making tenders either of Silver or to the  
 Guarantee Fund:—

"The undersigned agree to extend the time for your  
 accepting their tenders to the Tenth day of January,  
 1899, all other conditions of their tenders to be in the  
 manner extended."

I hope to be able to announce the success of the  
 movement at an earlier date, but take this precau-  
 tionary measure to save a second canvass in case of delay.

Montreal, 20th October, 1898.

W. WEIR. 43

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

Government having arrested the influx of United  
 States Silver Coin by a prohibitory duty, the under-  
 signed proposes, with a view to remedy the evils re-  
 sulting from the great redundancy of that Currency,  
 to purchase, for exportation two millions of dollars of  
 Silver Coin (British and American, large and small)  
 on the following terms:—

TENDERS will be received up to the FIFTH day  
 of NOVEMBER next, for the delivery to me, at my  
 OFFICE in MONTREAL, (or at Offices to be named  
 by me at TORONTO and QUEBEC as may be most  
 convenient to the seller,) of Silver Coin, in sums of  
 not less than FIVE HUNDRED nor more than TEN  
 THOUSAND dollars, to be delivered within FOUR  
 MONTHS from the TENTH day of NOVEMBER  
 next, and paid for on delivery at THREE AND ONE  
 HALF per cent discount. The whole sum tendered  
 may be delivered at once, but no amount under one  
 hundred dollars will be received, and at least ONE  
 FOURTH of the whole amount tendered must be  
 delivered per month.

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

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

Any party obtaining tenders of Silver to the amount  
 of Ten thousand Dollars at three and one half per  
 cent discount, or obtaining contributions towards the  
 expense of Shipping the Silver to the extent of Five  
 Dollars per week, will be entitled to tender on his own  
 account Two Thousand Dollars of Silver at TWO  
 AND ONE HALF per cent discount.

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

Arrangements will be made by me to receive and  
 pay for all Silver tendered, wherever there is a Bank  
 Agency, but, except at the three places above men-  
 tioned, it will be necessary for contributors to pay ex-  
 press charges to Montreal.

For Forms of Tender and all other information,  
 apply to

W. WEIR,  
 Exchange Broker, Montreal.

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

It has also been found necessary to vary somewhat  
 the original proposition, with a view to make it more  
 clearly understood, and also to receive Tenders at  
 THREE AND ONE HALF per cent discount from  
 parties unwilling to contribute to the guarantee fund.

Montreal, 1st October, 1898.

W. W. 41-2

**ST. JOHN, N. B.**

**STEPHENSON & MCGIBSON,**  
**COMMISSION MERCHANTS,**

Are prepared to receive Consignments of Flour,  
 Pork, and Canadian Produce, realizing the highest  
 market rates for such, and prompt returns made.  
 Drafts authorized.

41-ly

No. 8 North Wharf,  
 St. John, N.B.

**ST. STEPHEN, N. B.**

**JOHN BOLTON,**  
**SHIP BUILDER AND MERCHANT.**  
 10 King Street, St. Stephen, NB

GOVERNMENT HOUSE, OTTAWA,

Monday, 28th day of September, 1863.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS Excellency was pleased to lay before the Council, a copy of his Proclamation of the 24th day of September, A. D. 1863, announcing pursuant to the suspending clause therein, Her Majesty's Royal approval of the Act of the Parliament of Canada of the 81st Vic., Cap. 66, intitled: "An Act to impose a duty on Foreign Reprints of British Copyright Works," and the issuing of an Order of Her Majesty in Council under the Imperial Act of the 10th and 11th Vic., Cap. 95, suspending, so far as regards this Dominion, during such time as the said first mentioned Act continues in force within the same, the prohibitions contained in certain Acts of the Imperial Parliament against the importing, selling, letting out to hire, exposing for sale or hire, or possessing, foreign reprints of books first composed, written, printed or published in the United Kingdom of Great Britain and entitled to the copyright therein.

Whereupon, under the authority of the said Act of the Parliament of Canada, it was by His Excellency, by and with the advice of his Privy Council, Ordered, and it is hereby ordered, that on, from, and after the first day of October next, all Copyright works being first composed or written and printed in the United Kingdom, and printed or reprinted in any other country, and with regard to which the notice to the Commissioners of Customs required by any Act of the Imperial Parliament in that behalf, shall have been given, and a list of which shall have been published by the proper authority in England, from time to time, as the list in the form established by law, shall have been furnished the Customs Department for th.

purpose by the Imperial authorities, may be entered for duty on payment of twelve pounds ten shillings upon every hundred pounds value thereof, and under and subject to the same regulations as dutiable goods are now or may hereafter be admitted to entry for payment of duty under the authority of any law of this Dominion relating to Customs, Trade or Navigation.

That all sums collected as duty on such Copyright Works shall less the cost of advertising, postage, and making up the accounts of the same, at the end of every fiscal year, say 30th June, be remitted to Her Majesty's Principal Secretary of State for the Colonies or such other Officer or party as may be from time to time appointed by competent authority to receive the same, together with a statement shewing the amounts collected for each Copyright Work, in order that the proceeds of such duty may be paid over to or among the party or parties beneficially interested in the Copyright of the Works which may be imported under these regulations.

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

WM. H. LEE,

Clerk Privy Council.

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GOVERNMENT HOUSE, OTTAWA.

Thursday, 1st day of October, 1863.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

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

His Excellency in Council, on the recommendation of the Honorable the Minister of Agriculture, and under the provisions of Act 22 Vic., Cap. 15, has been pleased to order, and it is hereby ordered, that from and after the 8th day of October instant, the Order in Council of the 13th August last prohibiting the importation of Horned Cattle from the said United States of America into the Provinces of Quebec and Ontario, shall be, and the same is hereby revoked.

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

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

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

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

WM. H. LEE,

Clerk Privy Council.

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THE MERCHANTS' PROTECTIVE UNION  
MERCANTILE REFERENCE REGISTER.

THE MERCHANTS' PROTECTIVE UNION, organized to promote and protect trade, by enabling its subscribers to attain facility and safety in the granting of credits, and the recovery of claims at all points, have to announce that they will, in September, 1863, publish in one large quarto volume—

THE MERCHANTS' PROTECTIVE UNION MERCANTILE REFERENCE REGISTER, containing, among other things, the Names, Nature of Business, Amount of Capital, Financial Standing, and Rating as to Credit, of over 400,000 of the principal merchants, traders, bankers, manufacturers, and public companies, in more than 80,000 of the cities, towns, villages, and settlements throughout the United States, their territories, and the British Provinces of North America; and embracing the most important information attainable and necessary to enable the merchant to ascertain at a glance the Capital, Character, and Degree of Credit of such of his customers as are deemed worthy of any gradation of credit, comprising also, a Newspaper Directory containing the title, character, price, and place of publication, with full particulars relative to each journal, being a complete guide to the press of every county in the United States.

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

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

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

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

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

All remittances, orders, or communications relative to the book should be addressed to the Merchants' Protective Union, in the American Exchange Bank Building, No 128 Broadway, (Box 2566) New York.

SPRING IMPORTATIONS 1868.

LEWIS, KAY & CO.,  
Have now received their entire  
SPRING IMPORTATIONS,  
and would particularly call the attention of buyer  
to the large assortment of FANCY GOODS. 5

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

FOULDS & M'CURRIN,  
IMPORTERS AND WHOLESALE CLOTHIERS  
170 St. Paul Street, Corner St. Sulpice Street,  
Montreal. 86-1y

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

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

W. & B. MUIR  
DRY GOODS IMPORTERS,  
163 McGill Street, Montreal.  
Our Stock of Fall and Winter Goods is now  
very complete, to which we invite the attention of  
Western Merchants 8-1y

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

W. & F. P. CURRIE & CO.,  
100 GREY NUN STREET, MONTREAL,  
Importers of  
PIG AND BARRON,  
BOILER TUBES,  
Boiler Plates,  
Gas Tubes,  
Horse Nails,  
Paints & Putty,  
Fire Covers,  
Fire Clay,  
Fire Bricks,  
DRAIN PIPES,  
Roman Cement,  
Quebec Cement,  
Portland Cement,  
Paving Tiles,  
Garden Vases,  
Chimney Tops,  
&c., &c., &c.  
Manufacturers of Crown Sofa, Chair, and Bed  
SPRINGS. 12-1y

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

JOSEPH MAY,  
IMPORTER OF  
FRENCH DRY GOODS,  
439 ST. PAUL STREET,  
MONTREAL. 61-1y

WM. J. McMASTER & CO.,  
IMPORTERS OF STAPLE & FANCY  
DRY GOODS, No 16 Lemoin Street,  
26-1y Montreal.

QUEBEC.

THEBAUDEAU, THOMAS & CO.,  
Wholesale Importers of  
BRITISH AND FOREIGN DRY GOODS,  
Corner St. Peter and Sous le Fort Streets, Quebec.  
A large stock of Teas kept constantly on hand. 41-1y

WHOLESALE GROCERS.

LA'E, GIBB & CO.,  
WHOLESALE GROCERS AND  
COMMISSION MERCHANTS.  
Importers of East and West India Produce, General  
Groceries, Wines, Brandies, &c., &c.  
St. ANTOINE STREET, between GIBB & HUNT'S  
Oct. 23. Wharf, QUEBEC. 41-1y

COMMISSION MERCHANTS.

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

G. F. GIBSON & CO.,  
GENERAL AUCTIONEERS  
QUEBEC.  
Public Sales of Dry Goods, Fancy Wares, Hats, Furs,  
&c., &c., &c.  
Advances made on consignments. 18-3m

J. & W. REID,  
GENERAL MERCHANTS,  
40 St. Paul Street, Quebec, dealers in Domestic  
and Foreign Paper and Stationery, Roofing Felt, Paper  
and Oakum Stock, Pig and Scrap Metals, Oakum, Pitch,  
Tar, Rosin, Ship Varnishes, &c. 41-1y

J BROWN & CO.,  
MANUFACTURERS OF JORDAGE,  
18 St. Peter Street, Quebec.  
Steam Power Works at La Canardière. 41-1y

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

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

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

**THE ST. LAWRENCE GLASS COMPANY**  
 MANUFACTURE

COAL OIL LAMPS, various styles and sizes.  
 LAMP CHIMNEYS of extra quality.  
 LAMP SHADES, plain, ground and cut glass.  
 GAS SHADES, do do do  
 Sets of TABLE GLASSWARE, consisting of  
 GOBLETS.

