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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. III.

MONTREAL, FRIDAY, OCTOBER 18, 1867.

No. 40.

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

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

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

CHAPMAN, FRASER & TYLEE,
Successors to Mattland, Tylee & Co.,

WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
3-ly 10 Hospital st.

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

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

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

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

FURS AND HATS.
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 273 St. Paul st., Montreal.

S. H. & J. MOSS,
WHOLESALE CLOTHIERS.
IMPORTERS OF WOOLENS, TAILORS'
TRIMMINGS, &c., 5 and 7 Recollet Street, and
Orienta Block, 422 Notre Dame Street, MONTREAL.
Our stock of Fall and Winter Clothing is now
complete, and is well worth the attention of buyers
East and West. To meet the requirements of the
several Provinces, especially of New Brunswick and
Nova Scotia, Clothing is now manufactured on the
premises under the supervision of English and Amer-
ican Foremen. 88-ly

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

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

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

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

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

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

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN ALL KINDS OF
BOOTS AND SHOES, 624, 626, and 628 St. Paul St.
Montreal, invite the attention of Merchants and Job-
bers, from all parts of the Dominion, to our large and
varied stock of Boots and Shoes, specially adapted
for Fall and Winter.
Our stock consists of Men's, Boys' and Youths'
Ladies', Misses' and Childrens' wear, in all about 200
different patterns, also a large assortment of Lined
Lined Balmoral and Skating Boots, manufactured
from the best English and French Leathers.
Our extensive facilities and long experience in
manufacturing, added to the fact that all our pur-
chases are made for cash, enable us to produce and to
offer to our customers, goods at the very lowest possi-
ble figures.
All goods warranted as represented.
Orders personally or by Post, will have our prompt
and most careful attention. 1-ly

TIFFIN BROTHERS,
GENERAL AND COMMISSION MERCHANTS,
HAVE in stock and are receiving by
weekly steamers, and following vessels, viz.—
Ardence, John Bull, Onida, and Psyche, from Lon-
don and Liverpool; Queen of the Clyde and Heath-
park, from Glasgow; Canny Scot, from Tarragona;
Schrs. Greek, Margaret and Mary, and Constance,
from Charente; Trush, from Bordeaux; Courier du
Canada, from Marselles; Sif, from Havre, and Sea-
gull, from Antwerp, their usual spring importations
of

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

Established 1863.
LYMANS, CLARE & CO.,

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

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

FURS AND HATS.
GREENE & SONS. 1-ly
See next Page.

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

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

I. L. BANES & 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.
Sole Agent For FINLAYSON, LOUSFIELD &
Co - Shoe, Thread, Gilding Twine, and all kind of
Machine and I linen Threads
W HOUNSELL & Co.—Sewer Twines.
G & W WAITES.—Colored and other Twines.
WM CLARKE & SONS.—Needles, &c.
J & T JOLLEY Lancashire Files and Tools.
STEPHENS & Co Sail Cloth, Twines, &c. 9-ly

FURS AND HATS.
GREENE & SONS. 1-ly
See next Page.

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

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

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

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

TEAS AND GENERAL GROCERIES.
Large additions to Stock receiving and to arrive.
Assortment full.
J. A. & H. MATHEWSON,
Montreal, Oct. 7, 1867. 1-ly McGill Street

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

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

ÆTNA LIFE INSURANCE
COMPANY.

INCORPORATED, A.D., 1820.

Dividend for 1897, 50 per cent. of premium, thus
 reducing it one-half to those who pay all cash, and
 returning all notes given in 1895 by those who bor-
 rowed half the premium of that year.

Dividends are paid down every year, not added to
 the policy by way of Bonus, payable only at death
 A 50 per cent. dividend paid down is equal to a Bonus
 of from 100 to 400 per cent. of the premium, according
 to the party's age.

CANADA BRANCH OFFICE—20 Great St. James St
 S. PEDLAR & CO.,
General Agents

Montreal, 1897. 28-ly

R. CAMPBELL & CO.,

IMPORTERS OF CARPETINGS,
OIL CLOTHS, AND CURTAIN MATERIALS,
 223 & 210 McGill Street, Montreal. 9-ly

JAMES BAYLIS,

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

C. E. SEYMOUR,

COMMISSION MERCHANT,
DEALER IN LEATHER, HIDES AND OIL
 507 St. Paul Street.

Agent for Lyn Tannery. 46-ly

FRED ROWLAND,

GRAIN AND COMMISSION MERCHANT.

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

LONDON, CANADA WEST.

ROBERT SEATH,

WHOLESALE CLOTHIER AND
IMPORTER OF Woolfens and Tailors' Trim-
mings, No. 10 St. Joseph Street, near McGill Street,
 Montreal. 31-ly

FINDLAY & McWILLIAM,

WHOLESALE CONFECTIONERS,
 No. 516 St Paul Street, near McGill Street
 MONTREAL.

O'HEIR'S

WHOLESALE CLOTHING AND OUTFITTING
ESTABLISHMENT.

63 AND 152 MCGILL STREET, MONTREAL
 38-ly Country Orders executed with Despatch

JAMES ROBERTSON,

128, 123, 130 and 132, Queen Street, Montreal,
METAL MERCHANT,

Manufacturer of Lead-pipe, Shot, Pa'nts, and Putty.
 1-ly

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 LINDSAY D L LOCKERBY
 8-ly

ANDREW MACFARLANE & CO.,

Importers of

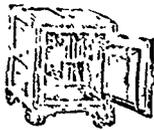
STAPLE AND FANCY DRY GOODS,

269 & 260 St. Paul and 93 & 93 Commissioners Streets,
 MONTREAL. 1-ly

W. F. LEWIS & CO.

WINE AND SPIRIT MERCHANTS,
 St. Peter st., Montreal. 2-ly

KERSHAW & EDWARDS,



ESTABLISHED

YEAR 1833.

IMPROVED FIRE PROOF SAFE.

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

GREENE & SONS

HATS AND FURS,

WHOLESALE.

FALL STOCK COMPLETE.

SPECIAL attention of the Trade is
 directed to our

NEW AND LEADING STYLES.

HATS,

CAPS,

FURS,

GREENE & SONS,

517, 519, 521, St. Paul Street,

1-ly Montreal.

AKIN & KIRKPATRICK,

PRODUCE COMMISSION MERCHANTS,
 MONTREAL.

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

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

AKIN & KIRKPATRICK,

GENERAL COMMISSION MERCHANTS,
 corner Commissioner and Port Streets, Montreal.
 Consignments of FLOUR, WHEAT, PEASE, OATS,
 BARLEY, PORK LARD, BUTTER, CHEESE, &c., con-
 stantly arriving. Orders for these together with
 General Merchandize, faithfully and skillfully exe-
 cuted on the best possible terms, and consignments of
 Fish, Oil, Coal and the various products of the Mara-
 time Provinces carefully realized, and returns made
 with the utmost promptness. References given and
 required.

T. M. CLARK & CO.,

MONTREAL AND TORONTO.

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

HEAVY FORGINGS AND PLATE WORK.

E. E. GILBERT,

CANADA ENGINE WORKS,

MONTREAL,

Is prepared to furnish

WROUGHT IRON PADDLE SHAFTS at 5½c. per lb.
 RAILWAY AXLES at 4 c per lb.
 PLAIN ROUND BOILERS & STRAIGHT GIR-
 DERS at 6c. per lb., &c.

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

DUNCAN & FORSTER,

IMPORTERS OF EAST & WEST
INDIA PRODUCE AND GENERAL GRO-
CERIES, 12 & 14 St John Street, Montreal. 9-ly

JAMES CRAWFORD,

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

MONTREAL.

J. Y. GILMOUR & CO.,

IMPORTERS OF

BRITISH AND FOREIGN DRY GOODS

WHOLESALE,

NO. 376 ST. PAUL STREET,

MONTREAL.

62-ly

STIRLING, McCALL & CO.,

IMPORTERS OF

BRITISH AND FOREIGN

DRY GOODS, WHOLESALE,

Corner of St. Paul and St. Sulpice streets,

MONTREAL

7-ly

HIBBARD & CO.,

MANUFACTURERS' AGENTS,

and Importers of Gusset Webs and Shoe Findings,
 Manufacturers and Importers of Rubber Goods.

Manufacturers and Patentees of Circo Belling,

MONTREAL.

9-ly

LADLAW, MIDDLETON & CO.,

Commission Merchants and Shipping Agents,
 Montreal. 21-ly

MOORE, SEMPLE & HATCHETTE,

(Successors to Fitzpatrick & Moore)

IMPORTERS AND WHOLESALE

DEALERS in Groceries, Teas, Sugars, Wines
 Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c.

2 Dominion Buildings, corner McGill and College Sts.
 2-ly

JAMES MITCHELL,

WEST INDIA AND GENERAL COMMISSION
MERCHANT,

OFFERS FOR SALE:

Hhds } Primo Barbadoes Sugar
 Tierces }
 Funs do Cuba Molasses
 Funs do do Rum
 Hhds "United Vineyard" Brandy (very superior
 vintage, 1863)
 Barrels No. 1 Extra Split Herrings
 Boxes Smoked Herrings

AND DAILY EXPECTED:

Qtls Prime Large Table Codfish
 Brs Pure Cod Oil, &c., &c.
 Montreal, Oct. 17, 1867. 1-ly

GILLESPIE, MOFFATT & CO.,

EAST AND WEST INDIA, GENE-
RAL AND COMMISSION MERCHANTS.

Agents for
 The Phoenix Fire Insurance Company of London.
 The British and Foreign Marine Insurance Company
 of Liverpool.

Hunt, Roope, Teage & Co., Oporto.
 Bartolemi Vergara, Port St. Mary's.
 Otard, Dupuy & Co., Cognac. 4-ly

EVANS & EVANS,

HARDWARE MERCHANTS,

and Manufacturers' Agents, No. 7 Custom House
 Square, Montreal. Sole Agents for the Provincial
 Hardware Manufacturing Company. 36-ly

LaRIVIERE & BOURDEAU,

IMPORTERS OF SHELF & HEAVY

HARDWARE, PAINTS, &c., (Sign of the Sun)
 233 and 235 St Paul Street, MONTREAL. 36-3m

R. C. JAMIESON & CO.,

MANUFACTURERS OF VARNISHES, JAPANS,
Oil, and Dealers in Spirits of Turpentine, Benzine,
Oils, &c., &c., No. 3 Corn Exchange Buildings, St.
JOHN STREET, MONTREAL. 60-ly

MONTREAL, 16th May, 1867.

IRONMASTERS' PRICE LIST

MONTREAL CUT NAILS.

In 100 lbs. kegs inclusive: a fair assortment with not
 over one-quarter, Shingles, under 25
 tons \$3.22½ per keg.

25 tons and over \$3.12½ per keg

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

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

Terms 4 months, or 3 per cent for cash.

H. W. IRELAND,

18

BROKER.

BUFFALO ROBES CIRCULAR.

GREENE & SONS,
MONTREAL.

1867 **BUFFALO ROBES.** 1867

We have received our supply of
HUDSON'S BAY BUFFALO ROBES,
this year's collection of fresh skins.

TARIFF OF PRICES:

- No. 1. Regular assortment..... \$ 9 50
- 2. Selected 10 50
- 2 Assorted 8 50
- 3. Fall and Summer 6 00

WHOLE ROBES:

- No. 1. Whole Robes \$12 00
- 2 " " 11 00

TERMS CASH.

Orders promptly executed.

GREENE & SONS.

YEAR BOOK AND ALMANAC OF CANADA FOR 1868.

THE Year Book for 1868, edited by **ARTHUR HARVEY, Esq., F.S.S.** (London), of the Finance Department, Ottawa, is now in the press, and will shortly be published.

The **Year Book** for 1868, if possible, will be made more perfect than that of 1867.

No figure or statement will be inserted which is not directly derived from, or verified at official sources. The object of the Publishers is to make the **Year Book** as absolutely correct as official records can be considered, for a reliance and guide for political and business men.