TUMBLERS,  
 SUGAR-BOWLS,  
 CREAM JUGS,  
 SPOON-HOLDERS,  
 SALT-CELLARS,  
 CASTOR-BOTTLES,  
 PRESERVE DISHES  
 NAPPES,  
 WATER PITCHERS,  
 &c., &c.  
 Hyacinth Glasses, Steam Gauge Tubes, Glass Rods, Reflectors, or any other article, made to order in white or colored glass.  
 Kerosene Burners, Collars and Sockets will be kept on hand.  
 FACTORY—ALBERT STREET. Orders received at the Office, 383 St Paul Street.  
 41-ly A. McK. COCHRANE, Secretary.

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

WITH WHICH IS NOW UNITED  
**THE COLONIAL LIFE ASSURANCE COMPANY.**  
 Accumulated & Invested Fund - - \$18,909,350  
 Annual Income - - - - - 3,376,953

*This Company will continue Business under the Insurance Act lately passed by the Dominion Parliament*

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

**SPECIAL NOTICE.**

THE COMPANY'S BUSINESS YEAR will close on 15th NOVEMBER, 1893, and in order to secure the advantage of this year's entry to the ROBIT SCHEME, Proposals should be lodged with the Agents on or before that date. 12-ly

**PHOENIX**

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

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

At the rates annually charged by responsible Companies, and returns all profits to the Insured, who are now receiving a return of 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. François Xavier Street.

Active and Influential Agents and Canvasers wanted throughout the Dominion. 40

**F. SHAW & BROS.**  
**TANNERS AND DEALERS IN**

**HIDES AND LEATHER,**  
 Importers of  
**ENGLISH OAK SOLE LEATHER and STRAP**

**BUTTS for Belting**  
 Agents in Canada for sale of  
**MILLER'S PATENT EXTRACT OF HEMLOCK BARK.**  
 No. 14 LEMOINE STREET. 4-ly

**ROYAL**  
**INSURANCE COMPANY**  
**FIRE AND LIFE.**

**CAPITAL - - TWO MILLIONS STERLING**  
**FIRE DEPARTMENT.**

*Nearly the Largest Insurance Company in the World.*  
**ANNUAL INCOME - - - - - £800,000**

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

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

**ROOMS TO LIFE ASSURERS.**  
 The Directors invite attention to a few of the advantages the ROYAL offers to its Life Assurers:  
 1st. Exemption of assured from Liability of Partnership  
 2nd. Moderate Premiums.  
 3rd. All fees paid by the Company.  
 4th. Thirty days' grace allowed.  
 5th. Profits divided every five years.

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

**H. L. BOUTH,** Agent.  
**W. E. SCOTT,** Medical Examiner.  
**ALFRED PERRY,** Inspector. 20.

**THOS. D. HOOD,**  
**FIRST PRIZE**  
**PIANOFORTE MANUFACTURER,**  
 -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. 43

**GILLESPIE, MOFFATT & CO.,**  
**EAST AND WEST INDIA, GENERAL AND COMMISSION MERCHANTS.**

Agents for  
 The Phoenix Fire Insurance Company of London.  
 The British and Foreign Marine Insurance Company of Liverpool.  
 Hunt, Roope, Teague & Co., Oporto.  
 Bartolomei Vergara, Fort-St. Mary's.  
 Otard, Dupuy & Co., Cognac. 4-ly

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

Are now receiving their  
**FALL IMPORTATIONS,**  
 which will be fully completed by the  
 20th INSTANT,  
 When they will be prepared to exhibit a large and varied selection of  
**STAPLE AND FANCY**  
**DRY GOODS.**  
 5-ly

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

**LEWIS, KAY & CO.**  
**HAVE JUST RECEIVED**

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

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

**PARIS UNIVERSAL EXHIBITION, 1887,**  
**PRIZE MEDAL.**

**PROVINCIAL EXHIBITION, MONTREAL, 1893,**  
**TWO SILVER MEDALS AND DIPLOMA**  
**HAVE BEEN AWARDED**

**WINNING, HILL & WARE,**  
 FOR  
**CHOICE FRUIT SYRUPS,**  
**CORDIALS,**

**OLD TOM GIN,**  
**GINGER WINE,**  
**BITTERS, &c.**  
 Of their own Manufacture.

**OFFICE: 383-391 ST. PAUL STREET,**  
 (near the Custom House)  
**MONTREAL,** 1-ly

**HENRY CHAPMAN & CO.,**  
**IMPORTERS AND COMMISSION MERCHANTS,**  
 51, St. John and St. Alexis Streets, MONTREAL.  
 AGENTS FOR THE SALE OF  
 Pinet, Castillon & Co.'s Cognac Brandy,  
 A. Houtman & Co.'s double distilled Holland Gin,  
 Quavillo & Co.'s old Irish Whisky,  
 R. Thorne & Co.'s fine Scotch Whisky,  
 F. G. Sandeman's celebrated Port Wines,  
 Mackenzie & Co.'s (Cadiz) Sherry Wines,  
 Jules Mumm & Co.'s Champagne Wines,  
 P. A. Mumm's Sparkling Hock and Moselle Wines,  
 Guinness' Dublin Stout, bottled by Machen & Co.,  
 McEwan's Sparkling Edinburgh Ales, &c. 1-ly

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

**JAMES BAYLIS,**  
**IMPORTER OF CARPETS AND**  
**OIL CLOTHS, MONTREAL,**  
 No. 74 Great St. James Street,  
 No. 81 King Street East, Toronto. 3-ly

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

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

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

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

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

**JAMES BAILLIE & CO.,**  
**WHOLESALE DRY GOODS,**  
**480 St. PAUL STREET,**  
**MONTREAL** 6-ly

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

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

**THE TRADE REVIEW**

AND  
**Intercolonial Journal of Commerce.**  
**MONTREAL, FRIDAY, OCTOBER 23, 1868.**

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

**RAILWAY TRAFFIC FOR SEPTEMBER.**

W reprint elsewhere the official returns of Canadian Railways for September, 1868. As compared with the corresponding period of 1867, they are, with few exceptions highly satisfactory, and indicate a gratifying increase of traffic.

The increase on the Great Western amounts to about \$22,000; on the Grand Trunk to \$20,000; on the Northern to \$8,000; on the Brockville and Ottawa to \$2,200; on the New Brunswick and Canada to \$1,850; on the European and North America to \$2,100; and on the Nova Scotia to \$5,250. The differences in respect to the other railways are for the most part unimportant.

**BANK RETURNS.**

THE complete statements of the Quebec and Ontario Banks are published, and appear in another column.

The following is a comparison of total assets and liabilities for the months of August and September, 1868:—

	Aug.	Sept.
<b>LIABILITIES.</b>		
Circulation .....	\$ 7,356,801	\$ 9,360,927
Balances due other Banks .....	1,649,655	1,425,631
Deposits not bearing interest .....	1,338,439	13,445,029
Do. bearing interest .....	17,849,455	19,671,532
<b>Total Liabilities.....</b>	<b>\$40,165,350</b>	<b>\$43,763,419</b>
<b>ASSETS.</b>		
Coin, Bullion, and Prov. Notes \$ 8,460,907		\$ 8,737,457
Landed or other property of Bank .....	1,628,200	1,625,778
Government Securities .....	5,987,196	4,927,530
Notes of other Banks .....	1,820,236	1,981,940
Balances due from other Banks .....	3,656,283	5,806,550
Discounts .....	47,042,142	47,291,523
Other Debts .....	3,624,623	3,625,505
<b>Total Assets .....</b>	<b>\$73,217,663</b>	<b>\$75,996,523</b>

We note the following changes, shown by the foregoing statement. An increase of almost exactly \$2,000,000 in the circulation, and a corresponding increase of \$2,250,000 in the discounts, both of which changes usually take place at the end of the season when grain is being brought to market, and the high prices paid for barley caused it to be brought in with more speed than usual: an increase of \$1,700,000 in deposits bearing interest, to be accounted for in some measure by the money paid to farmers being at once carried to the various banks and deposited at interest; an increase of \$275,000 in coin and legal tenders, and a decrease of \$1,000,000 in Government securities; and, finally, an increase of \$2,160,000 in "balances due from other banks," the explanations of which, we believe to be that the Bank of Montreal and some other banks have sent large amounts of coin to New York,

**MORLAND, WATSON & CO.,**  
**IRON & HARDWARE MERCHANTS**  
 MONTREAL.  
 PROPRIETORS OF THE  
 Montreal Saw Works,  
 Montreal Axe Works,  
 Montreal Horse Nail Works,  
 Montreal Tack Works.  
**MANAGING DIRECTORS:**  
**MONTREAL ROLLING MILLS COMPANY,**  
 Comprising  
 Montreal Rolling Mills,  
 Montreal Nail Works,  
 Montreal Lead Works.  
**AGENTS OF THE**  
**COMMERCIAL UNION ASSURANCE CO'Y.**  
 (of London, England)  
**CAPITAL** - - - - - £2,500,000 Stg.  
 1-ly

**THE COMMERCIAL UNION ASSURANCE CO'Y**  
 19 & 20 CORNHILL, LONDON, ENGLAND.  
**CAPITAL** £2,500,000 Stg.—**INVESTED** over £2,000,000  
**FIRE DEPARTMENT.**—Insurance granted on all descriptions of property at reasonable rates.  
**LIFE DEPARTMENT.**—The success of this branch has been unprecedented—**90 PER CENT.** of premiums now in hand. First year's premiums were over \$100,000. Economy of management guaranteed. Perfect security. Moderate rates.  
 Office 385 & 387 St. Paul Street, Montreal.  
**MORLAND, WATSON & CO.,**  
*General Agents for Canada.*

**FRED. COLE, Secretary.**  
**Inspector of Agencies—T. O. LIVINGSTON, P.L.S.,**  
 3-ly

for which they obtain exceptionally high rates of interest from short sellers of gold, from day to day, or for longer periods, according to agreement.  
 The subjoined statement shows the total specie and legal tenders, Government securities, notes of other banks, and balances due from other banks, the total liabilities, and the per centage of cash assets to liabilities.—

	Cash Assets.	Liabilities.	p. c.
	\$	\$	
Bank of Montreal .....	7,933,993	13,611,481	581
Gore Bank .....	293,781	415,160	711
Bank of B. N. A. ....	1,760,528	4,754,033	37.
E. T. Bank .....	176,691	221,834	794
Banque Nationale .....	396,618	579,123	683
Quebec Bank .....	865,963	2,239,893	38.
City Bank .....	745,910	1,862,910	40.
Banque du Peuple .....	471,570	657,554	713
Niagara District Bank .....	163,080	463,786	351
Melons Bank .....	496,600	926,740	534
Bank of Toronto .....	1,073,020	2,791,448	384
Ontario Bank .....	1,255,880	2,278,727	551
Banque Jacques Cartier .....	411,575	886,098	414
Merchants Bank .....	2,317,440	4,160,235	573
Royal Canadian Bank .....	1,184,440	2,964,211	40.
Union Bank of Lower Can. ....	609,600	938,588	651
Mechanics Bank .....	116,610	128,707	911
Canadian B. of Commerce .....	1,289,610	2,684,469	48.
Bank of New Brunswick .....	763,8406	1,757,40	434

The assets not included in the foregoing are "landed or other property of the bank," "notes and bills discounted," and other debts due to the bank."

**VALUABLE CRITICISM.**  
**THE** Toronto and Hamilton *Journal of Commerce* occupies more than a page in exposing the contrast between the promise given by the *Globe* when coming out "in a new dress" and the performance of that paper, as shown in the selection of news, &c., &c. Criticising the *Globe's* review of the trade of Toronto for the week, the *Journal of Commerce* makes the statement—and it is only to point out the almost inexcusable error into which its editor has fallen that we refer to the matter at all—that "the banks are restricted by law from asking more than seven per cent. upon any kind of paper, even if they were so disposed." We beg leave to state in correction, for the benefit of those who might be tempted into selling a bank for charging more than 7 per cent. per annum, that it is now, and has been since the Provincial Note Act went into operation, quite a matter of arrangement between the borrower and the bank what the rate of interest in any given transaction shall be. If no rate is named, only 6 per cent. is recoverable by law.

### THE BRANTFORD AND HARRISBURG RAILWAY.

THE *Hamilton Times* states that the people of Brantford, finding the difficulties of obtaining a ready outlet for their produce to be increasing, and to be a serious injury to them, have come to the determination to build a branch railway from Brantford to Harrisburg or Lynden, on the Great Western, and thereby have direct connection with Hamilton; and that for this purpose the Town Corporation have resolved to appropriate a sufficient amount on the Bonds it holds against the B. & L. H. Railway Company. Contractors, it is understood, have voluntarily come forward to build the road, agreeing to take the bonds in question for the work, and not asking a single farthing in cash for any part of it. The proposition has been submitted to the Great Western Company, that the town of Brantford would secure the right of way and grade the road; the Great Western then to take the road under its control, place the necessary rolling stock on it, and run it as a feeder of their main line. It is considered that the probabilities are that the road will be built before the end of another summer, there appearing to be no obstacles in the way of its early construction.

It is well known that Brantford is the centre of a magnificent farming country, raising every year a very large amount especially of wheat and barley, and of course it becomes very important that the surplus farm produce should have the readiest and cheapest carriage to a market. We trust the Great Western Company will see it to be to their interest to accept the proposition made to them, and have the rolling stock ready to put on as soon as the road shall be completed.

### BANKING AND INTEREST.

WE have in the past proved to our readers that we are averse to the principle of stretching the province of government in the enactment of usury laws or trade regulations, believing that the State then goes beyond its proper limit, as much as if it were to attempt the revival of the absurd sumptuary laws of mediæval times. We still believe that if all restrictions on dealings in money were entirely erased from the Statutes of this Dominion, as they have been abrogated in the Mother Country, much good would result. Money would then become more like an article of commerce, governed in its price by demand and supply, obtainable by all equally who had the reasonable security to offer, and chose to pay the market price.

We are led into making these remarks by the fact that, under the new money law, the bankers have not pursued the course which we were led to expect. Their conduct, under the less stringent regulations, has provided the advocates of a revival of the old usury law, with the strongest arguments which could possibly be desired.

As under the 7 per cent. limit in the past with certain penalties and forfeitures, many of the banks now, with liberty to charge what they please, and an exemption from penalties, still confine their favours to those customers whose accounts yield additional profits in the form of exchange. Transactions are now frequently entered into by bankers which, though not legitimate according to the spirit of the Act, are glossed over by the letter, which says that lenders can keep all they get, but cannot recover more than 7 per cent. Is it right to tempt our monied institutions into the commission of these minor immoralities?

We must admit that there is great temptation for the banks to grasp at all they can legally take, but many things are legal which are not expedient. Those institutions are little more liberal now in making loans than when the Bank of England rate was 10 per cent., about two years ago. Money has long been begging for investments in England, and our banks were never in an easier position, yet we have not heard a whisper of lowering the rate of interest in Canada. Most of our banks pay handsome dividends; and we have had abundant evidence that more than the average of bad debts results only from a failure to adhere to sound and legitimate modes of doing business.

No doubt the thought will have occurred to some of our readers that, if the Government pays off the loan granted to the Bank of Montreal, that bank will be compelled to seek new investments. Should such be the case, it occurs to us that the Bank of Montreal will endeavour to create greater activity in trade, by first lowering the rate of interest, and then offering

great facilities to borrowers. But, if it be a desideratum to foster trade and manufactures under such exceptional circumstances, would it not be well for the other banks now to pursue an equally liberal policy from less selfish motives? A difference of 1 or 2 per cent. might cause a man to decide whether he would, or would not, enter upon an undertaking which, if carried out would be of benefit to himself and the country. He might decide in the negative simply by reasoning that if money commands 7 per cent and extras here, while in England it is at 1½ or 2, a loan would be an impossibility in Canada with the Bank of England rate at 6 per cent.

The subject of the rate of interest leads us to consider the connection of a Government and its bank, and how far the latter fails in acting up to the charter granted by the people's representatives, in withdrawing from those people, and loaning to the Government, capital which was intended to foster our trade and manufactures. Governments, like needy individuals, will borrow from anyone who will lend. Few will deny that it would be sounder policy, if the Government were not a competitor with the public, in absorbing the means of its banker. This again raises the question whether a floating debt ought to be allowed to exist permanently. Whenever the British Government is temporarily short, it borrows money on Exchequer Bills, paying a daily rate of interest. The Canadian method publishes to the world that the Dominion does not possess an able financier, and it also proves to be a most expensive mode of borrowing, on account of the exchange "shaves" made by the lucky bank which grants the loan. But Canadian finance appears to be afflicted with a chronic state of deficits, each year being slightly worse than the preceding one.

If we compare the relation between the Government and the Government Bank now, and a few years ago, we shall not be surprised at the number of new banks which have been established, and which have given good returns to their stockholders. A few years ago a bank was supported by the Government, but now the Government is supported by a bank. There is a considerable difference between a deposit of two and a half millions, and a loan for a like amount.

Of course the supporting bank does not perform the Atlas-like duty without considerable profit. The labor only brings forth a chuckle in place of a groan. Other banks would rejoice at the opportunity of selling their bills of £100,000 stg. each, either at 60-days', or at sight, just as the English rate of interest made it most profitable to the lender.

But, recurring to our question of interest, we believe that the Dominion Banks would eventually find it greatly to their advantage if, at the present time, they ceased to exact their full legal right. They would thus show that they are worthy of being allowed discretionary power, and would thereby give an earnest of what might be expected, if our money laws were quite swept away. Should they adhere to their present course, they will find that the apparent gain of 1 or 2 per cent., in the present will prove to be a very ill-judged and short-sighted policy for the future.

For how can they expect permanent relief from the operation of usury laws, if, when money is so abundant as it has now been for months, they do not give their customers the benefit of the abundance, and when it is known that money has been lent by one bank to another at as low a rate as 5, and we believe even 4 per cent. We should like to see the banks justify us in our opposition to any restriction on the rate of interest by acting now in such a way as would strengthen not weaken our hands, and prove in the most convincing way that they are not chartered usurers, but fair dealers in a commodity the use of which they are willing to grant to the borrower, on terms proportioned not to his needs, but to the actual market value of what they lend.

Statement of the Provincial Notes in circulation, Oct 7, 1868, and the specie held against them:—

#### NOTES IN CIRCULATION.

Payable at Montreal.....	\$3,264,589	
"    Toronto.....	1,202,411	
"    Halifax.....	136,000	
		\$4,603,000

#### SPECIE HELD.

At Montreal.....	\$550,000	
At Toronto.....	450,000	
At Halifax.....	80,000	
		\$1,080,000

Debentures held by the Rec'r. Gen. under the Provincial Note Act..... \$3,000,000

\* Including \$68,000 marked St. John.

† Estimated, the return not being received.