The **Year Book** will contain, besides the usual Almanac Department, Political, Vital and Trade Statistics, Tariffs, Excise and Stamp Duties, and a Record of all Public Events of Interest. In other words, it will be a Hand-Book of Common Information, for all the Provinces within the Dominion; also for Newfoundland, Prince Edward's Island, and the West Indies.

The **Year Book**, containing this most elaborate compilation, is sold at a nominal price, in order to furnish a Universal Medium of Communication throughout the Dominion.

From the very large circulation which we are enabled to guarantee in all parts of the Dominion, the **Year Book** offers the greatest advantage to advertisers. No other publication has a circulation so general.

For Merchants and Manufacturers who desire to extend their relations with the Maritime Provinces it offers particular advantages as an advertising medium.

Also, for Retail Dealers, as having a large circulation in this and other cities, as well as in the country.

All advertisements inserted in all editions, for one year, at a fixed price per square, half-square, or quarter-square. Advertisements that do not reach in time for the first edition of this year, will be inserted in the first edition of the following year.

All orders for the **Year Book**, from one copy and upwards, accompanied with the money, will be carefully executed by mail, in the order received.

All moneys sent by post, of which proof of mailing is furnished, will be at our risk. Postage or Bill Stamps may be sent for all orders under one dollar.

All letters must be pre-paid.

JOHN LOWE & CO.,
Publishers.
67 Great St. James Street, Montreal.

CAMERON & ROSS,

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

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

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

CAMERON & ROSS.

HINGSTON, TELFER & CO.,

WHOLESALE IMPORTERS OF FANCY AND STAPLE DRY GOODS, &c., 479 St. Paul and 397 Commissioners Streets, Montreal.
Best Southern Yarns and all kinds of Canadian Fabrics. 36

JAMES DONNELLY,

IMPORTER OF BRITISH AND FOREIGN DRY GOODS, 3 Dominion Buildings, McGill Street, Montreal. 36-3m

FOULDS & McCUBBIN,

IMPORTERS AND WHOLESALE CLOTHIERS, 370 St. Paul Street, Corner St. Sulpice Street, Montreal. 36-1y

LEWIS, KAY & CO.,

IMPORTERS OF STAPLE AND FANCY DRY GOODS, 1-1y Nos. 276 and 277 St. Paul street, Montreal.

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.

COUVILLIER'S BUILDINGS, ST. SACRAMENT ST., Montreal. 50-1y

JAMES P. CLARK & CO.,

DRY GOODS IMPORTERS, 162 McGill Street, MONTREAL. 9-1y

J. G. MACKENZIE & CO.,

Importers of
BRITISH AND FOREIGN DRY GOODS,
351 & 353 St. Paul Street,
MONTREAL. 8-1y

JOSEPH MACKAY & BROS.,

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

JAMES BAILLIE & CO.,

WHOLESALE DRY GOODS,
480 ST. PAUL STREET,
MONTREAL. 5-1y

W. & R. MUIR,

DRY GOODS IMPORTERS,
108 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

DAVIS, WELSH & CO.,

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

WM. J. McMASTER & CO.,

IMPORTERS OF STAPLE & FANCY DRY GOODS, No. 16 Lemoine Street, 35-1y Montreal.

McLACHLAN BROS. & CO.,

IMPORTERS OF BRITISH AND FOREIGN FANCY & STAPLE DRY GOODS, and Small Wares, No. 468 St. Paul St., Montreal. 35-1y

R. DUNN, FISH & CO.,

DRY GOODS COMMISSION MERCHANTS, MANUFACTURERS' AGENTS, &c., 35-3m 470 St Paul Street, Montreal.

A. ROBERTSON & CO.,

IMPORTERS OF STAPLE AND FANCY DRY GOODS
478 St. Paul, and 399 Commissioners Streets,
MONTREAL.
MONTREAL, 16th January, 1867. 1-1y

JOSEPH MAY,

IMPORTER OF FRENCH DRY GOODS,
459 ST. PAUL STREET,
MONTREAL. 5-1y

JOHN ANDERSON & CO.,

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

W. & F. P. CURRIE & CO.,

100 GREY NUN STREET, MONTREAL,
HAVE FOR SALE—
Boiler Tubes, Oil Well Tubes, Gas Tubes, Paints and Putty, Fire Bricks, Fire Clay, Flue Covers.
DRAIN PIPES, Roman Cement, Water Lime, Portland Cement, Laving Tiles, Garden Vases, Chimney Tops, &c., &c.
Manufacturers of AMERICAN Sofa, Chair, and Bed SPRINGS. 12-1y

FOULDS & HODGSON,

IMPORTERS OF
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ROBERT WATSON,

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

TRADE SALE.

NEW CROP MALAGA FRUITS, RAISINS, GRAPES, ALMONDS, &c.,

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ON THURSDAY, 24th OCTOBER,

At the Stores of

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Figs Seedless Raisins.
Do Fine Almeria Grapes.
Do Soft Shell Almonds.
Boxes, halves and qrs. Bunch Muscatel Raisins, L.
Do do extra quality.

—ALSO,—

Orcks Brandy, Sherry, Port
DeKuyper's Gin, hds and qrs
Indigo, Indigo Paste
Gum Arabic, assorted
Champagne, various brands
Cigars, in great variety, &c., &c.,

All for account of Consignees.

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MUTUAL LIFE INSURANCE COMPANY,
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 Active and Influential Agents and Canvassers wanted throughout the Dominion. 40

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 At their Stores,
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 Sale at TEN o'clock,
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 CAPITAL.....£1,000,000 Sterling.
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T. JAMES CLAXTON & CO.
ARE receiving about two hundred packages of newly bought goods. All will be sold at the lowest market prices.
 Large Lines of Staples.
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 Capital, Surplus and Reserved Funds. ... \$16,271,675
 Invested in Canada..... 250,000
 Premiums received in 1865, were 5,362,250
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 Shareholders personally responsible for engagements of the Company.—All Directors must be Shareholders.
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WEST BROTHERS
 Have removed to 144 McGill Street.
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 Sole Agents for "Cootes'" celebrated ground Rock Salt, for Table and Dairy use.
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MANUFACTURERS and Wholesale Dealers in
BOOTS AND SHOES, 15 & 17 Lemoiné Street,
 Montreal. We invite the attention of Merchants and other dealers throughout the Dominion, to our large and varied stock of Boots and Shoes, especially adapted for Fall and Winter. In manufacturing for the Western markets, much care has been bestowed, and having made the width and proper form of the goods a speciality for years, enables us to produce and to offer to our customers Boots and Shoes of the best description. All goods warranted as represented. Personal or Letter Orders will have our prompt and careful attention. 33-ly

COD OIL (barrels)
 For sale by
BLACK & LOCKE,
LEATHER AND COMMISSION MERCHANTS,
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HUNTER, DUFFY & JOHNSON,
 WHOLESALE MANUFACTURERS OF
BOOTS AND SHOES,
 29 St. HELM STREET,
MONTREAL. 49-ly

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, OCTOBER 18, 1867.

FEDERAL v s. LOCAL.
IT is reported, and, we believe, not without some grounds, that a question of jurisdiction has already risen between the Federal and Local Governments. The point is one of some importance, and refers to the appointment of the magistracy of the Country. From the reading of our new Constitution it is somewhat difficult to tell whether the Provincial Councils or the Federal Ministry should make these appointments. There is no express provision in the Act regarding the matter, and it is understood that the Cabinet at Ottawa, or at least the Premier, Sir John A. Macdonald, holds to the opinion that the magistrates must be appointed by his Cabinet. The Premier of Ontario, Mr. Sandfield Macdonald, is said to take the opposite view, and stoutly maintains that the appointments of magistrates properly belongs to the Local Ministry, and that Sir John has nothing whatever to do with the matter. This is understood to be the state of the case at present, and as both John A. and John S are pretty determined when they take things into their heads, it is hard to say how it may end.
 The appointment of magistrates is not the only question regarding which doubts will arise as to which House has the right to deal. It was a favorite saying of Daniel O'Connell that he never saw an Act of Parliament through which he could not drive a coach and six, and the British America Act is not likely to prove an exception to the rule. It is inevitable that some clashing will take place as to the respective duties of the Parliament and Legislatures; but there is no occasion whatever for any serious disputes or irritation arising therefrom. If there is a difference of opinion regarding who shall name the magistracy, let the point be cautiously examined, and steps taken to have it quietly settled in the best way for the public interests. The Provinces are too young as yet to hatch up State right grievances, and the Federal Executive can have no interest in assuming powers to which they are not entitled. All true friends of Confederation will endeavour to prevent any thing like hostility between the Local and the General Legislatures. This would be particularly injurious at the beginning of our new career, and might give rise to jealousies and bickerings which might jeopardise the whole fabric.

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 WHOLESALE
IRON MERCHANTS,
 AND
IMPORTERS OF HARDWARE,
 Offices and Warehouse 385 and 387 St. Paul Street
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THE COMMERCIAL UNION ASSURANCE CO'Y.
 19 & 20 CORNHILL, LONDON ENGLAND.
 CAPITAL £2,600,000 Stg—INVESTED over £2,000,000
FIRE DEPARTMENT.—Insurance granted on all descriptions of property at reasonable rates
LIFE DEPARTMENT.—The success of this branch has been unprecedented—90 PER CENT. of premiums now in hand. First year's premiums were over \$100,000. Economy of management guaranteed. Perfect security. Moderate rates.
 Office 385 & 387 St. Paul Street, Montreal.
MORLAND, WATSON & CO.,
General Agents for Canada.
FRED. COLE, Secretary.
Inspector of Agencies—T. C. LIVINGSTON P.L.S. 3-ly

THE WESTERN TRADE—OUR CANALS AND RAILWAYS.

AT a fair recently held at Bath, Steuben County, N. Y., General Averill, United States Consul-General for British North America, while describing the future commercial prospects of the Republic, spoke also of the share which Canada may be expected to acquire in the trade of the Great West. We may here remark that the opinions expressed by this gentleman on international questions, since he has resided amongst us, have secured to him the respect and esteem of the community, and the more so that they differ widely from those of some of his predecessors in the office which he fills. In his speech at Bath he said:—

"When fifty millions of people have settled down upon the tributaries of the Mississippi, as the birds settle upon the branches of a great tree, what will be their necessities and demands? Control of the continent, and an easy access to the Atlantic, Pacific, and the Gulf. Whoever opens those gates will take the toll off raw products of that exclusively agricultural region distributed to the world, and of manufactured articles returned to that immense valley. New York, with her canals and railroads, which ought, perhaps, to belong entirely to the State, possesses exceptional advantages of which no one can deprive her, although she will have an energetic rival in Canada, who, during half the year, by connecting the Georgian Bay with the Ottawa and St. Lawrence, may shorten the water line from the greatest grain depot of the world, Chicago, to the Atlantic by 300 miles. Canada will have the interior of her own returning products to add her in opening her communications. Her lumber will be demanded by the great woodless prairie. And Michigan, with a canal cut across her southern frontier, will ask a share of the carrying trade. The Union Pacific Railroad, most happily named, will, for a time, satisfy the western commercial demands, but must soon have a branch down the Snake River into Oregon, and one down the Rio Grande to Mexico."

To Canadians there may be nothing new in the views advanced by the American Consul, for they are such as our own writers and Statesmen have frequently put forth, and on which our canal and railway policy has throughout been based: but their value chiefly lies in the source from which they proceeded. General Averill would, of course, wish to see the entire trade of the interior of North America in the hands of his own countrymen, but he is far too wise and intelligent to ignore our title to a portion of it. He knows well that a large amount of the products of the immense western regions must eventually find their way to the seaboard and foreign markets by the channel of the St. Lawrence, and knowing this, he honestly admits the fact, instead of sacrificing the truth to national vanity and popular prejudice.