### A TRUCE TO THE RAILROAD WAR.

WE are glad to observe that there has been at least a partial cessation of hostilities between the two rival railway Companies whose headquarters are Toronto and Hamilton respectively. For the present, at least, a truce has apparently taken place, and the clatter of broad gauge *vs.* narrow gauge has temporarily ceased. Several of the townships from which bonuses have been solicited, are not particular whether the Wellington, Grey and Bruce, or the Toronto, Grey and Bruce line succeeds; all they want is to be made certain that they will really secure a railroad to their locality before they part with their money. Both companies have come to see that several municipalities will only give bonuses when made sure on this all-important point, and consequently they are now both endeavouring to effect arrangements to commence the construction of the lines from the eastern ends, with the intention to proceed westwards as the bonuses are voted.

The Wellington, Grey and Bruce Company, whose headquarters are at Hamilton, has a little the start at present. The city of Hamilton recently voted that their Great Western Railway bonds should be given in aid of the proposed line. This grant is considered sufficient to ensure the building of the road from Guelph to Fergus—a distance of about thirteen miles. The contract for this part of the work was let to an American firm about three weeks ago. The Toronto line has also adopted the same policy, and by-laws are shortly to be submitted to the rate-payers of Toronto granting a bonus of \$250,000 to the Toronto, Grey and Bruce, and \$150,000 to the Toronto and Nipissing line. The matter was discussed at a large public meeting held last week, and from the strong expression of feeling by some of the leading inhabitants of Toronto in favour of aiding the lines, there can be little doubt but that the by-laws will be approved when the voting takes place.

We understand that a proposition was made some time ago to endeavour to put an end to the rivalry and opposition which the two companies have heretofore displayed. The proposition is: that in regard to the disputed territory, one line should take the north and the other the south part, and so avoid each other. We think this has not been agreed to, and it really will depend to a large extent upon the speed which the companies show in pushing forward the construction of their respective lines, as to which one of them shall secure the disputed municipalities and their bonuses. Both companies appear to be fully aware of this, and seem determined to strain every nerve to commence work upon their roads and push them forward as fast as possible.

We shall not be surprised if both railroads are ultimately constructed. There is room enough for both, although for some years they could not both expect very much in the way of dividends. Through course of time, however, the Counties of Grey and Bruce will improve in wealth and population to such an extent as to render both lines profitable. When we consider the extent of these counties and their excellent soil, we can have no doubt on this point.

### GAMBLING IN BONDS AND GOLD.

#### AN INSIDE GLIMPSE!

REPORTS from New York and elsewhere, would indicate that considerable speculation in Gold and Bonds has been going on for a short time past. This time it is the "Bears" who are speculative, and this class of beings is by no means confined to the famous Gold Room of the metropolis for we know some in Canada who have invested pretty largely from the same motives and with the same hopes.

The immediate cause of this speculation is the belief on the part of many that a fall in the price of Gold must soon take place. This decline may be only temporary. It may continue but for a few weeks, while certain transient causes are at work; but the time may be long enough to enable skilful operators to sell out again and make a handsome profit. The reasoning by which the conclusion is reached that Gold must decline within the next few weeks, is somewhat as follows:—The price of the precious metal has exhibited a declining tendency for some considerable time past; this is one straw, which is supposed to point the way the wind is blowing. Then the advertised sale of \$300,000 in Gold, for ten days by the Treasury Department at Washington, is expected to play the game of the Bears. Next comes the election of Grant and Golefax, as President and Vice-President,

which is held to be a forgone conclusion. And almost simultaneously with Republican success in the beginning of November, the Treasury Department will require to disburse about \$20,000,000 in Gold to pay the November interest on their Five-twenty and other Bonds. All those causes operating together, the Bears feel assured, must at least temporarily render Gold abundant and lower prices, and by buying Bonds during October, and selling by January, handsome profits are anticipated.

Notwithstanding several causes which might send Gold upwards, we must confess the Bears make out a pretty strong case. The most important circumstance upon which their calculations are based, is probably the success of the Republican party at the approaching election. The Democratic party has come out in favour of partial repudiation, and their triumph would undoubtedly lower the price of Bonds, on the other hand, the Republicans have firmly set their faces against repudiation in any shape, and the success of General Grant, must improve their Bonds both in Europe and at home. And of the latter's success, judging from present indications, there can be little doubt. The recent victories of the Republicans in the State Elections almost renders the defeat of Seymour and Blaine certain, and we cannot doubt that the stand taken by the Republicans with regard to the National Debt, will give increased confidence in, and value to, the securities of the country. It is only reasonable to suppose also, that the disbursement of so much Gold by the Treasurer, Department must also have a favourable effect upon the interests of the Bears, however much the "Bulls" may toss their heads at it. The twenty millions to be paid for interest on the first of November, will soon find its way by thousands of sources to the Gold market, and its effect must be felt to a considerable extent. Unless some great drain of gold for custom or shipment abroad takes place in November, it is reasonable to suppose that there will be a larger supply of Gold in the market than for some months past. No such drain, however, is anticipated, and so speculators invest accordingly.

Although circumstances seem to encourage hopes that Gold will fall, and Bonds rise for a short period at least, it would be well for the speculative to remember that such investments are the wildest kind of speculation. The barometer of the Gold Room is so sensitive—so easily put up or down—and there are so many circumstances transpiring abroad and on this continent which affect it, that scarcely any dependence can be placed on present appearances. Circumstances would at present indicate that the parties who have entered into the speculation we have described have judged wisely and will come out successful; but it would not surprise us in the least if some unforeseen cause arose to frustrate all their expectations, and that instead of counting their gains they may have to chalk down something in the way of loss.

Buying Bonds or Gold on speculation is the next thing to a lottery. You are quite as likely to lose as to win. At the present time, for instance, any disturbance in Europe would not only overthrow all the calculations of the Bears, but possibly not a few of themselves. The first note of trouble between France and Prussia would be felt in New York, and actual war would inevitably have a most disastrous effect upon the financial position of the United States. It would cause a rapid rise in Gold, and then speculators relying on a contrary movement, would find themselves lauded high and dry. And if, for instance, it should turn out that, contrary to public expectation, Seymour and the Democrats triumph at the Presidential election, and repudiators gain possession of the Government at Washington—how would such speculators turn out then? Whilst we do not expect either of these results—as we have stated before—still they are by no means impossible, and they plainly show that buying Bonds or Gold under the most promising circumstances, is a wild and hazardous experiment.

We have given this inside glimpse of the reasons which have induced some recent Bond purchases, not because we approve of such investments, but simply to give the readers of the Review an inkling of what is going on in such circles. The movement may not in New York or elsewhere, be entered into very largely, but we have from the mouth of one who has invested a considerable sum, that the prevailing sentiment among speculators in Gold is as we have described, and that purchases of Bonds have been made accordingly. Our own opinion is, that such speculation is dangerous in the extreme, and that men who have capital, would do infinitely better by confining themselves to legitimate business, which is far safer, especially if the promised profits are not so large

RAILWAY FARES.

WE have long held the opinion that Railway Companies all the world over (with marvellously few exceptions) have stood in their own light by maintaining high rates of passenger fares. We know we are in a small minority in advocating a general and very great reduction of fares, but, nevertheless, we confidently maintain that were passengers carried over railways at rates low enough to make travelling comparatively inexpensive, and not, as it is now, the luxury of the rich, the increase of traffic would abundantly repay the increased cost of carrying it.

It may be stated as a proof that we are over sanguine in this particular, that trial of the system of low fares has been made from time to time by rival lines competing for passengers, and which competition has invariably resulted in loss to all the railways interested. At first sight this might appear conclusive, but as competition for passenger patronage is generally limited to two or at most three lines, and as there appears to be an immediate loss if never continued for a period of time long enough to create in a new class of the community the habit of frequent journeying, and it is only by bringing its cost within the means of the many whose incomes give but a small surplus over their necessary expenditure that this can be attained.

In considering this subject it must be borne in mind that there is a very much greater profit in carrying passengers than there is in the transport of freight, once the point is reached of running expenses being covered. Passengers need no handling, either in loading or unloading; they walk into the car, and they walk out of it again when they reach their destination, and there is no further trouble or delay. The car is then ready for immediate use on its return trip. We have not at hand any figures to show the average cost, per mile of running additional cars on a train, supposing that these cars bear no proportion of the cost of the original train, which, let us say, consists of locomotive and tender one baggage, one post-office and express, one second-class, one smoking and three first-class cars. We cannot but believe, however, that the cost of running these additional cars would be very light, inasmuch as the chief items of expense in running a train are the fuel, and salaries of engineer, fireman, conductor and brakemen. The consumption of fuel might be increased slightly by additional weight to be drawn, and extra brakemen might be required, but, otherwise, there would be absolutely no increased cost incurred by attaching to the train as many cars as the locomotive could draw. Of course, in making a close calculation some small allowance would have to be made for interest on additional rolling stock and for increased wear and tear of roadway, but these items would be insignificant in a large business.

The increased passenger traffic which, we believe, would arise from low fares, would, we think, be chiefly local and over short distances. Suppose the regular fare to be one cent per mile, no matter what the distance, the cost of going from station to station would be so trifling as scarcely to be a matter of consideration to any but the actually poor and pleasure parties would be constantly made up to go short distances, or people would, on very slight provocation, travel a few miles by rail to see their friends. Many are deterred from making an interchange of visits merely by the heavy cost of travelling, and as the number of those who cannot afford a luxury at a dollar is greatly in excess of the number of those who will not be denied under two dollars, so and in such ratio may we expect to see the number of travellers increased by any marked reduction of fares.

As a practical test, we should like to see the Grand Trunk try the experiment on any short section of its line, say from Montreal to Lachine. Let the fare be reduced to one cent per mile, with season tickets paid for in advance at a proportionably low rate. Then let trains be run at the hours most likely to meet the wishes both of those who lived at Lachine but did business here, and of those who would be likely to go to Lachine for pleasure, such as ladies and their children—and let this experiment be continued say for two years, and if it does not prove a complete success, profitable both to the Grand Trunk and to Lachine, and a boon to the community, then will we be content to yield our opinion on this question, and to acknowledge that after all we are not as wise as we thought or as the great army of railway managers and directors who have so pertinaciously stuck to the comparatively prohibitive system of high fares.