But while we in Canada are fully alive to the superiority of our water route from the interior to the ocean, the question remains, how we are to utilize the advantages which nature has conferred upon us in

that respect. Hitherto we have not done so, except to a comparatively trifling extent, taking the actual results into consideration. We have constructed a chain of canals unequalled in the new world or the old; we have one of the finest railroads on this continent, extending from Sarnia to River du Loup and Portland; yet our proportion of the traffic, to obtain which these great works were undertaken, is but a small modicum of the whole. We are aware that every ingenious reason has been given in explanation of this circumstance; but one thing is plain, and that is, that we have as yet failed to reap the promised good we were to derive from them. As far as direct profits, in the shape of tolls, go, they have been, in mercantile phraseology, unpaying concerns, and the indirect benefits to our commerce are immeasurably under what we were led to expect, as the statistics of the Western and Lake trade fully prove. It follows, then, either that we were in error in wasting our money on a foolish enterprise, or that the work is only partially done and must be completed, to accomplish the desired end. The last is, undoubtedly, the conclusion which will be generally adopted. But it so happens that, as a rule, the persons who are loudest in their demands for these measures, are also the loudest in their demands for economy and the retrenchment of the public expenditure. In short, they want railways and canals, and they want to keep the country out of debt—both praise-worthy objects, but somewhat at variance with each other. The science of finance has yet failed to perform such a miracle in any country placed in the circumstances of these Provinces. What is there, then, to be done?

The subject is involved in difficulties. If we borrow money for the purpose, that means additional indebtedness, and that, again, means additional taxation. This, if possible, should be avoided; and the present condition of the United States must convince the most skeptical of the prudence of doing so. For example, the local and general taxation in the State of New York is now about \$200 per family, or \$49 per head, including men, women and children; and if this ratio continues or increases, it must produce an immense mass of pauperism at no distant period. No advance in the aggregate property of the nation can prevent the evil. The wealthy may sustain the burden, but it will entail utter ruin on the poorer classes—and there will always be such—whose entire property it will gradually devour. As, once in Rome, no man could escape the justice, or injustice of the Emperor, so in the United States, no man can escape from the grasp of the tax collector. He can, at most, but free himself from a portion of his load; he may, by fleeing West or South, cast off the local imposts of New York or New England, but the great burden of the Federal taxation he bears with him everywhere within the wide limits of the Union. If a large public debt is calculated to be so injurious to our richer neighbours, we may easily imagine how it would be with ourselves under similar or analogous circumstances. We question, for instance, if there would be a French Canadian landholder in the Province of Quebec at the end of this century, and thousands of others would equally be sufferers. We might, indeed, extract some consolation from the reflection that our money was expended on works of utility and progress, while that of the Americans was wasted in the prosecution of a war which destroyed the people's property, wholly and forever, as completely as if it were sunk in the depths of the ocean. But taxation is taxation, originate how it may. Some persons insist that, in future, all our public works must be of a remunerative character, that is to say, they must pay interest on the money expended on them, and more if possible. This would be highly desirable, but the experience we have derived from our existing canals and railroads almost precludes such a hope, for some time to come, without crippling our trade—thus thwarting the great aim of our ambition, exertions and sacrifices, namely, the increase of that trade.

As a commercial question, this is probably the most complex and difficult that the Government and Parliament of the Dominion will have to grapple with. On the one hand, it is felt that the country cannot do without the works necessary for the improvement of our means of communication with the interior, as well as the Lower Provinces; on the other hand, they have to consider the enormous expense, and the consequences of plunging the country in debt beyond its capacity to bear. And even when they have decided on the best course to adopt in the matter, there is the further difficulty of carrying it out, a task which, then only begins.

GRAPE CULTURE.

THREE years ago Mr. Wm. Stevenson, of the Guelph Nursery, planted a very choice assortment of vines, with the intention of introducing them for extensive cultivation throughout the county. He has just gathered in his first crop—a rich and heavy one—that sells readily for 10s a pound.—*Guelph paper.*

The above is one of several extracts from the local press of Ontario regarding the successful culture of the grape in that Province. We are glad to know that considerable progress has been made in grape culture throughout the country of late years. This season has, we believe, witnessed greater progress than usual; but still there is a large field for enterprising men to occupy. Few crops can be made to pay better than grapes can. Not a few men are making money out of them in various places, and many more families might find profitable employment in their culture. There are several varieties of grapes which suit our climate well, and which can generally be relied upon for a good crop. The market is good and what are not so sold, can be made into wine, of which considerable quantities are now annually made and sold. Besides those making a business of cultivating the grape, every farmer should plant more or less of them. They do not require a great deal of care, and no fruit is more delicious in its season. We are glad to know that grape growing is increasing among the people of Canada, and we trust it will not be long until it is pretty general among the agricultural portion of our population.

ANTI-CONFEDERATION AND TRADE.

WE cannot help reverting once more to the probable commercial consequences of the late elections in Nova Scotia, both as regards the interests of that Province and of the rest of the Dominion. We trust that the excitement which so largely prevailed during the contest which has resulted so unfavorably to the Union party, will now give place to calmer feelings and counsels, and that having won the fight, the victors will duly consider the nature and extent of the responsibility which their success imposes upon them. The welfare of their constituents is, of course, their first consideration and duty, and widely as we differ from them on the question of Confederation, we have no doubt that, from their point of view, they will not be wanting in that respect. We have never blamed, and we do not now blame, the Nova Scotians for having exhibited some irritation at the mode in which the Union with the other Colonies was carried through, but we certainly were surprised at the passionate resistance offered by them to the measure. We imagined, from former indications, that they would be the last to oppose it, if proffered on fair terms, and they have yet failed to show that the terms embodied in the Imperial Act are not fair. But it were a wearisome task to fight that old battle over again, and we shall not attempt it. Enough that the four Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, are in the meanwhile, at least, joined together, for better or for worse, for richer or for poorer; and every man of sense, and every good subject among us, ought to see the wisdom and policy of making the best of the actual situation. To Unionists and Anti-Unionists, alike, this is the only course now left open. But to return to the commercial aspect of the subject. In the first place, there is, we conceive, considerable danger that the turn affairs have taken in Nova Scotia may interfere with the construction of the Intercolonial Railway. We must remember that the money guaranteed for the purpose cannot be procured without the consent of the Home Government, which has the power, at any moment, to arrest the issue of the necessary securities. If the people of Nova Scotia, their representatives in the Local and Federal Legislatures, and the Local Government, should attempt to give effect to the anti-Union sentiments which were so rife at the recent elections, is it at all likely that the British Ministry would consent to carrying out the provisions of the Union Act bearing on the railway? We think not; we think they would not be justified in so doing, inasmuch as it would be a breach of the trust with which they were invested by Parliament. This would put a stop to the construction of the road, for an indefinite period, perhaps for the present generation. Again, the anti-Union movement in Nova Scotia is calculated to depress the trade to and from that Province and the St. Lawrence, which has considerably increased of late, and promises to swell to large proportions in the early future. Trade is highly sensitive,

and threats of a dissolution of the Union would fatally affect the traffic between the Eastern and Western section of the Dominion, while that traffic is still only struggling into existence, so to speak. Then again, next to the Intercolonial Railway, we regard the construction of the Bay Verte canal as an absolutely needful work under Confederation. Anti-Union agitation would kill off that project also. Besides all this, there would come up the question whether, for a time at all events, the Dominion might not do as well without Nova Scotia. Many New Brunswickers argue that we might thereby save the expense of extending the Intercolonial Railway into Nova Scotian territory, and that St. John and other New Brunswick ports afford a nearer and therefore cheaper seaboard terminus than Halifax does. These are rather grave subjects, which our Eastern friends will have to reflect upon, before they declare war against Confederation, even should their efforts, as they must, be wholly unsuccessful.

SILVER IN NEW BRUNSWICK.

IN a series of articles on the mineral resources of New Brunswick, published in the *Trade Review* of the present year, allusion was made to the rich deposits of antimony ore found at Prince William, twenty miles above Fredericton, and within a very short distance of the bank of the River St. John. Within the past week or two, some important discoveries have been made in connection with this mine, which, if borne out by after investigation, will place it in the first rank of paying mineral properties. These antimony mines have been in the hands of an American Company, and have been worked at intervals during the last two years, but owing, we believe, to some misunderstanding respecting the claims, the active working of them has been latterly abandoned. However, it seems that the owners of one portion of them (Messrs. Hutchinson and Lawrence) were led to suspect the existence of silver in combination with the antimony, and a careful examination led to the discovery of a vein of surprising richness. Several careful assays of the ore have been made, and the results have shown a production of nearly an ounce of silver to the pound of ore. Extraordinary as this may appear, it is, we believe, a fact beyond a doubt. From one specimen subjected to analysis, 15 dwts. 15 grains of pure silver were taken from 16 ounces of the ore. A conversation with a gentleman who has been for many years engaged in mining operations in California, and who is, besides, possessed of a thorough scientific and practical knowledge of the subject, strengthens the probability of this discovery being one of great importance. He had never seen the New Brunswick mine, but he informs us that the whole of the silver produced in California is found in combination with antimony, and that two per cent. would amply repay the cost of separation, as the antimony is not in any way injured by the process.

As the deposit we have been speaking of is situated within a few miles of navigable water, and there is abundance of fuel in the immediate neighbourhood, we see no reason to doubt that with proper management this will become a very profitable affair.

There is one feature connected with the development of the mineral wealth of the Dominion to which we would like to call attention. It is this: Almost all our mineral enterprises are in the hands of American capitalists. We cannot now enumerate them, but everybody knows that such is the case. Now, we would not be for a moment understood as wishing to throw any obstacle in the way of their development by Americans or any other capitalists. It is far better that any body should step in to develop these hidden treasures, than that they should lie idle and unproductive; but we cannot understand the strange apathy and indifference of our own people to these, perhaps, the most valuable and important of our natural resources. We could name half a dozen American Companies who are paying handsome dividends from mining properties, every dollar of which might, and ought, to remain with ourselves. Why is this? There is a wide line of demarcation between the operations of "bogus" companies, whose only object is to rig the New York market and sell shares at a premium, and the operations of bona fide investors; neither are any great powers of discrimination required to distinguish between the two. Making every allowance for circumstances, we cannot but think that it is a matter for grave regret, that so valuable a portion of our natural wealth should be allowed to slide almost without an effort into the hands of foreigners.

THE GOLD FIELDS OF ONTARIO.

(To the Editor of The Globe.)

SIR,—Most Torontonians who have remained in this ancient Bay for the last six months, without rising to the general level of the country, having before them on the one hand, a sensation paragraph in a newspaper, and on the other the fact that nearly a year after reported discoveries the business of extracting gold and silver in quantity has not commenced, have reasonably enough arrived at the conclusion that the gold fields of Madoc are a delusion, and a snare, and a trap-rock to the unwary.

A short visit there, however, explains the whole matter, and having just spent a few days at Upper Eldorado, in answer to the question "To be or not to be," I have no hesitation in echoing "to be." My reasons for arriving at this conclusion, may possibly have some interest to your readers, and with your permission I give them.

In the first place, my friend and I travelled by an old-fashioned four-horse stage, with a touch of that cumbersome vehicle ironically termed by the French a diligence, from Belleville to Madoc, thence by connecting stage to Upper Eldorado some eight miles further on. The road is excellent, at least at this season. On approaching Hog Lake, there is a charming view of wooded hills with the glittering church spires of Madoc in the centre, middle distance, and in the foreground a pretty lake stretching away on each side in a very sleepy manner. Upper Eldorado boasts of three hotels, one or two stores, and a barber's shop. Lower Eldorado adds to these attractions a post-office, a bowling alley, and a billiard room, and I doubt not a lawyer; at all events there are plenty ready to draw up a conveyance at short notice, and at a moderate figure. Here embryo towns have sprung up since last winter.

Mr. Glass, of Belleville, kindly furnished me with a letter to Mr. Hardin, and accompanied by Dr. Otway, we paid a visit to the celebrated Richardson mine. We found Mr. Hardin busy at the extensive building which is being erected on the slope of the hill for the crushing machine; and he at once gave us a line to the foreman, which, of course, had the desired seismic effect. All the quartz is now carefully stored away, and none are allowed to visit the mine unless accredited. The proprietors cannot be blamed for this; a great deal of quartz was carried away as specimens, and the time of the men, who received high wages, was chiefly taken up by letting down and hoisting visitors up the shaft. Some pieces of rock were taken out of a barrel and shown me. The specks of gold were very unmistakable. A very slight experience tells one how to detect gold from the more glittering metals, and shows one not only that "all is not gold that glitters" but that none that glitters is gold. I was then let perpendicularly down in a bucket about 20 feet, and with the aid of a rope let myself down slantingly, and with the aid of 25 feet more, when, with the aid of a candle, I saw more specks of gold in the solid rock.

In the Moore Farm adjoining the Richardson Mine there are nine shafts all in a row, containing a great variety of quartz and other rocks and metals, chiefly in sulphates. The old Moore shaft, perhaps, presented the most curious specimens, large masses of glittering bisulphate of iron in which no rocks could be seen, and red cinders, burnt quartz, which looked as if they had come out of a furnace within the last few years, but being in reality a portion of the crust of the earth, considerably overbaked millions of years ago.

I visited several other shafts; but to say which I thought were the most promising might excite jealousy in the minds of others, and I should run a considerable risk, moreover, of being a false prophet. I must not omit, however, to mention the Cariboo Mine, where, with the assistance of a gentleman who kindly undertook to pioneer us through the woods, we "panned out" from the debris of the rocks a fair show of gold. We also looked at the Ballarat shaft, close to it, and were shown a hole about 15 feet below the surface, the commencement of a natural tunnel which a Cornish miner explored for about 150 feet without finding a terminus.

Messrs Taylor & Scott very courteously showed us over their works at Upper Eldorado. Their crushing machine is expected to be in operation by the time that this will appear in print. They explained the whole machinery for crushing and amalgamation, and in particular the process which they have for neutralising the effect of the action of sulphur on the mercury.

And now I naturally come to some explanation of the delay in the practical test of crushing the rock and extracting the precious metal in quantity which has created doubts as to its existence. A quartz crushing machine was in operation at Lower Eldorado some short time ago, which, as I am informed, only succeeded in extracting some of the gold and none of the silver. Now, as a general rule, silver is found in much larger quantities than gold. The result was eminently unsatisfactory, and the crushing machine closed, having partially crushed the hopes of some sanguine miners. The reason of the failure was the presence of sulphur, which destroyed the action of the mercury to a far greater extent than in the other gold fields of this continent. Taylor & Scott have a remedy for this based on the Wyckoff process; and, for the interests of the mining community, it is to be hoped that they will meet with the success they anticipate. Another custom mill is about to be erected in Madoc, and arrangements are being made for the erection of other crushing mills at different shafts.

The reason of the first apparent collapse of the gold mining enterprise is known to many of your readers. At the first intelligence of gold discoveries in Madoc there was a rush of miners, so called, who expected to amass rapid and colossal fortunes at alluvial diggings. Every little creek was filled with eager gold-hunters washing for invisible gold; but they had no more success in panning it out than the Pan-Anglican Synod

appear to have had in panning out pure Anglican doctrines from the Sees of the Church.

There are now no less than 270 shafts in Madoc Township alone, and over 500 in the mining district. The majority of the miners, however, have but little means; many are waiting until they can get a return from their quartz at the custom mills, when, if they are fortunate, they will erect crushing mills at their mines. The custom mills, however, now in process of erection will do but little towards giving the miners a start, and many will have a long weary waiting. Capital is much needed in the mining district; and, with ordinary caution, I consider that it can be laid to advantage. The Americans are doing a great deal towards opening up this very extensive field of legitimate speculation, and the Canadians are not altogether idle; but there is a vast field before them, of which, in a few years, Madoc will only be a small section.

The search for gold—by no means the most paying metal to work—is already leading to many valuable discoveries, iron, copper, soapstone, plumbago, galena, and argentiferous galena, which will, perhaps, prove the most valuable of all; nor are these discoveries confined to the neighbourhood of Madoc. Argentiferous galena has been discovered as far North as the Township of Galway to the east, and Denbigh to the west.

The scientific research, and special mineralogical knowledge of Dr. Otway, F.R.S., who has visited every gold field in the world, have been invaluable to the mining community. The quartz Doctor, as the farmers call him, is always ready to impart information to all who seek it, and his energetic support is freely given to the miners. He is now endeavouring to obtain some modification of the mining regulations, which are considered not to give sufficient encouragement to the miner, and he is about to establish schools of mines, so that every man may become his own Assayer.

The general feeling in the community, as far as I could judge, was one of quiet confidence in the result, with a little eagerness to see the crushers in operation. I did not notice any desire among the miners to part with their interests, though working capital is undoubtedly needed.

I remained at Upper Eldorado four days, and I saw a good deal more of the residents, and a quieter, more orderly, intelligent set of men I never yet met, and I have travelled a little here and in Europe. I do not know the reason for the withdrawal of the mounted police force; but it is quite certain that their presence in the mining district is not needed.

The Golden Hotel, where we stayed, owned by Mr. Mr. Layler, and commonly called the Layler House, (a name which I look upon as an unmerited slur on the inmates,) is a very clean, comfortable country hotel, and Mr. Synnott is a model host. I could not help contrasting his moderate charges and attention to the wants of his guests with the extortion and insolence which I met at a hotel at Kingston, where I had the misfortune to stay for a day and a half during the Provincial Exhibition.

We drove back in a farmer's wagon from Eldorado to Trenton, about thirty-five miles, in five hours, which may be considered as an indication of a good road. The scenery is very picturesque, particularly by the nine-mile rapids of the Trent, and the pretty town of Frankfort on the Trent seems a flourishing place on the Maine.

Yours, truly, OBSERVER.

Toronto, Oct. 5, 1867.

(From Correspondent of the Boston Journal.)

BELFAST, September 18.

Taking a steamer from Fleetwood last evening, I found myself soon after daylight at the pier in this city—the most thriving of any in Ireland. It is twelve miles from the sea on the river Lagan. It is comparatively a modern town, having been a mere fishing hamlet till 1838, although a castle stood here as long ago as the twelfth century. In the time of James II. the Scotch came across the channel, and gave the first stimulus to trade. The population in 1800 was 20,000, in 1861, at the date of the last census, 120,000. The present number of inhabitants is estimated at 150,000. The harbor is a forest of masts. There is life and activity in the streets. There are tall chimneys rolling out volumes of black smoke, with steam engines whirling beneath, giving motion to hundreds of thousands of spindles, spinning the finest linen in the world. It is the great centre of the linen trade, and you may reckon the linen cloth which lies bleaching on the green grass in the suburbs by the acre instead of by the yard. "Linen Hall," which occupies an entire square of the city, is the great exchange—the centre of an immense traffic giving employment to half a million of people.

The value of the linen exported is from \$50,000,000 to \$60,000,000 per annum. The war in the United States gave a wonderful stimulus to the manufactures of this city. Cotton mills were erected, also jute mills, and the production of linen was largely increased. Iron ship building has also commenced and has made good progress. The total value of manufactures exceeds \$100,000,000 per annum. There is no sign of distress or want of employment in this city.

But Belfast is not an Irish city. It is in Ireland, but not of it. Scotch enterprise, activity, energy and fact is at the bottom of this prosperity. It is a Presbyterian city. The religious census of 1861 gave 24 Presbyterian churches, 14 of the Church of England, 12 Methodist, 10 other dissenting churches, and 4 Roman Catholic. Though the Roman Catholics have but four congregations they number one-half of the population.

LARGE SQUASHES.—Mr. James Berry has two large squashes at his store, which were grown in the garden of his Excellency, Major General Doyle, one of which weighs 127 lbs. There were also two more on the same vine, weighing 115 lbs. each, making in all 483. *Frederickton Head Quarters*

THE EMPIRE OF TRADE.

WHATEVER may be our settled policy with regard to tariffs, it is certain that the trade between America and Europe is destined to go on increasing for many generations. The improvements in the arts and industries during the last thirty years have given to this trade life and stability, and so great is it about to become that nations, sections, and individuals through the whole world will feel its influence. We have already reached a transition period. A future of new, of imperative and unknown wants is before us. Frivolous and weak systems of education and of thinking must give way before actual science and facts relating to commerce and mechanics; and our legislators and young men, seeking for a pathway, must awake to the new conditions if they would become actors in the immediately approaching scenes. In connection with this foreign trade is the trade across our continent, which, of itself, already excels the trade of the whole world in the most prosperous days of the Roman Empire. Some have supposed that railroads have inflicted a deadly blow upon the commerce of the Lakes. So far from this being the case, the tonnage of Chicago exceeds the tonnage of the City of New York. When we add to this the traffic of our railroads, and of our Western rivers, navigable through an extent of at least 10,000 miles, we must see that we are in a new age, and we shall realize that the weak East is incapable of guiding the vigorous West.

A commercial center always reaches out toward the fountain of supply. Situated at the head of a deep, beautiful bay, and locked by islands, green hills, and many shores, with scenery and soil unsurpassed, and in a climate which gives vigour and health, New York can have no superior. Only one other city on the globe has similar natural advantages; this is Constantinople, the grave of a buried Empire. There, on the east, is a mountain region similar to New England; beyond is one similar to Pennsylvania, New York, and Ohio; on the west is a varied country not less valuable than Virginia and Tennessee; and on the north are wide districts which even to-day rival in productions Illinois and the great North-West. The City of Brooklyn originated when New York began to reach a hand to the home trade of New England, of Europe, and to the Islands of the ocean. While there was no West, the Erie River side was the center of activity. Until the Erie Canal was opened, the North River side had no more consequence than what the trade of New Jersey and the river counties created. When Western New York and Ohio could be reached, the trade gravitated toward the Western piers. When the Erie, Hudson River, and Harlem Railroads were built, Courtlandt became a rival of Pearl street. Next the West finds entrance by the Pennsylvania and the New Jersey Central, and in these very days New York is going forth on this line building villas and towns. Thus, in giving a hand to the West, the trade of this city has moved like the hands on a dial, and having nearly made a circuit, it stops facing towards the West. Chicago now builds five houses westward where she builds one in any other direction. The attempt has been made to build commercial cities on the eastern banks of our Western rivers. Alton has a better location than St. Louis, and it has the advantage of being nearly opposite the mouth of the Missouri, and just below the mouth of the Illinois. When the Michigan Central Railroad was building, St. Joseph, on the eastern shore of Lake Michigan, expected to be the terminus; everybody suddenly became rich, and lots were immensely valuable. The plan was to have a ferry of sixty miles across the lake to Chicago; but the road ran clear around the lake to reach a more insignificant town on the western shore. On the lower Mississippi, towns are on the eastern side because the western shore is an unbroken swamp.

On the western bank of the mighty ocean stream stands the City of New York. It is the realization of Phœnician, Carthaginian, Venetian, and all later dreams of commercial greatness. More than this, it is a chief jewel in a girdle of surpassingly fruitful country, extending three degrees wide, from the Atlantic to the Pacific. Here the grasses are the source of perennial fertility, and they will lay the foundation through all ages for unailing supplies of fruit and grain, and whatever is required for human food. On our whole continent, between the Arctic and Antarctic Seas, no other region is so favorable for the sustaining of human existence. It is also in the gold and silver belt of Colorado, Dakota, Nevada, and California. Neither France, Spain, Italy, Germany nor Russia has such natural wealth; and in all Europe, only England has similar meadows, orchards and mines to show. Outside of this belt, we still have a country richer and more extensive than Europe, which modern agricultural skill, combined with a patriotism that will disregard human complexion and parallels of latitude, will develop, by building lines of traffic from the Gulf of California and the City of Mexico to Norfolk. They, and then only will lines of deeply laden ships sail to Havre and Marseilles. In these passing days, a mighty struggle is going on to secure, if it may be, a monopoly of the rich trade growing out of the grass belt, out of the mines of the mountains, and out of the tea gardens and mulberry plantations of China and Japan. On one hand, we see the Harlem, the Hudson River, the Erie, the Central, the Canadian Grand Trunk, and the Lake Shore Railroads striving that they may become consolidated into one corporation, so as to secure unbroken transit of passengers and freight to Chicago, and thence across the Mississippi, the Missouri, and the Platte. On the other hand, are the great Pennsylvania Central and its extension, the New Jersey Central, with an uninterrupted track from Chicago to the deep Bay of New York, grasping for the same prize, and in so doing they relax their hitherto rigid grasp on the route to Cincinnati, St. Louis, and Kansas City; or, what is the same, on the South Pacific, so superior are the attractions of Omaha. Not less than \$300,000,000 are represented in this contest even this side of Iowa. Two points, on these two rival lines are

prominent—Pittsburgh, with its industries in iron, glass, and staple fabrics, and Rochester, with its enduring meadows, orchards, wheat fields, and intelligent women and men. One may be more successful than the other, but it will be a national calamity if they harmonize and form one monopoly. There is enough for both; in twenty years there will be more than both can do.