In this connection, we find an ally in the author of a new scheme of railway organization, whose main arguments are as applicable to any low fare system as they are to his plan. Mr. Raphael Brandon's proposal is thus described by an English paper:—

It is simply an adaptation of Sir Rowland Hill's Post-office scheme to railway passenger traffic. He proposes to treat a passenger like a letter, and send him anywhere over the Kingdom, regardless of distance, at a fixed minimum charge. A three-penny stamp shall take you, third-class, any journey, in one direction you like to go, whether from Ludgate Hill to Sydenham, or from John O'Grate's to Land's End. If you prefer second-class, you will take a six-penny stamp, if you luxuriate in first-class, your postage will amount to one shilling. This sounds as mad as the penny postage innovation sounded at first. But Mr. Brandon quietly proceeds to argue in his pamphlet that it would pay everybody, shareholders, the public, and the Government besides giving renewed impetus to industry of all sorts. The sum proposed to be charged for passenger postage looks ridiculously small. In reality it is not so much less than the average fare at present paid, for the average journeys, as might be supposed. In 1863, in round numbers, 3,500,000 passenger trains ran over 71,000,000 miles carrying 232,000,000 passengers. The traffic produced £14,724,802. This gives an average of nearly 21 miles and 78 passengers for each train, which is about 8½ passengers per mile, giving an average for fare, at present paid, per average journey of 14d. only. Now, says Mr. Brandon, give me an universal 3d fare everywhere, and I will promise you six times the traffic, which will give the United Railway interest an excess of £4,000,000 of receipts, with very little, if any, addition to the expense of carrying an increased number of passengers. But that is merely supposing each person paid but 3d. It is calculated, however, that of the increased number of travellers the second-class would ride first-class at 1s. and the seven-eighths would ride first-class at 1s. and the average return to the railway for passenger traffic, instead of £14,724,800 as at present. Does some one say that the analogy between carrying a passenger and carrying a letter is false, because a letter is but half an ounce, and a passenger is really a meaty hundred-weight? Which is, by far, the most expensive part of the postal system? The transit of a letter or its delivery? Its delivery. Granted, then, that the transit of a passenger is something more expensive than that of a letter, the passenger saves the most costly part of the postal outlay, because he delivers himself; the balance is therefore, on the passenger's side, for the additional expense of transit is nothing to the saving in distribution and delivery."

We do not see exactly how this plan could be worked unless the Imperial Government should purchase the Railways as it has the Telegraphs of the United Kingdom, but we suppose some method might be adopted which would enable each railway to keep the tally of the passengers carried, and their average number of miles.

Statement of the Post Office Savings Banks account, for the month of September, 1863.

Amount on deposit as per last statement (August 31st).....	\$	263,661.32
Add—Amounts received and interest accrued during August (1863-023 00). Less amount withdrawn during August (\$11,742.04).....		45,290.96
Amount received from depositors during Sept. 1863, 299 00		299.00
Interest paid.....		22.28
Amount of withdrawal cheques	63,231.76	13,227.67
		50,003.69
In hands of Rec. Gen., Sept. 30 ...		\$257,959.87
Bearing interest at 4 per cent. ...	219,907.97	
Bearing interest at 5 per cent. ....	135,860.00	
Bearing no interest, being the amount in the hands of the Rec. General, to meet outstanding cheques.....	2,250.90	257,959.87

JOHN LANGTON, Auditor.

Audit Office, October, 1863.

CROWN LANDS REGULATIONS.

THE Assistant Commissioner of Crown Lands, Province of Quebec, has issued the following circular, which we reproduce from the columns of the official Gazette:—

Notice is hereby given that His Excellency the Lieutenant-Governor has been pleased, by Order in Council, dated the 2nd instant, to sanction the following modifications in the Timber Regulations:—

1. All old and new licenses for limits or timber berths, shall be renewed annually for a period extending to 30th April, 1869; Government reserving its power of changing once during that period the tariff of dues for cutting timber, but not, however, before 1st September, 1873.

2. The clause of the regulations of the 21st July, 1863, which fixes a gradual increase of ground rent in the case of non-occupancy, is repealed, and instead thereof, a further sum of \$1 is added to the ground rent





book, spoke so enthusiastically; and the passage has been often quoted against the Hudson Bay Company as proof of the great fertility, and fitness for settlement of the whole country which it devoted to the fur trade. Of the navigation and necessary improvements, Mr. Dawson says:—

"Rainy River is, here, a stream of great volume nearly a quarter of a mile in width. The Falls (22.88 feet in height) are just opposite the Port, and from this point to the north-west angle of the Lake of the Woods (a distance of 120 miles, as stated) the navigation is uninterrupted. There are, however, two little rapids on Rainy River, the Manitou and the Long Rapids, occurring about half way to the Lake of the Woods, as set down on the accompanying map. The first, with a fall of 250 feet, has great depth of water, and could easily be stemmed by a steamer of moderate power. The Long Rapid may have a fall of 3½ to 4 feet, distributed over a distance of some 20 chains. In this rapid the water glides smoothly, but is in some places shallow. I think, however, that even at the lowest stage of water, a vessel drawing 4 feet could pass. In any case, the bottom is of a nature to be easily deepened, if required. The strength of the current prevents no serious obstacle, as canoes can be paddled up, requiring the use of the setting poles at only two points. At the Manitou the tow line is generally to be used. Any impediment in these rapids, therefore, would be so easily overcome, that it is hardly worth estimating, and, to all practical purposes, the navigation in this long reach may be regarded as uninterrupted. In my preliminary report, as already said, before the later explorations were made, in the country westward of the Lake of the Woods, Lac Plat was suggested as the starting point of a road to Fort Garry, chiefly because it was supposed to be the point which would involve the making of the smallest extent of road. The Western extremity of Lac Plat is, however, 168 miles from Fort Frances, while the north-west angle, which is now adopted as the starting point, is but 120 miles: a saving of 48 miles is thus effected in navigating the Lake of the Woods. Before concluding this part of the subject, I would draw attention to the fact that two locks at Fort Frances, where the fall is 22.88 feet, would have the effect of adding Rainy Lake to the navigable reach which I have just been describing, giving 166 miles without a transhipment."

In the last section between the Lake of the Woods and Fort Garry there is a large extent of swampy ground or morass, and a good deal of difficulty was formerly experienced in finding a proper line for a road through it. This was, however, at length done, and a stretch of ordinary road or railway of 90 miles will complete the line of communication. On approaching the prairie country the swamps become less frequent. This prairie country extends for thirty miles on this side of the Red River, and there ends very abruptly like the margin of a lake, the wooded and swampy country continuing thence to the Lake of the Woods.

"In the swampy sections there are some areas of dry ground and good soil, and, where the bogs are deepest, they are intersected by low gravelly ridges which rise but a few feet over the general level. These ridges are firm, and their direction can be traced by the heavy growth of wood which they carry. Flat and level as the country appears to be, it is susceptible of being drained. The section most swampy although but slightly higher than the Lake of the Woods, is at an elevation of over 300 feet above the valley of Red River, and, wherever a run of water is met with, except in the lake-like swamps, it is seen gliding on with a speed which indicates a sufficient fall for all drainage."

"Just where the prairie and woodland meet, there are, in some places, banks of gravel which will eventually become of importance, as material for forming roadways over the soft and yielding soil of the plains. From Fort Garry to the north-west angle of the Lake of the Woods, a road line has been laid out, and its practicability proved by the fact that, for several years, it was used as a post road and the mails carried over it on horseback. Wheeled vehicles, except in very wet weather, can already travel over the prairie, and taking the line altogether, its average cost to form a first-class road, will be rather under than over the general average of such works."

Mr. Dawson's estimate for the necessary works in detail is as follows:—

Total Length of Route by Land and Water.	
	Land Water Miles. Miles.
Dog Lake Road	25
Dog Lake and River	35
Height of Land Portage	10
Lac des Mille Lacs & Savane River	42
Bari Portage	8½
Bari Lake	8½
Brule Portage	12
Windegoostegoon	2
French Portage	15
Kagassikok	2
Deux Rivieres	27
Sturgeon Lake	17
Island Portage	2
Nequaquon	10
Nequaquon Portage	46
Namekan Lake	90
Bare Portage	181
Rainy Lake	131
Fort Frances	403½
Rainy Riv. & Lake of the Woods	
Fort Garry	

ESTIMATE.  
The probable cost of opening the communication, in the way I have proposed, from Jourdain's Rapid at the head of the navigable water on Dog River, to Fort Garry would be as follows:—

Lake Region.	
Roads and improvements at height of land between Dog River and Lac des Mille Lacs	\$11,000.00
Dam with flood-gates, at eastern end Great French Portage	1,600.00
Dam 35 feet high, across Sturgeon River at Island Portage	18,000.00
Two low flat dams at Nequaquon Lake	4,000.00
Dam, at Little Falls (Two Falls Portage on the River Seine)	20,000.00
Six and a half miles road and tramway over portages between Lac des Mille Lacs and Rainy Lake	10,400.00
	\$65,000.00

Land Roads (Fort Garry Section)	
Ninety miles land road, between north-west angle of the Lake of the Woods and Fort Garry, would cost for 25 miles, Eastern section, at \$1,000 per mile	\$40,000.00
Thirty-five miles, Middle Section, \$1,000 per mile	35,000.00
Thirty miles Western Section over low prairie, at \$400 per mile	12,000.00
	87,000.00
	\$152,000.00

Other Works (Lake Superior Section)	
A pier required at the Depot, Thunder Bay, Lake Superior	2,500.00
Seven mile land road to connect Fort William, with Dog Lake Line	7,000.00
	9,500.00
	\$161,500.00
Superintendence and contingencies	5,000.00
	\$166,500.00

The above does not include such of the works, in the Lake Superior section, as were provided for in the grant of \$65,900 made last year, except a road at the Height of Land, which is allowed for in the present estimate. This was necessary inasmuch as the total grant of last year will be required to complete the road to Dog Lake, and finish the dam, which latter was found to involve a little more work than anticipated, on account of the necessity, which has arisen of running an additional dam, along a rocky ridge of low ground, south of the outlet of Dog Lake.

Mr. Dawson proposes, at the beginning, to use the most modest method of conveyance. He says:—"When the traffic of the Red River Settlement and the North-west Territories has once fairly begun to take the route by Lake Superior, private enterprise will soon fall upon the means by which transport can be most easily effected."

Land Carriage.—In the meantime I may suggest the mode which in the first instance, must be resorted to. At Lake Superior, of course, when the communication is once completely opened, there will no doubt, be ample competition for the conveyance of articles over the road to Dog Lake, as there probably will be at the Height of Land Portage also. At three of the portages in the interior, however, namely, the French, Deux Rivieres and Nequaquon Portages, averaging two miles each, horses and oxen will have to be maintained for a time. At the Bari, Brule, Island and Bare Portages, tramways will be arranged for hand cars, the latter being very short. Between the north-angle of the Lake of the Woods and Fort Garry, no provision would have to be made, as the means of conveyance are abundant at the Red River Settlement.

Water Carriage.—On the shorter reaches, boats, such as the Hudson's Bay Company use in the transport of goods from York Factory to the Red River Settlement, would be the best. They carry about five tons, and are easily drawn over a portage. Such boats would answer well between Lac des Mille Lacs and Fort Frances. Once the communication was fairly established, a relay of boats might be kept on each reach, and then much larger vessels might be employed. In the longer reaches steamers might be used to advantage, and would probably—most certainly, if the traffic became extensive—be more economical than boats. There would be in all five reaches in which I think it would be desirable to have small steamers, namely:—

On Dog Lake and River, 34 miles navigable; Savane River and Lac des Mille Lacs, 42 miles navigable; Sturgeon Lake and River, 27 miles navigable; Rainy Lake 46 miles navigable; Fort Frances to North-west Angle, 120 miles navigable.

Thus, in five reaches, amounting in the aggregate to 270 miles the shortest of which would be 27 miles in length, small steamers of a cheap class, might be used to advantage. Gradually as improvement advanced, the reaches might be connected together by means of locks, and then of course, larger vessels would come into play.

In the five shorter navigable reaches of the Lake Region, boats such as I have suggested, or indeed scows or boats of any kind might be used, as for instance, in Bari Lake, 8½ miles; Windegoostegoon, 12 miles; Kagassikok, 16 miles; Nequaquon Lake, 17 miles; Namekan, 10 miles. Five reaches, giving 62½ for ordinary row-boats and scows.

Mr Dawson succinctly sums up the resources of the whole district traversed. Altogether, his statement is of a very encouraging character. If we could only secure so good a route and tract of country on the North side of Lake Superior, for a railway to connect our present Canadian system with this or another route to the Red River, then we might feel thoroughly assured that a railway to the Pacific, wholly on British soil, was a work sure to be undertaken in a very few years. The position of that lake, and its rocky and inhospitable Northern Shore, is the only barrier which causes even some earnest men to doubt whether the scheme is really practicable. Mr. Howe said, during the earlier part of the last Session of Parliament, that the thing which first dashed some of his glowing dreams of what this northern land could be, was that when he found how much more it would cost to bring a chest of tea over a railway, than by water, he became convinced that it was hardly possible that the China trade should ever be carried on by way of Halifax and British Columbia. But is it not possible that, with one transhipment at Montreal, another high up the Saskatchewan, and a third at New Westminster or some British Columbian port, a portion, at least, of this trade may, during the months of open navigation, cross the continent. With modern facilities and use of steam, neither the delays nor the expense of transhipment are so great as they once were. They may still, indeed, prove an insurmountable barrier to success in any attempt to attract this trade; but the idea is at least worth the attention of capitalists, shipowners and engineers.

We subjoin what Mr. Dawson says of the country, which we have traversed with him:—

RESOURCES—TIMBER, ETC.

"When the communication is opened, and settlement begins to advance in the prairies of the West, there will be a demand for wood for building and other purposes, increasing gradually until it has attained proportions commensurate with the means of transport. Westward of the Height of Land, on the streams flowing towards Rainy Lake, there is an abundance of timber, such as red and white pine, of a large size and good quality. This section would compare not unfavourably, with some of the best lumber regions on the Upper Ottawas. The prairies are nearly destitute of timber, and here is a supply which, to all practical purposes, may be said to be illimitable, and, looking to the future of the western territories, and having regard to the probable traffic which is to support a line of communication, there are, in the forests of the Winnipeg slope, the elements of a trade which should be kept in view. Another article of economic value, which should be taken into account, is the vast quantity of peat which might be obtained in the swampy region near the Lake of the Woods; some of the swamps are very deep, and hold in store, great quantities of fuel of this description, for a region further to the west where there is but little wood. In a very short time the people of Red River Settlement will find peat cheaper than wood, although, doubtless, they have for the present a considerable supply of the latter article. The country has, however, other valuable resources, of which but little is as yet known, and no doubt, in the future, attention will be directed to its

Mineral Resources.

"It is now well known that silver mines of surpassing richness were discovered at Lake Superior last summer, but it is not so generally understood that a formation, of the same age as that in which they occur, extends, with more or less interruption to the Lake of the Woods, and that, for a great part of the way, the line which it is proposed to open will pass over Schists of the Lower Silurian period, such as yield silver at Lake Superior and gold in Nova Scotia. That part of Dog Lake to the Namekan Lake, will be almost wholly on Laurentian gneiss. Silurian rocks then show themselves, and the Schists on Rainy Lake are pentifully intersected with lodes of quartz. While at Fort William, last summer, I was shown some very fine specimens of gold quartz taken from Rainy Lake. I was also informed, on what I believe to be good authority that alluvial gold had been discovered but that the fact was being kept as secret as possible. These reports gain confirmation from the fact that on Vermillion Lake, in Minnesota, which is tributary to Rainy Lake, and only at a very short distance from it, gold quartz has been already worked and various claims have been taken up. The communication which it is proposed to open, might, therefore, be the means of developing an American as well as a Canadian gold field."

The following extract shews that the mines in the Vermillion district, near Rainy Lake are beginning to attract attention:—

"THE LAKE SUPERIOR COUNTRY.—The Gazette (Superior, Wis.), says:—Colonel Henry Tyndall arrived here from the Vermillion district late last evening, and started for St. Paul this morning. Tests have been made of several of the veins, all with the most favourable results. The quantity of rock tested in each case was not less than 500 pounds. In every experiment so far, the yield has been largely over \$100 per ton; and some of them have gone up to thousands. A private letter informs us of one instance where 150 lbs. of rock yielded 1½ lbs. of bullion. Col. Tyndall pronounces the country rich, and in this statement he is borne out by the amount of bullion which he brings with him, amounting to between seven and eight pounds of gold and silver."

At the Lake of the Woods, chlorite and talcose schists, of Silurian age, similar to those of the gold districts of the Chaudiere, are frequent on the Islands, and they are traversed by what appears to be very promising quartz lodes. Upon the whole, the indications and actual discoveries throughout the region are



evincing a good deal of caution in disposing of their goods, preferring to lose sales rather than accept any but unexceptionable paper

The trade with the country is as fair in staple goods, but there has not been much disposition to open new accounts, or to allow old customers to exceed their usual line of credit.

TEAS.—This market has been entirely devoid of animation during the past week, a few small lots only having been placed to town buyers. The enquiry has been chiefly for low grade Young Hysons and Twankays, while Japans and inactive Blacks are still asked for.

COFFEES.—Has been very quiet, but few sales to report, and only for the local trade.

SCORP.—Raws have been quieter, with very little changing hands. Quotations, however, remain as before, holders feeling more disposed to store than to sell under full rates. No change in refined, which have hardly as much demand as previously.

MOLASSES.—Has been a little easier during the week, in consequence of arrivals, which have been large, chiefly of Centrifugal. This quality has sold in lots of from 20c. to 23c., sale of a small lot at auction on the wharf bringing 27c. The finer grades are unchanged. But few parcels have arrived, and holders are firm in their feeling. Cyprus are unchanged.

FIRES.—There have been several public sales during the week, at which the attendance was good and prices realized considered satisfactory. A detailed report of these sales will be found below.

INDIA.—Has been in fair demand during the week, but the views of buyers and sellers are rather apart, and transactions have consequently been limited to small parcels for the local trade. Quotations are unchanged but full figures are demanded. No arrivals of any consequence have been reported.

RICE.—There has been very little doing, and prices remain unchanged.

SALT.—Holders in the earlier part of the week were more disposed to sell, and willing to accept a reduction of 5c for Liverpool Coarse ex wharf, but now that they have got their stock in store, they are asking full figures, and are firm in their demands.

SPICES.—Remain unchanged, and are very little enquired for except for the local trade. Cassia continues scarce, and full figures are asked.

WINES AND LIQUORS.—Transactions have been very limited, and quotations remain as before.

Auction sale of Fish, cargo of schr. "Sarah," on Wednesday Oct 21 1883, for account of Messrs. Tiffin Bros. J. G. Shipway, Auctioneers.

56 bbls herrings, No. 1 split, \$8; 55 do do \$5 1/2 \$8 do do \$4, 125 lb bbls do, \$2 1/2; 220 do do \$2 1/2 do do \$2 1/2; 58 bbls haddock, \$4. 18 do green cod, \$4; 25 lb fish in cels \$2 1/2; 112 kits ope, 55c, 26 do No. 1 mackerel, \$1 1/2; 22 do do, \$1 10; 200 bxs Dight herrings 8c 1/2; 17 do do, 55c, 80 cs Labrador cod in tins, \$1 1/2; 2cs halibut do do, \$1 05, 13 bbls cod oil, 66c; 19 do do, 53c.