Our Continental trade, thus throwing its shadows before, will demand millions of men in all the industries and arts; and, in connection, farming and fruit-growing will require a practical and scientific development only possible in times of peace and in a land of liberty. One who takes these things in view, naturally will prophesy that the new systems of education and thought necessary in carrying on our vast trade will react on European Constitutions, and make the coming generations smile that their fathers were the slaves of aristocrats and kings.—*N. Y. Tribune.*

MELANCHOLY LOSS OF LIFE—The schr. *Venus*, of Sydney, C.B., Capt. Muggah, was driven ashore about 11 o'clock at Dark Cove, near the mouth of Ketch Harbor, N.S., and sad to relate the captain and crew of six, (with the exception of one man) two women and a young girl were drowned. One man named McLeod saved himself by jumping from the jib-boom to the cliff, whence he was enabled to reach a house about a quarter of a mile off. He came to the city yesterday and gave the first information of the affair. One of the women was named Armstrong, another Mrs. King, both belonged to Newfoundland.—*Halifax Paper.*

THE FAULT OF THE UNITED STATES CURRENCY SYSTEM.—The *N. Y. Bulletin* says:—"At every period of monetary pressure we find the cry raised in banking circles that our currency system lacks elasticity. Our \$300,000,000 of bank currency is redeemable in greenbacks; it is all in circulation, at points more or less remote from the banks issuing it; and no effective means is provided for its redemption. The law provides that the banks shall hold a certain legal tender reserve for redemption purposes; but it fails to institute any agency practically enabling the note holders at a distance to effect the redemption of the notes. The result is that, at certain periods of the year the banks of this city are loaded up with bank notes which they can only partially use, but upon which they mostly pay 4 per cent. interest. This currency also finds its way in large amounts into the National Treasury, which makes its payments to the banks of this city to a corresponding extent in this class of notes. It is evident that some means should be provided for an easy and inexpensive redemption of these notes as one means of affording to the currency its required elasticity."

EXPORT DUTY ON TIMBER.

(To the Editor of the Mercury.)

QUEBEC, Oct. 5, 1867.

SIR,—It afforded me much pleasure to read the article in your paper of yesterday on the timber trade of the Dominion.

Your suggestion to put an export duty on timber merits the immediate attention of the Government. One of the first practical benefits that we would derive from Confederation would be the levying of a simultaneous and uniform export duty on timber in New Brunswick and Canada. There are many considerations not only why an export duty should be levied, but why it should be levied immediately by an order in Council. I shall not reproduce your argument of the reckless waste of one of our principal sources of revenue, or rather the reckless waste of the capital of the nation and that, too, for a miserable consideration alike to the lumbermen and the country.

As the consumer has to pay the duty on sugar, so the consumer would have to pay for the duty on timber. I believe that it is one of the first principles of political economy that the consumer has to pay for the cost and charges of the articles. Therefore the burden of the duty would fall on the consumer. But there is such a thing as a prohibitory duty—a duty that would deprive the consumer either from inability to pay the price, or by his ability to procure a substitute at a cheaper rate. Our study should, therefore, be to impose such an export duty that would neither prohibit the consumer from inability to pay, nor enable him to procure a cheaper substitute.

And such a duty would, in my opinion, be 1d. per cubic foot on all white pine and hardwood in the log, under 15 inches girth, on all red pine under 14 inches girth, and on all sawn lumber (including deals) under 12 inches; 2d. per cubic foot on all white pine and hardwood, 15 inches and up; on all red pine, 14 inches and up; and on all deals, 12 inches and up.

The timber of Europe competes with our timber of small girths in the home markets, but for our timber of large girths we have no competition of any moment. It is for that reason that I propose a higher rate of duty for the large timber. The present is a most opportune time for imposing the duty. The operations for this year in the way of shipping are nearly over; no contracts have been entered into for next year, and altogether a more favorable moment there could not be for levying the tax. No one in this country would suffer; a large source of revenue would be acquired; the consumer would have to pay a fair price; and the capital of the country would not be wasted, as hitherto, without some adequate consideration.

I am, yours, &c

MERCATOR.

RAILROADS AND CANALS FOR FREIGHT.

THE New York *Financial Chronicle* contains the following long, but interesting, article:—For sometime past the comparative advantages of railways and canals in the transporting of freight have engaged public attention and the Constitutional Convention, which has been in session at Albany through the summer, has occupied a long period in the discussion of the subject. This discussion has arisen out of the general question of canal enlargement, with regard to which great diversity of opinion has been developed, as is evidenced in the diverse reports presented to that body. For instance, the majority report of the Committee on Canals proposes an immediate enlargement of the locks together with certain improvements of the channel, as does also the minority report made by Hon. Israel T. Hatch, from the Committee on Finance. The majority, however, of this latter committee takes decided ground against any immediate enlargement, and proposes a modification of the financial article of the constitution, which will effectually preclude the undertaking of any such work for the next fifteen years; and a single member of the committee makes a special report to show that the canals of the State of New York have already passed the period of their greatest usefulness, and that henceforth we must depend upon railroads to meet the increasing wants of our internal commerce.

On a former occasion we submitted our reasons for deeming it injudicious to commit the State by constitutional provisions to either policy. It is very probable that during the present period when taxation, national, State and local, is pressing heavily upon the people the general sentiment will preponderate against such an increase of the State debt as would probably become necessary in case of enlargement. Nevertheless, it seems to be settled that the canals shall not be sold—the goose furnishing too good plucking to permit it to be done. In such case it is apparent that either the enlargement must be carried forward as soon as it is prudent, or some other avenue through the State must be furnished, to accommodate the carrying trade of the West. At the present time, the current of traffic sets strongly in the route across the State of New York, and our interests as well as our duty to sister States demand that we shall not obstruct this channel; that either the State must act, or the whole matter must be thrown open to private enterprise, regardless of its influence on our canal revenue. And just in this connection the question of freight railroads becomes of importance. If they are to supersede canals to any considerable extent, enlargement is entirely unnecessary. To our minds such an event appears possible, though we are aware of evident practical objections which must be first overcome. Yet as there is this possibility, and little probability of immediate enlargement, we see additional reason for reiterating our opinion that a public policy should be adopted which contemplates such a contingency and the State not be committed in its fundamental law to any fixed plan.

Were this question between canals and railroads one simply of rapidity of transportation the railroads would certainly take the preference. The round trip from New York to Chicago and return is now accomplished in about 12 days by rail; while by water, 30 days or more are required between this port and Buffalo. Even if steam should be introduced into the navigation of the canals this difference in time could not be diminished sufficiently to obviate the advantage in favor of the railroads. Then, again, the canals are closed and their navigation suspended during four or five months, while the railroads continue open the entire year. Besides, there is more or less danger of injury to breadstuffs from dampness, heating, etc., while making the slow journey by water, which is almost entirely obviated when they are carried by rail.

On account of these advantages our dealers in breadstuffs, to a large extent, even now supply the facilities afforded by railroads. They can often meet their orders in the city of New York in time, by bringing grain and flour at call from the entrepôts of the West, Toledo, Chicago and Milwaukee, and not be absolutely dependent on the supply already brought forward. The effect has been to diminish, to a remarkable extent, the amount annually carried on the canals, while the railroads have steadily increased their business. The following table is compiled from the official documents and shows the number of tons of breadstuffs transported on the Erie Canal and on the New York Central and the Erie Railroad for the past eleven years:

Year.	Erie Canal.	Central Rail'd.	Erie R.R.
1856	475,385	283,027	148,943
1857	263,141	275,941	120,617
1858	454,831	301,507	154,534
1859	250,872	219,751	112,722
1860	710,138	343,872	197,233
1861	1,054,295	441,582	243,959
1862	1,777,292	469,885	261,824
1863	846,446	405,380	228,632
1864	606,891	461,511	215,986
1865	420,614	349,103	212,677
1866	239,165	453,663	397,963

These figures present the remarkable circumstance that our railroads are gradually but surely supplanting the canal for this species of freight, in spite of the fact that the transportation by railway is attended by disadvantages of a serious nature, many of which, however, could be obviated on a freight road. The freight cars are unsuitable, and the waste, therefore, in carrying breadstuffs is computed by shippers as high as 1 1/2 per cent. There is great negligence also on the part of the persons employed by the railroad companies in respect to keeping all the cars together on freight trains, and so bringing them through to their place of destination. Indeed forwarders declare that in every shipment one or two cars are sure to be left somewhere on the way, putting them to great annoyance expense and loss of time by such inexcusable carelessness.

Then there are other difficulties or disadvantages not so easily obviated. A single canal boat, for instance, will carry eight thousand bushels of wheat, which is equivalent to the load of twenty freight cars. And what is of even more importance, lighters must be employed at considerable extra expense to take the freight brought by railroads to the part of the city desired, whereas canal boats can land at any point. Then, again, there is the difficulty of loading and unloading the immense number of cars which would be needed for this freight business. As at present managed, more extensive accommodations would be required for the purpose than any road can furnish. But we think that when the question is reduced to that point, some way will be found of obviating the difficulty. Whatever success has in the past attended railroads in competing with canals has been in spite of these disadvantages.

As to the charges for transportation by water, they increase as the season advances. At the present period the cost of bringing a bushel of wheat from Chicago to New York, including charges at Buffalo, is, we believe, about 29c. They may advance 10c. or 15c. before the close of navigation. If we assume 40c. as the possible cost before navigation closes, the cost of carrying a ton of wheat by water from Chicago to New York would be between \$13 and \$14. Even this extreme price, however, is less than the charges by rail; and with freight trains always made secondary to those carrying passengers, and compelled to give way to them, we cannot expect much improvement. As throwing light upon this question, we have prepared the following table showing the business done by the Erie Railroad—the earnings, expenses and profits on freight—for the six years ending September 30 in each year:

Year.	Tons carried one mile.	Gross earnings.	Gross earnings, p. ton per mile in cents and decs.
1860	214,084,396	\$1,884,243	18.14
1861	251,350,127	4,351,464	17.34
1862	351,002,255	6,042,915	18.92
1863	403,670,861	8,432,234	20.89
1864	422,013,644	9,855,088	23.31
1865	388,557,213	10,726,264	27.61

Year.	Gross expenses.	Expenses per ton per mile in cents.	Profits.	Profits per ton per mile in cents.
1860	\$2,143,524	10.01	\$1,700,819	8.13
1861	2,836,394	9.30	2,444,530	8.04
1862	3,558,346	9.55	3,281,594	9.36
1863	3,893,981	9.64	4,538,252	11.25
1864	6,147,831	14.87	3,707,257	8.77
1865	7,718,642	19.87	3,047,722	7.74

By this table we perceive that, in the year 1861, the actual cost to the railroad of transportation was less than one cent a mile for carrying a ton of freight; and that the average for six years, notwithstanding the extraordinary expenses of 1865, was twelve and six-tenths mills, or about a cent and one-fourth. This includes, it should be kept in mind, all interest on capital, repairs of cars, track, etc., of which the company charge more than the proper share, we think, to the freight traffic, since the wear of express passenger business is so much greater than the freight business. Besides, as the freight trains must give way for passenger trains, they are sometimes kept waiting at stations for hours, and this loss must be made up in extra speed, which increases the expense many times.