And for same account, cargo of schr. "Ara:" 70 bbls herrings, No. 1 split, \$1 1/2; 40 do do, \$4; 40 do do, \$3; 25 lb bbls do, \$2 1/2; 2 do do \$2 1/2 do do, \$2 1/2; 2 bbls herring, common, \$3; 25 lb bbls do, \$2 1/2; 15 do green cod, \$3; 25 do do, \$3; 17 lb bbls do, \$4; 15 do do, \$1 55; 19 bbls haddock, \$3 50; 10 lb bbls do, \$1; 20 bbls ling, \$2; 40 lb bbls do, \$1; 40 do do, \$1 60; 20 do do, \$1; 19 do do, pickled, \$1; 51 qts table cod \$4 5 do green cod, draft, \$5 00, 10 bbls cod oil, 4c.

THE HARDWARE TRADE.

Conlorn & Carvel, Evans & Evans, Evans, John Henry, Hol, Kay & Co, Ireland, W. H.

Merrill, Watson & Co, Mulholland & Baker, Robertson, Jas, Waddell & Peacor.

WE have to report considerable activity during the past week, with a more than usual number of orders in the market for all descriptions of staple goods. Prices obtained, however, are hardly as satisfactory as was anticipated.

PIE IRON.—Large transactions for the Western States are reported, terms not made public, but understood to be considerably under quotations, there having been an anxiety to reduce the stock in this market, and there being no further opportunity of shipping goods west this season. The shipments this week will leave the stock lower than usual, and staple trades are now firm at quotations.

BAR IRON.—The supply is at present in excess of the wants of the trade, and prices have slightly declined. Large lots have changed hands during the week, mostly a little under quotations, and sellers are willing to repeat transactions.

HOOP IRON.—Is becoming very scarce in consequence of large Western orders, and any lots now in market are held firmly at quotations.

BOILER PLATES.—Are scarce and in demand, but without change in price.

CANADA PLATES.—Are in large supply, and could be bought in round lots at lower than quoted.

TIN PLATES.—Some inferior lots have been sold fully 60c under quotations. Good brands are held as quoted, and the market is not overstocked.

CUT NAILS.—Large sales have been made at \$2 70 and some makers are now asking 5c to 10c advance, as the stock of best quality in market is insufficient for anticipated demand.

THE DRY GOODS TRADE.

Allen, James & Co, Clark, Jas F & Co, Austin, T James & Co, Donnelly James, Poole & Birch, Westfield, R. Sun & Co, Harber Brothers, Lewis, Kay & Co.

MacKenzie, J. G. & Co, Mac, Joseph, McManis & Co, Van, J, Muir, W & R, Pittman, Warwick & Co, Ross, Jas. & Co, Robertson, Stephen & Co, Striving, McCall & Co.

THERE has been an average amount of business done during the past week, principally on orders. A few buyers, however, have been in the market, some for the first time this season, others making their second purchases and sorting up their stocks. The orders from travellers by whom the principal houses are now well represented have been in the main satisfactory, both as to price and amount, and their reports are indicative of trade throughout the country being in a fairly prosperous condition.

MONTREAL PRODUCE MARKET.

Clark & Kirkpatrick, Mack & Jack, Crawford, James, Davies Brothers & Co.

Hanna, H. & Co, Johnson, Thomas & Co, Mitchell, Robt., Raphael, Thomas W.

LOUR.—Receipts have continued liberal, and though we have to note more business than for some weeks previous, the demand has barely absorbed supplies. The loading of a couple of steamers for the Maritime Provinces served to break the monotony which had prevailed, arresting the downward tendency and enabling sellers in some instances to command an advance. Welland Canal and certain city brands of Superfine which had sold to a considerable extent at \$5.10, worked up to \$5.25. Supers from Canada Wheat varied little in value, but commanded more extensive sale. Following the completion of these cargoes, the demand sensibly abated and prices slightly gave way, Welland Canal and city brands closing at \$5 1/2 to \$5.20, ordinary Canada from \$5.15 to \$5.25, and Strong from \$5.80 to \$5.40. Fancy sells to a limited extent at \$5.60 to \$5.70, and Extra at \$6.25 to \$6.50. Sales of Choice No. 2 have been made at \$5, ordinary ranging down to \$4.75. The lower grades are little enquired for, and rates are various according to sample. Bag Flour—Supplies, as hitherto during the season, have been mainly supplied by local mills; current rates, which are from \$2.50 to \$2.60, are difficult to obtain, the supplies being rather in excess of demand.

OATMEAL.—A lot of 100 barrels, which is the only round parcel sold for some time, brought \$5.25, the demand is languid and tendency downwards.

WHEAT.—Very little has changed hands, a few cars of Upper Canada Spring have sold from store at \$1.19 to \$1.20. Red winter is held for \$1.25, but the views of the buyers are mostly \$1.20 to \$1.22. No recent transactions in Western, nominal rates for No. 2 \$1.17 to \$1.18.

PEASE.—Supplies and demand are alike limited, and prices have varied little for some days; a test reported sales have been \$1.09 to \$1.10 for 66 lbs for cargoes, and \$1.08 to \$1.09 for car loads from "Pure."

BARLEY.—May be quoted at \$1.35 to \$1.45, closing less active and with downward tendency.

CORN is nominal at 85c for 56 lbs. OATS neglected and nominal at 45c to 46c for 32 lbs.

PORK is moderately active, recent sales of mess have been reported at \$24.75, and of Thin Mess at \$23 to \$23.50. No Prime Mess in market. Prime Mess—owing to depleted stocks is held at \$18, but finds no buyers at the price.

LARD is still scarce, and in good retail demand at former high prices.

CURRANTS.—A steady retail trade continues at former prices.

BUTTER.—We note very large arrivals mostly on shippers account, which in general are forwarded direct to Britain, without being placed on the market. The offerings of ordinary are however in excess of demand, and to effect sales concessions are necessary. Choice from comparative scarcity maintains a high relative value.

ASHES.—Fines are arriving sparingly and meet a steady though not active demand at about last week's prices. Pearls are quiet at about \$5.50, but some sales have been reported at \$5.45.

ASSIGNEES APPOINTED.

Table with columns: NAME OF INSOLVENT, RESIDENCE, NAME OF ASSIGNEE. Lists various names and their assigned representatives.

APPLICATIONS FOR DISCHARGE.

Table with columns: NAME, RESIDENCE, DATE. Lists names and dates of discharge applications.

WRITS OF ATTACHMENT ISSUED.

Table with columns: DEFENDANT'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE. Lists legal proceedings.

GREAT WESTERN RAILWAY.

Table with columns: Passengers, Freight, Mails and sundries, Total receipts for week, Corresponding week, Increase. Shows financial data for the railway.

NORTHERN RAILWAY.

Table with columns: Passengers, Freight and live stock, Mails and sundries, Total, Corresponding week, Decrease. Shows financial data for the railway.

BUFFALO ROBES CIRCULAR.

GREENE & SONS, MONTREAL, 1868

HUDSON'S BAY BUFFALO ROBES

The subscribers have received from the HUDSON'S BAY COMPANY their supply of ROBES, this year's collection, which they offer at following prices:—

Table listing robe types and prices: No. 1 SELECTED \$10.00, No. 2 ASORIED 8.00, No. 3 FALL and SUMMER 5.00.

Orders promptly executed. TERMS CASH. GREENE & SONS, Montreal.

WEEKLY PRICES CURRENT.—MONTREAL, OCTOBER 23, 1868.

Main table of weekly prices current for Montreal, October 23, 1868. Columns include Name of Article, Current Rates, and various categories like Groceries, Hardware, Soap and Candles, Boots, Shoes, Produce, Drugs, Oils, Paints, and Liquors.

MARKET PRICES OF COUNTRY PRODUCE.

Table of market prices of country produce for Montreal, October 23. Categories include Flour, Grain, Fowls and Game, Meats, Dairy Produce, Vegetables, Sugar and Honey, Havana Prices Current, and Exchange rates.

STOCK MARKET.

Table with columns for BANKS, RAILWAYS, MINES, &c., BONDS, and EXCHANGE. It lists various financial entities and their corresponding prices and closing values.

RAILWAY TRAFFIC RETURNS FOR THE MONTH OF SEPTEMBER, 1863.

Table with columns for NAMES OF THE RAILWAYS, Passenger cars, Mails and sundries, Freight 1863, and Total. It provides a detailed breakdown of railway traffic returns for the month of September 1863.

JOHN LANGTON, Auditor. Audit Office, Ottawa, 16th Oct. 1863.

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

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

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

DAVID TORRANCE & CO. EAST AND WEST INDIA MERCHANTS. Exchange Court, MONTREAL. 1-1y

THOMPSON, MURRAY & CO. GENERAL COMMISSION MERCHANTS AND IMPORTERS 42 St. Sacramento Street, MONTREAL. Sole Agents in Canada for J. Denis, Henry Mounie & Co., Brandies. F. Moreau & Co. 1-1y

STATEMENT OF BANKS

Acting under Charter, for the Month ending 30th Sept., 1863, according to the returns furnished by them to the Auditor of Public Accounts.

Table with columns for CAPITAL (Authorized, Paid up), LIABILITIES (Promissory Note, Balance due to other Banks, Cash deposits not bearing interest, Cash deposits bearing interest, Total Liabilities), and NAME OF BANK. It details the financial positions of various banks in Ontario and Quebec, Nova Scotia, and New Brunswick.

Table with columns for ASSETS (Coin, Bonds, Government Securities, Promissory Note, Balance due from other Banks, Notes and bills discounted, Other debts not included, Total Assets), NAME OF BANK, and various asset categories. It provides a detailed breakdown of bank assets across different regions.

Audit Office, Ottawa, 1863.

JOHN LANGTON, Auditor.



HAMILTON.

D. McINNES & CO.,

CANADIAN MANUFACTURES

EXCLUSIVELY.

Hamilton, June, 1868.

AUTUMN 1868.

McINNES, CALDER & CO.

HAVE NOW OPEN

FULL AND COMPLETE ASSORTMENTS IN ALL THEIR DEPARTMENTS OF

BRITISH, CONTINENTAL, AND AMERICAN GOODS.

Hamilton, September, 1868. 44-ly

SANDFORD, McINNES & CO.,

Manufacturers of and Wholesale Dealers in

CLOTHING,

87 and 89 King Street East,

Hamilton, Ontario.

44-ly

YOUNG, LAW & CO.,

HAMILTON,

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

DRY GOODS,

including

CANADIAN

Tweeds, Flannels, Ho-iery, Yarns, Grey Domestics, Twilled Sheetting, Cotton Bags, Cotton Yarn.

DUNDAS COTTON MILLS AGENCY. 44

G. H. FURNER & CO.,

Importers of

STRAW GOODS, MILLINERY, &c.

Places over those occupied by D. McInnes & Co.

Entrance on King Street, next to Ontario Bank Office, Hamilton. 44-ly

D. GALBRAITH & CO.,

Manufacturers and Importers of

HATS, CAPS, AND FURS,

BUCK & CALF GLOVES AND MITTS, BUFFALO ROBES.

Full Stock complete in every department. King Street, HAMILTON. 44-ly

HAMILTON.

KERR, BROWN & MACKENZIE,

HAMILTON,

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

SPRING IMPORTATIONS

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

Hamilton, 14th March, 1868. 44-ly

B. JEWELL DUNSTAN & CO.,

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

CANADA AGENTS FOR Messrs. POTTERS & TAYLOR, General Dry Goods, Manchester. WRIGHT SON & Co., Paper-makers and Wholesale Stationers, Bury and Manchester. A. WINTENBOTTOM, Manufacturer of Bookbinders Cloth, Lancashire. A full assortment of Samples of each class of goods, from which to take orders, always on hand. New patterns of Dry Goods and Price Lists received weekly. 44-ly

JAMES SIMPSON,

IMPORTER AND WHOLESALE GROCER

McNAB STREET,

Hamilton, Ont. 47-6m

G. J. FOSTER & CO.,

IMPORTERS OF GROCERIES,

Hamilton, Ontario. 44-ly

HARVEY STUART & CO.,

IMPORTERS & WHOLESALE GROCERS,

Hamilton, Ontario. 44-ly

BROWN, GILLESPIE & CO.,

WHOLESALE GROCERS,

AND

GENERAL MERCHANTS,

44-ly Hamilton, Ontario.

PERKINS & CLARK,

IMPORTERS AND WHOLESALE GROCERS,

Proprietors of the Excelsior Coffee and Spice Mills, 46-ly Catherine Street, Hamilton, Ont.

SINGERS'

NOISELESS SEWING (New York) MACHINES.

J. & B. KILGOUR, Agents,

No. 17, King Street, Hamilton, Ontario.

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

D. MOORE & CO.,

King Street East, Hamilton, Ontario,

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

W. H. GLASSCO & CO.,

Importer and Wholesale Dealer in

HATS, FURS, &c.,

46-ly King Street, Hamilton, Ont.

KINGSTON.

GROCERS-WHOLESALE.

GEORGE ROBERTSON & CO.,

Importers and Wholesale Dealers in

GENERAL GROCERIES.

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

JOSEPH BAWDEN,

(Successor to the late Eben MacEwen, Esq.,)

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

LONDON-ONT.

ROWLAND & JOHNSON,

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

FREDERICK ROWLAND. 43-ly

JAMES JOHNSON, Sunnyside.

FRED. ROWLAND,

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

BRANTFORD, ONT.

VICTORIA FOUNDRY,

CEDAR STREET, BRANTFORD.

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

WILLIAM BUCK, Victoria Foundry, Brantford. 43-ly

BRANTFORD ENGINE WORKS. OF ALL SIZES UPRIGHT AND PORTABLE STEAM SAWS, MILLS, &c. &c. GRIST MILLS &c. &c. C.H. WATEROUS & CO. BRANTFORD, ONT. 43-ly

PORT HOPE, C. W.

B. S. HOWELL,

Forwarder, General Commission Merchant, and Shipping Agent,

WALTON STREET, PORT HOPE, C.W. 3-11

OTTAWA.

HENRY GRIST,

OTTAWA, Canada,

PATENT SOLICITOR AND DRAUGHTSMAN, Drawings, Specifications, and other documents necessary to secure PATENTS OF INVENTIONS, prepared on receipt of the model of invention. Copyrights and the Registration of Trade Marks and Designs procured. Established 1839. 48-5m

HESPELER.

JACOB HESPELER & SON,

MANUFACTURERS OF TWEEDS,

AND

RANDALL, FARR & CO.,

Manufacturers of

HOSIERY, WOOLLEN YARNS, JACKETS, SHAWLS, SCARFS, &c, &c.,

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

OSHAWA.

BLACK WALNUT LUMBER.

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

BOSTON.

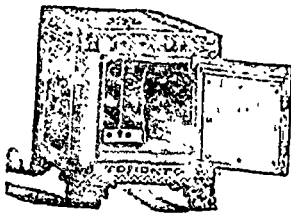
W. C. WILLIS,

COMMISSION MERCHANT, SHIPPING AGENT, &c., No. 41 City Exchange,

BOSTON. 11



**TORONTO SAFE FACTORY.**



**J. & J. TAYLOR'S**  
PATENT

**FIRE & BURGLAR PROOF SAFES**

MANUFACTORY:

No. 198 and 200 Palace Street,  
TORONTO.

Price List Free.

**CANADIAN NAVIGATION COY**

Royal Mail Through Line for Beauharnois, Cornwall, Prescott, Brockville, Gananoque, Kingston, Cobourg, Port Hope, Darlington, Toronto, & Hamilton.

DIRECT WITHOUT TRANSHIPMENT.



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

SPARTAN	Capt. FAIRBRIE	on Mondays.
PASSPORT	" SINCLAIR	" Tuesdays.
KINGSTON	" FARRELL	" Wednesdays.
GRECIAN	" KELLY	" Thursdays.
MAGNET	" SIMPSON	" Fridays.
CORINTHIAN	" DONLON	" Saturdays.

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

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

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

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

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

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

ALEX. MELOY,  
Agent.

Royal Mail Through Line Office }  
73 Great St. James Street. }  
Montreal, 25th April, 1863. } 18


**DRY GOODS STORE TO LET**

LEWIS, KAY & CO.

ARE NOW REMOVING to their New Warehouse, corner of Levee and St. Nicholas Streets, and have their old premises to let from 1st of August, 1863, to 1st of May, 1864.

Montreal, July 23, 1863. 30

**ENGLAND.**

BY ROYAL  COMMAND  
**JOSEPH GILLOTT'S**  
Celebrated  
**STEEL PENS.**  
Sold by all Dealers throughout the World. 45-ly


**THOS. MEADOWS & CO.,**  
35 MILK STREET, CHEAPSIDE LONDON,  
AND  
60 and 61 THE ALBANY, LIVERPOOL,  
GENERAL COMMISSION, SHIPPING, INSURANCE, AND FORWARDING AGENTS,  
Agents for { The British Colonial Steamship Company (Limited)—London to Canada and U.S.  
The American Steamship Company—Liverpool to Boston, U.S.  
And Canadian Express Company. 4-3m

**ANDREWS, BELL & CO.,**  
COMMISSION MERCHANTS  
AND  
SHIPPING AND INSURANCE AGENTS,  
7 INDIA BUILDINGS, FENWICK STREET,  
LIVERPOOL. 42 ly.

**J. LYONS & SONS,**  
MANUFACTURERS OF CLOTHING, CARPET BAGS, &c.,  
Wilson Street,  
Finsbury,  
LONDON.  
MANCHESTER . . . . . 6 Short St., 116 Street  
GLASGOW . . . . . 40 Buchanan Street.  
LIVERPOOL . . . . . 19 Canning Place  
1-ly

**WILLIAM TURNER & SON,**  
MERCHANTS and Manufacturers of  
STEEL FILES, ENGINEERS' TOOLS, &c.  
CALEDONIA WORKS, SHEFFIELD, England  
FRANCIS FRASER, Agent, 23 St. Sulpice Street,  
Montreal. 33-ly

**IRELAND.**

**DUNVILLE & CO'S**  
V.  B.  
**OLD IRISH WHISKEY**  
BELFAST,  
Of same quality as that supplied to the INTERNATIONAL EXHIBITION OF 1862, DUBLIN EXHIBITION 1860, PARIS EXHIBITION 1867,  
And now regularly to the HOUSE OF LORDS, the quantity of which is equal to the finest French Brandy, may be had in casks and cases, from the principal Spirit Merchants in Canada. The trade only supplied.  
Quotations on application to  
10 Messrs. DUNVILLE & CO., Belfast, Ireland.

**PICTOU, N. S.**

**JOSEPH F. ELLIS,**  
GENERAL COMMISSION MERCHANT,  
AND  
Agent Royal Insurance Company,  
PICTOU, N.S.

Having a capacious warehouse for the storage of Produce and Merchandise, respectfully solicits consignments. Best prices returned and cash advanced made when necessary.  
Good references given if required. 30-ly

**THOMAS HOBSON & CO.,**  
186 & 488, ST. PAUL, & 427 COMMISSIONERS STREET  
MONTREAL,  
PRODUCE AND COMMISSION MERCHANTS

ATTEND personally and promptly to the proper disposition of all Consignments of FLOUR, PORK, ASHES, TALLOW, LARD, BUTTER, and all other descriptions of Produce.  
Sales effected with every possible promptitude, consistent with the solid interests of our consignors, and returns made at the earliest moment.  
If long experience in the Produce Trade, and careful personal attention to the interests of our friends, will avail us, we are confident that every satisfaction will be given. 1-

**HALIFAX, N. S.**

COMMISSION MERCHANTS.

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

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

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