It will therefore be perceived in a moment, that by the employment of a railroad exclusively for freight, these disadvantages would be generally obviated, and expenses of transportation would be greatly reduced. Cars suitable for the business would then be employed, and there would be good reason to expect no such vexation as leaving off one or two cars from a train at places along the route. There would be no necessity for a speed exceeding ten miles an hour, which would obviate to a great degree the wear of cars and track, and yet make headway as fast as is now the case at fifteen miles. One express train wears more than ten freight trains. No time would be lost by waiting at stations, but the trip could be a continued one at a slow rate of speed from point to point.

It is thought that on a railroad built substantially for the purpose, from fifty to one hundred cars can be drawn by a single engine and, of course, very many of such trains could be placed on the track every day, if necessary. This would enable it to do all the transportation that would be offered; and it is obvious that it could be at cheap and yet remunerative prices. As shown above the cost for wear of cars and track, and for other expenses, ought to be largely reduced from the present rates. It would appear, therefore, that if the average cost of the last six years of one and one-fourth cents per mile should be received for every ton of freight, a fair proportion of that amount would be net profit. At that rate the total charge from Chicago to New York would be about \$13 75 per ton for wheat, which is but little more than is charged for its transportation by water.

Imperfect as the estimates are which we have displayed, they seem to indicate sufficient uncertainty with regard to freight transportation, to make us hesitate before inserting a provision in the Constitution, committing the State to any certain fixed policy with regard to our canals. We would approve of leaving that instrument open, however, so that the Legislature, in case of any contingency, may have the power to act as necessity may require. The people do not desire a hide-bound policy, which will not allow them to take advantage of future developments or improvements.

The Illinois Central Railroad has purchased the Dubuque and Sioux City Railroad, which is now completed to Iowa City, and is to be pushed through to Sioux City on the Missouri river, about a hundred miles north of Omaha.

NOTES FROM THE PACIFIC COAST.

THE AGRICULTURAL AND OTHER RESOURCES OF CALIFORNIA.

SAN FRANCISCO, Tuesday, Aug 20, 1867.

SEVENTEEN years ago Mr. Webster, in a famous oration, ventured to predict that California not only did not then, but never could produce one-fourth or even one-tenth of the agricultural products of Illinois. In availing this prediction he merely expressed the opinions of most intelligent men who had resided here. But, as was shown in a recent letter, California already, with (I suppose) one-third of the population, produces some 12,600,000 to 15,000,000 bushels of wheat annually, which is nearly half the yield of Illinois; while in barley she produces four times as much, and in fruit she probably now equals her. Moreover, California's produce of wheat this year is some 25 bushels to each inhabitant, while that of the Western States (if the ratio of 1850 be preserved) is only 10 bushels, and that of Illinois about 11 bushels; and of the Middle States only 33 bushels.

The export of barley six months in 1866 was 208,526 sacks of 100 pounds; in the last six months there has been a temporary falling off, the export being 63,483 sacks, valued at \$60,423. Of oats, 5,310 sacks were exported; of hides, 39,545, valued at \$6,782, during the last six months; 825 packages of quicksilver, 12,710 flasks, valued at \$423,028, of which the largest sale was in Australia, and the next in Peru. In this last there is a reduction of 5,720 flasks, and of \$23,374 in value, compared with six months in 1866. Of copper the export for this period is 3,554 tons, valued at \$222,141, which is a falling off in value since 1866 of \$451,634. In wines the export is 2,239 packages, valued at \$63,389, which is a decrease of value since 1866 of \$30,338. The causes of this decrease I shall seek to explain hereafter. In wool the export is 2,133,172 pounds, valued at \$392,201—an increase in value of 25,283; in lumber, 71,375,000 feet were exported.

A financial writer here makes the following estimate of the value of a few of this year's main productions:

Wheat, 7,000,000 sacks	\$15,000,000
Barley, 9,000,000 sacks	5,600,000
Oats, 1,500,000 sacks	2,200,000
Wool, 8,000,000 lbs	2,000,000
Other products	4,000,000

Total agricultural

Wine, it is supposed, will reach 3,500,000 gallons this year.

SILK GROWING.

Among the as-yet undeveloped sources of wealth in California, must be enumerated silk-growing, a branch still in its infancy, but full of promise for the future. Wheat, wine, wool and silk, we beieve, are to be the important products of this State, outside of the mineral production.

All those experienced in the science of silk-worm raising, agree that the climate of California is unequalled in the world in adaptation to this branch. Experiments have been making now for a number of years in this matter, under the guidance of an enthusiastic, public spirited horticulturist, a Frenchman, M. Prevost, of San José, who deserves as something better of the State than medals. I visited his cocoonery in San José. His experience is that the great advantage of the climate here, more than makes up for the higher price of labor, and he believes that the production can be carried on nearly as cheaply as in France or Italy. Thus, in Europe, dampness, rain, and electricity kill from twenty-five per cent. to seventy-five per cent. of the worms. Here the dry and rainless atmosphere is such that few ever perish. Then the quality of the worm and the silk depends on its food. But nowhere do the mulberry trees produce such rich vegetation as in this wonderful climate, and the silk-worms thrive accordingly. M. Prevost, too, has discovered that here branches are a better food than leaves, (the European custom being to give the latter,) and by providing this there is a considerable saving of labour. He finds also that there is no necessity of artificial heat to hatch the eggs; he has only to transfer them from his cellar to his arbor, and the warm sun on the roof does the work. Nor is any artificial process needed to stifle the chrysalis before the silk is reeled off; he has only to expose the cocoon to the powerful rays of the sun for a few hours, and the cocoon is ready for sale or for the spinner. The lustre of the silk which is often so much injured by the baking of the cocoons in Europe, is thus preserved in all its brilliancy.

A considerable portion of the foreign silk-grower's time is spent in preventing diseases among the worms, and much has been written on the subject, but here the diseases are known. It seems not improbable that under the wonderfully favorable atmosphere of this coast, a new and improved variety of cocoon will be gradually produced. The California eggs are already highly valued by foreign silk-growers. M. Prevost produces several millions of eggs each season, (one ounce of eggs containing some 40,000,) and they are all sold and engaged for years to come at the rate of \$10 an ounce. He could sell them by the hundreds of pounds if he could spare them. He has received one order from Mexico, and one for one hundred pounds from Italy. His great effort has been, however, to scatter eggs and cocoons through the State, where he has given away great numbers of them. Numerous individuals throughout California are now at work on the experiment of raising silk-worms. All are successful, the largest cocooneries being at San José. M. Prevost has tried thorted varieties of cocoon, the Japanese, and one imported from France. The latter seems to be the best. There was nothing in the plan of this cocoonery of special value, the great point seeming to be to keep the eggs cool and dry till they are put in a warm place to hatch, and then to give the worms plenty of pure air, good food, and to leave them undisturbed in their different stages of growth. The details are the same as in the like branches in Europe. Great care has to be taken against insects and mice.

Each female is expected to lay about 3.0 eggs. An ounce of eggs can produce 165 pounds of cocoons. It is estimated that an acre of trees will produce anywhere from 40 to 500 pounds of silk, at a cost not exceeding \$2 a pound. One hundred pounds of leaves are calculated to produce one pound of reeled silk. An acre of trees ought in four years to yield from 50,000 to 60,000 pounds of leaves, which would be 500 pounds of silk, worth some \$3,500—a good profit if it ever be realized. These calculations must call up in the minds of your readers the estimates of the mine of wealth, which so many thousands of our citizens once thought laid up in the mulberry trees. But it is to be borne in mind we planted the trees and raised the worms in a very different climate from this. Silk-culture never could be an important interest on our coast; but this region has all the conditions for it except one, and that is cheap labour. This last may be afforded by Chinese, or by women and children working in their own farm-house, as M. Prevost's plan is to induce each house holder to have its own cocoonery, and perhaps reel its own silk. The Californians seem taking hold of the matter with characteristic energy and inventiveness. Nowhere do mulberry trees grow as quickly and vigorously—the variety preferred being the *Morus Moratti*, which originated in Persia. The silk produced on its leaves has a superior gloss and finer quality than common silk. What is needed now, it seems to me is some public and pecuniary encouragement by the State to such a man as M. Prevost, (who has sacrificed considerable means in these public-spirited efforts,) to enable him thoroughly to demonstrate the possibility and success of silk-growing on this coast. It is possible the effort may succeed without public help but the first promoter of an interest of such vast importance deserves honourable recognition. A silk factory is already being erected at San José, with machinery for reeling, cleaning, drilling and twisting, and with thirty-five hand-looms for weaving broad silks, which are fitted with double sets of harness; the company design especially to manufacture a rich black taffeta of a quality that cannot be imported and, when ordered, to make the same in colors. It is expected that the Californian ladies will be able shortly to sport such silks as are known now only by tradition and whose only defect will be that they never wear out; most foreign silks, as is well known, being so adulterated in dyeing, or made so light or mingled so with cotton, as to be little serviceable. To those who smile at such promises, as only California boastsings, the people may well appeal to what they have done in woollens; for, certainly, no imported or native blanket can approach in quality, in fineness and softness and thickness, the "mission blanket" of San Francisco.

San José may yet become the Lyons of the Pacific coast, and a new stream of wealth flow into the country from its silk manufacture. C. L. B.

WELLAND CANAL AND FEEDER.—Loud complaints are being made along the Canal and Feeder, particularly from Port Robinson, through to Dunnville, of the scarcity of water to drive the machinery situated between those two points; and as this is the best part of the whole year, for Grist Mills particularly, they feel exasperated to think that so much public money has been laid out on purpose to have Lake Erie as a never failing feeder, where abundance of water could be had at all times of the year, and then to have the work stopped, for the sake of a few thousand dollars, without accomplishing the object. They say it would not take one dollar for ten that has been laid out already to have the great lake for a feeder. And worse than all the Government exacts the full water rent, although the machinery stands idle for lack of water. This is a matter of general public interest, that ought not to be thrown exclusively upon the suffering. Not only should our Members of Parliament be pressed upon to act in this matter, but our County Councils should be called upon to memorialize our authorities, or petition our Legislatures in the matter, so that something may be done immediately, as also to know why it has not been done before. There is a screw loose somewhere, and the sooner it is known the better.—*Thorold Patriot*.

GREAT WESTERN SAVINGS INSTITUTION.—The Board of Directors of the Great Western Railway Company being desirous of facilitating the employees laying aside their savings in a secure and profitable manner, decided, at a meeting held on the 27th ult. that the Company would receive on deposit the savings of their employees, allowing them interest at the rate of 4 per cent. per annum, and credit the interest half-yearly. A circular has been issued from the office of the Treasurer, giving notice accordingly, and the wise provision will no doubt work great benefit to the large number who will avail themselves thereof. The regulations of the new savings institution provide that the Station Agents will receive the cash to be deposited, at all stations on the line, and will send the same with their regular remittances in the cash box to the Cashier, free of expense. Each employe depositing will receive a book in which his deposit will be entered. This book will be sent to him when the first deposit is made, and in making future deposits, the book must be sent in with each deposit, when the amount will be entered and the book returned. In case of withdrawal of deposit, two days notice must be given.—*Hamilton Times*.

The Registrar General's report shows the average annual rate of taxation in British cities to be as follows: 22 per 1000 in London, 20 in Edinburgh and 28 in Dublin; 23 in Bristol, 32 in Birmingham, 31 in Liverpool, 38 in Manchester, 32 in Salford, 28 in Sheffield, 30 in Leeds, 37 in Hull, 27 in Newcastle-upon-Tyne, and 23 in Glasgow.

MACADAMIZED ROAD MEETING.

TOWNSHIP HALL, Gloucester, Oct. 3, 1867.

JAMES Severight, Esq., was called to the chair, and Charles Billings requested to act as Secretary.

The chairman opened the meeting in the usual way. E. McGillivray, Esq., President of the Ottawa and Gloucester Road Company, then addressed the meeting, and in behalf of the said company, submitted a proposal that a branch road should be made three and one-half miles up the river Kidau, along the present travelled road.

It was then resolved,—1st. That this meeting approving of the proposal submitted to them, tender their thanks to the Ottawa and Gloucester Road Company and its President, for calling this meeting, and do hereby appoint a Committee, consisting of the Chairman and Secretary, with Messrs. Paget and McEvoy (with power to add to their number,) to correspond with the Directors of said Road Company, with a view to canvassing the settlers along the line of the proposed road, in order to ascertain what amount of stock can be raised in the locality among private individuals, and whether they would consent to this township, through its council, taking stock in the proposed road.

2nd. That in the opinion of this meeting action should at once be taken by the Ottawa and Gloucester Road Company, with a view to obtaining a charter for the proposed branch road, and otherwise adopt immediately the measures necessary to facilitate proceeding with this undertaking at an early period.

A vote of thanks was then accorded to the chairman.

(Signed,) JAMES SEVERIGHT, Chairman, C. BILLINGS, Secretary.

Forty years ago the number of horses, cattle and sheep in Australia was under 400,000; the number is now nearly 35,000,000.

The London papers mention the fact that the London General Omnibus Company has made no profits during the last half year. There was a large falling off in business resulting from railroad competition, the great snow storm in January, which suspended travel for five days, and other causes, which are believed to be temporary.

Australia shows rapid progress. In 1865 the imports into the Australian colonies reached \$175,000,000, and the exports \$150,000,000. Within the last sixteen years, New South Wales and Victoria yielded \$750,000,000 worth of gold, and New South Wales has produced 5,000,000 tons of coal. South Australia has also, within the last ten years, exported \$25,000,000 worth of copper.

The Nashville Banner says that a gentleman who has just been among the mountains on the line of the proposed Tennessee and Pacific Railway, to connect Nashville and Knoxville, brought back with him iron ore containing ninety per cent. of pure metal, a piece of pure alum, and several particles of black oxide of manganese, which exists in abundance. He declares the entire region of Cumberland County to be rich in coal, iron, lead and alum.

A Postal Convention between the United States and the North-German Bund has just been concluded by Mr. Kasson, American Commissioner, and submitted to Count Bismarck for official signature. It reduces the postage charge between America and Germany from thirty to fifteen cents via England, and ten cents via direct lines. The newspaper postage is to be largely reduced also.

Coal from the seam recently discovered near the west end of the town of Pictou, has been tested by the manager of the Pictou Gas Works, who has pronounced it of superior quality for gas purposes. A company is in course of formation, to make further explorations in order to ascertain whether the coal will be found in sufficient quantity to authorize its being worked, for which enterprise the quality and quantity of coal, as it appears at the cropping, affords ample grounds.—*Hatfield Express*.

PEAT IN OXFORD.—We have been shown a sample of peat taken by Dr. Wm. Scott, of Woodstock, from the farm of his brother, Mr. John Scott Blandford, that in appearance much resembles the peat of the more famous bogs of Ireland. The doctor says the space covered by this peat is extensive, and its depth is very considerable. This discovery will be a great source of wealth to the owner of the land, and be at the same time a public advantage in a section where fuel is daily becoming scarce.—*Woodscock Times*.

A project for transforming the machine gallery at the Exhibition into a gigantic international work-shop is just now before the Emperor. In estimating the whole of the steam engines employed at 2,000 horsepower, four millions of francs yearly might be realised by the rent, and a population of workmen now scattered might be fixed on the banks of the Seine. "It would be," says the engineer Bissac in conclusion, "a cyclopaen school without rival in the world, which would render to Paris, to France, and to industry, the greatest service."

GOODRICH BAISE. The signal is happy to announce positively that *baise* has been struck in the salt well adjoining the Grand Bank station, at a depth of 915 feet. The water brought up by the said pump is quite easy to the taste, and it is well understood as to the success of the enterprise. The shareholders are much pleased with their good fortune thus far. As the work proceeds the rock is becoming softer, and it is expected that the well will be ready for tubing in the course of four or five weeks at furthest. Should this well prove all that is anticipated, it will be the signal for a tremendous rush of business men and capital to Goodrich.

A NEW TURBINE.—In our advertising columns this morning, will be found an advertisement deserving the attention of all business men who make use of lubricating oil. It is manufactured from the product of the celebrated oil wells of Virginia, by a patent process—and the patentees claim that their article is superior in quality and lower in price than any other lubricating oil. It has been used in the machinery of the *Globe* printing office and is unquestionably a good article; but the trial has not been long enough to justify a safe comparison with other oils. The excellent certificates from reliable parties who have thoroughly tested it, published this morning by the general agents (Messrs. Mackenzie & Mackay, of Hamilton), however are sufficient to entitle the new lubricator to a fair trial by all consumers of the article. It will be seen that the oil is for sale in Toronto by Mr. Bratford, Yonge street—*Globe*.

Honey it is well known, when taken fresh from the comb, is a clear, yellow syrup, containing no trace of sugar. Upon straining, however, it assumes a crystalline appearance, and finally becomes a solid lump of sugar. M. Scheiber has found that this change is due to photographic action, crystallizing only when exposed to the light. This explanation furnishes us the reason why bees are so careful to work in perfect darkness, always carefully obscuring the glass windows which may be placed in their hives. The young bees can feed on the fluid honey only, and if light were allowed access to it, the syrup would gradually acquire a more or less solid consistency, sealing up the cells and, in all probability, proving fatal to the inmates of the hive.—*Scientific American*

A MARINE NOVELTY.—We find the following in the *Milwaukee News*.—We noticed in our hour yesterday the brig *Sea Gull*, Capt. Jackman, from Toronto, with a cargo of pig iron and salt, consigned to R. G. Clark, of this city. Though only 220 tons burthen, this little brig has quite an interesting history. About two years ago, Capt. Jackman took on a cargo of lumber, and made the trip from Montreal to Fort Natal, South Africa, some 600 miles east of the Cape of Good Hope. Here he disposed of his cargo at the modest figure of 8 pence sterling per foot—a price that must seem peculiarly retreating to our Manitoba and Ludington friends hereabout. Returning he brought from the African coast not less than 27 passengers and with a cargo of molasses, sugar, wool, ivory, red pepper, oil root, etc., arrived safely at Boston, after a trip of about 13 months.

A suit to test the constitutionality of the income tax, has been commenced in the Circuit Court of St. Louis County, Missouri, and the plaintiff states that said tax so levied upon his income, gains and profits for the year 1866 is a direct tax, and as such it is levied in violation of the constitution of the United States, and particularly in violation of the third paragraph of section one of article one, and of the fourth paragraph of the ninth section of said article, that taxes levied upon the income, gains and profits of individuals by the act of Congress under which defendant assumes to act, and under which defendant has assumed to demand and forcibly to collect the said tax from plaintiff, has never been apportioned among the several States included within the Union, according to their respective numbers, nor have they been levied in proportion to the census and enumeration of inhabitants as required in said constitution, and the tax aforesaid assessed against plaintiff, and for the payment thereof said levy was made, is illegal and void.

The *St. John Journal* says—The Cheese factory erected at Sussex is now in full operation. During the winter competition it was visited by many persons who were interested in marking the different processes of cheese making. The milk is purchased by weight, at about 2 cts. a pound, and the quantity received at the factory in 18 days was 46,442 pounds. The farmers at first thought the price very low, but as they now regard it as fairly remunerative, and that the erection of the factory will stimulate the production of milk. The cheeses may be seen of all sizes in progress of preparation for market. We hear that but 1,000 lbs of it will shortly be offered to St. John purchasers. The machinery building, &c., was provided at a cost of about \$3,000.

RULES FOR MEASUREMENT.—The following rules for measuring corn and liquids will be useful to many of our readers—

1 *Shucked Corn*—Measure the length, width and depth of the crib in feet; multiply these three dimensions and their product by eight, then cut off two figures to the right—those on the left will be as many barrels, and those on the right so many hundredths of a barrel.

2 *Unshucked Corn*.—Multiply as in rule 1st in the above example, and the product obtained by 64; then cut off two figures to the right, those on the left will be so many barrels, and those on the right so many hundredths of a barrel.

For grain, fruit, herbs, in house or box find the length, breadth and depth; multiply them together; then annex two ephers and divide the product by 124, answer in bushels, pecks and quarts.

3 *Liquid*—Find the length in inches from the bung, then under edge, to the chime, multiply it into itself twice and the product by 570. Answer in gallons, quarts pints and gills.

Measuring 37 feet on each side and you have lack ing a inch, one square acre

GRAPES IN WELLINGTON.—Three years ago Mr. Wm. Stevenson, of the Queen's Nursery, planted a very choice assortment of vines, with the intention of introducing them for extensive cultivation throughout the County. He has just gathered in his first crop—a rich and heavy one—that sells readily for 50c a pound. He has a numerous array of hot-house grapes, including some beautiful specimens of Black Hamburg, White Sweetwater, Canada Chief, and others; together with some select vines of Delaware and Roger's Hybrid, which may be planted outside, and will flourish in almost any climate.

We believe Mr. David Allen and others have planted some vines, also, but more for experiment and ornament than for the purpose of raising a marketable crop. We hope our farmers will inquire into the subject and introduce into their own gardens this important product. Wherever it has been tried throughout the Province it has proved a success; and we see no reason why the agriculturists of Wellington should not also add to their domestic revenue by the cultivation of these out-door grapes.—*Guelph Advertiser*.

ST. JOHN TRADE REPORT.

St. John, N.B., Oct. 12, 1867.

THE business of the week has been of rather a peculiar character. The city has been full of visitors to the Provincial Exhibition and the retail trade has been very brisk but only a limited amount of wholesale business has been transacted, and the bulk of the fall trade with the interior is yet to come. The Exhibition was opened according to announcement on the 5th, and has been a decided success, both as regards the articles exhibited and the number of visitors to examine them. The average number of persons who passed into the building on each of the four days during which it has been open, is estimated to exceed ten thousand, and this is exclusive of the number who visited the stock show at Torryburn, a few miles from St. John. The building itself is admirably adapted for the purpose and with the exception of some inconvenience at the entrance caused by the unexpectedly large numbers of applicants for admission, nothing has occurred to mar the entire success of the undertaking. In another column will be found a brief description of the most prominent objects of interest.

The shipping arrivals have been very light, consisting of four vessels from Sydney, C. B. with coal, one from New York, and one from Portland with flour. These, with the usual steamers from Boston and Portland complete the list, there having been no arrivals whatever from Europe.

The late storms appear to have been very destructive in some localities. The Bay of Fundy has escaped, but on some portions of the coast of Nova Scotia and Prince Edward Island, the loss of life and property has been very considerable. One vessel is known to have been lost with all hands, and we fear that many more will be added to the list.

LUMBER, &c.—The clearances of the week comprised eight vessels for ports in Great Britain, with timber and deals. Twelve for United States ports with various descriptions of sawn lumber, and two for the West Indies. The first of the season's shipments of shooks has been made this week, consisting of a cargo of 4,600 to Havana.

Freights are very dull, and the tendency is decidedly downward. No Liverpool engagements are reported, and the only charters to notice are a barque and a brig for Beirut at 60s and 65s per respectively. West India and United States freights are without any noticeable change.

FLOUR, &c.—The flour market has kept tolerably steady throughout the week. Some round lots of good Superfine have changed hands at \$8, but the bulk of the business continues to be done in small lots, and wholesale transactions are the exceptions to the rule. The receipts of the week amount to about 6000 barrels, of which 3000 were received via. Shediac, and of the remainder about 800 bbls were from the United States. The demand is moderately active and will probably improve from now until the close of navigation.

Strong Superfine \$8 50 to \$8 75
Ordinary Brands 8 00 to 8 25
Cornmeal 5 00

Oatmeal is a slow dragging sale at \$6 25 to \$6 50, and the same may be said of Rye flour, for which the demand is very limited.

PROVISIONS AND GROCERIES.—There is but little change observable in these departments of trade. Pork is beginning to appear pretty freely in the country markets, but at present it is confined to light weights unfit for packing purposes. The make of butter will this year be probably sufficient for our requirements, and there is every indication that prices will rule low. Cheese is just now quite a drug, a larger quantity than usual has been made in the Province, and the dairy districts of Nova Scotia also furnish this market with considerable. Prices range from 8c to 10c, according to quality. Sugar and molasses are still held firmly at previous rates. 165 puncheons of molasses have been received during the week from Nova Scotia. The demand from now until the close of navigation will be large, and prices will be likely to be fully maintained.

Messrs. Nevins & Fraser, ship builders of St. John, advertise for one hundred ship carpenters and hewers. This would seem to imply that the prospect of a revival of ship building is pretty good.

BY TELEGRAPH.

St. John, N.B., Oct. 16th, 1867.

THE FLOUR market advanced to \$8 75 to \$9.00 for Strong Superfine, and \$8 25 to \$8 50 for Ordinary Brands. Demand moderately active. Oatmeal, \$6.50. Cornmeal firm at \$5.

MONEY MARKET.

THE demand for money continues unabated, and high rates are offered both on the street and to banks for accommodation. Heavy purchases of grain in the Chicago and Milwaukee markets, and the moving of produce in Western Canada have caused a drain of money from this city, resulting in this temporary stringency. Sterling Exchange has declined again since last report, selling for to day's mail at 108½, and in round lots transactions are reported as low as 108.

GOLD, after sundry fluctuations during the week between 143 and 144, yesterday advanced to 144½, closing at 144½ firm. Bank Exchange on New York and Green backs selling at 29½ to 30½ per cent. discount.

SILVER has been rather scarce, buying at 3½ and selling at 3½ per cent. discount.

Bank on London, 60 days sight 108½
" " " sight 109½
Private, " 60 days sight 107½
Bank in New York, 60 days sight 108½
Gold Drafts on New York par
Gold in New York 144½
Silver 3½ to 3½

THE DRY GOODS TRADE.

Baillie, James, Co.	Mackenzie, J. G. & Co.
Clark, Jas. P. & Co.	Mackay, Joseph, & Bro.
Claxton, T. James, & Co.	May, Joseph.
Davis, Welsh & Co.	May, Thomas, & Co.
Donnelly, James.	McCallach, Jack & Co.
Dunn, R., Fish & Co.	McLachlin, Bro. & Co.
Foulds & Hodgson.	McMaster & Co., Wm J.
Foulds & Hodgson.	Moore, S. H., & J.
Gilmour, J. Y., & Co.	Muir, W., & R.
Greenhill, J. S., Son & Co.	Mumford & Stenchen.
Hingston, Telfer, & Co.	Ogilvy & Co.
Hughes Brothers.	Phillips, Aubin & Co.
Johnstone, James, & Co.	Robertson, A., & Co.
Lewis, Kay & Co.	Roy, Jas., & Co.
MacFarlane, Andrew, & Co.	Stephen, William, & Co.
	Stirling, McCall & Co.

THE past week has been moderately quiet. A number of buyers have begun about, but very few are of that class who could buy large parcels. A few large buyers have been in town looking after job lots or cheap staples, and some considerable lots have changed hands in this way, but we think the sales that have

been made of this description, have been without profit to the importer. A large quantity of goods have been pressed for sale in the Auction rooms, which have sold generally at low prices. This refers particularly to woollens, of which there is a large overstock of undesirable low priced goods in the market.

Stocks continue moderately well assorted, and with the weekly shipments now being received, we think the trade will find no difficulty in getting all their wants supplied. We supposed from the heavy imports in the early part of this season, that they would fall off considerably later on, still we observe some houses are getting large weekly additions to their stocks, the object being in anticipation possibly of a good late demand. In this we hope they will not be disappointed, that is if the demand is legitimate, and the goods actually wanted by the country. Prices continue to droop in sympathy with the reduction on the other side of the Atlantic, and although our latest reports from Liverpool and Manchester are that both these markets are firm with a slight advance, yet we think the full fall in prices which occurred in Manchester has not been followed here to the same extent. The new goods now arriving show a considerable difference, being decidedly lower, and of course these goods will now govern this market, and a general reduction may be looked for.

We report trade as fully up to last years, with a moderate demand, and favorable prospects for a late trade, and if it comes our importers are in a good position to meet all the wants of the trade.

THE HARDWARE TRADE.

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| Crathern & Caverhill.
Frans & Evans.
Francis, John Henry
Hall, Kay & Co.
Inchard, W. H. | La Riviere & Bourbon.
Morland, Watson & Co.
Mullolland, & Baker
Robertson, Jas.
Round, John & Sons.
Waddell & Pearce. |
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BUSINESS has continued fairly active during the past week in all classes of goods in this line. Heavy goods have moved off rather freely, sellers having somewhat given way in their views, and buyers purchasing to a considerable extent at the reduced rates.

PIG IRON—Is lowered in price a little, in consequence of large lots in the market, lying ex ship, which must be forced off, and the tone of the market is decidedly in favor of the buyers. Ordinary lots cannot be bought below our list prices, but large transactions for Western Canada are reported at from 25c to 60c below our quotations.

BAR IRON—Has been forced on the market at our lowest quotations, in consequence of small overstocks in the hands of parties who are unwilling to store through the winter. Prices of best qualities however, continue firm.

HOOP AND BAND IRON—Are a fraction lower, and without any special demand.

CANADA PLATES—Are entirely neglected.

TIN PLATES—Are quiet and unchanged.

CUT NAILS—Have been pressed down by the trade without cause, and although we reduce our quotations prices are quite firm at these rates, and manufacturers cannot now supply the orders coming in.

SHELF HARDWARE—Shelf goods go off freely at full rates.

THE GROCERY TRADE.

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| Baldwin, C. H., & Co.
Chapman, Fraser & Tyres.
Chapman H., & Co.
Childs, George, & Co.
Converse, Coleman & Lamb.
Davis, Clark, & Clayton.
Fleming & Forster.
Fournier, Jules.
Francis, J. C., & Co.
Gillespie, Moffatt & Co.
Gooding, W. S., & Co.
Jeffery, Brothers & Co. | Kincaid & Kinloch.
Mathewson, J. A. & H.
Mitchell, James.
Moore, Semple & Hatcher.
Robertson & Beattie.
Robertson, David.
Stewart, Jack & Co.
Tiffin, Iron.
Thompson, Murray & Co.
Torrance, David, & Co.
West, Iron.
Winning, Hill & Ware. |
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MORE general activity has been noticeable during the past week than for some time previously, buyers supplying themselves more liberally.

TEAS—are quite and without change, buyers for the most part supplied themselves at the late trade sales. But few transactions have taken place, and these merely of a retail character.

COFFEE—Is wholly neglected, although holders look for previous rates, which they steadily demand.

SEGARS—Are in good demand, and holders steady at previous rates. No large transactions, however, are reported, although more activity is perceptible.

MOLASSES—Are in good request, and at a slight advance, holders being unwilling to sell at this season looking for prices after the close of navigation.

FRUITS—Are unchanged, with very little doing since the auctions, and we may expect the coming sales to fix prices for the present.

FISH—Labrador Herrings sold at auction yesterday at 2s, but the sale was stopped, this price not proving satisfactory, and subsequent transactions have been made at \$4.50 per ton, at which figure there is a good demand. Good Dry Cod is quoted at \$1.50, at which price good is in active request. Salmon we quote at \$13.50 to \$14.50 with fair sales. Fish Oils are inactive.

RICE—There has been some activity through the week, some parcels of from 100 to 200 bags having changed hands at a slight advance. We now quote Arracan at \$3.90 to \$4.10 according to quality, Rangoon at \$3.85 to \$4.00, of which at present there is a good deal in market of a wide range of quality. A further advance may be looked for after navigation closes.

SALT—Holders are firm for both Liverpool Coarse and Fine. The former (10 bags to the ton) is now held at 50c per bag, fine 55c to 51. Should any arrivals, however, take place during the next six weeks, lower prices may be accepted.

SPICES—We have no change to make in prices, and there is very little business passing.

WINE AND LIQUORS—In consequence of an advance in Rotterdam of 3d sterling in the price of Gin there has been more activity in this market, and quotations have advanced. We hear of a sale of one lot of 60 hds on terms which have not transpired.

At a special sale yesterday, at the stores of Messrs. Thompson, Murray & Co., the following goods were disposed of, and prices obtained:—

- Rouyer, Ainc & Co.'s brandy, 15 qrcks (1855), 8s. 20 cts do 8s 2d, 10 qrcks (1866) 8s, 10 do 7s 11d, 40 cts do 8s 4d; 20 cts 5s 1/2, 20 do 5s 1/2; 160 do 5s 1/2. Mostreau's, 10 cts 5s 1/2; 10 do 5s 1/2, 2 hds 7s 9d, 10 qrcks 7s 10d, J D Mounio & Co. 10 cts 5s 1/2, 1 hhd 8s 8d, Becker's, 10 cts 5s 1/2, 2 hds DeKuyper's gin 5s 1/2; 10 cts 5s 1/2, 30 cts Houtman's gin (red) 5s 1/2; 25 cts Flett's Old Tom 5s; 10 do 10 Irish whisky 5s 50, 10 qrcks vinegar, 31c.

THE LEATHER TRADE.

- | | |
|----------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Bisac & Locke.
Brown, Campbell
Goodhugh, W. N., & Co.
Hua & Richardson. | Seymour, C. E.
Seymour, M. H.
Shaw F. & Bro.
Smith & Ed. Johnson. |
|----------------------------------------------------------------------------------|----------------------------------------------------------------------------|

WE have to report a steady fair trade in most descriptions of stock, without, however, any marked activity, and as the season advances the rate will probably be a gradual falling off in the trade.

SPANISH SOLE—The demand continues good, with special inquiry for low grade light stock which is particularly scarce.

SLAUGHTER SOLE—Is scarce also, and a larger inquiry has prevailed, good stock to a moderate extent would command ready sale at present.

HARNESS—The receipts are light, and with a better inquiry, prices are very firm.

WAXED UPPER—Has no particular call. Choice stock is asked for at a slight reduction in recent rates, but inferior is not readily sold even at concession in price.

GRAINED UPPER—No inquiry worth naming.

BUFF AND PEBBLED—Are tolerably active, the demand being in excess of receipts, particularly for good makes. Common grades are only sold at reduced rates.

PATENT AND ENAMELLED—The latter has had some little inquiry, with sales of several hundred sides at quotations.

CALFSKINS—No sales of any consequence.

SPLITS—Light and medium have been freely sold, while heavy have been quiet.

SHEEPSKINS—There is no surplus stock, and sales continue fair.

HIDES—We do not learn of any change, but as they are buoyant in the United States markets, no reduction is looked for here at present.

THE BOOT AND SHOE TRADE

- | | |
|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| Ames, Millard & Co.
Brown & Childs.
Hunter, Duffy & Johnson.
Linton & Cooper.
Mullarky & Donovan. | M. Larn, W. & Co.
F. Lam, James, & Co.
Rolland, G.
South & Osborne.
Sartre & Edmonson. |
|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|

THERE is unusual activity in this department of trade so much so that the various factories throughout the city are working over time in order to meet the wants of purchasers. Prices are also fully maintained and it is likely this state of things will continue until the close of navigation.

MONTREAL PRODUCE MARKET.

- | | |
|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| Akin & Kirkpatrick.
Black & Lecko.
Black, Robertson & Co.
Cameron & Ross.
Converse, Lobson & Lamb.
Crawford, James. | Hannan, M. & Co.
Hobson, Thomas, & Co.
Leitch, Middleton & Co.
Mitchell, Ross.
Raphael, Thomas W.
Simpson, Jack & Co.
Symour, C. E. |
|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|

WHEAT.—The general market last noted continued for a day or two, when encouraged by the favorable advices from abroad, exporters entered the market clearing it of most of the Welland Canal and City supers then offered at previously current rates. This unlooked for movement induced an excited state of feeling, and with great eagerness to purchase, prices of the leading grades rapidly advanced, Welland Canal and City brands latterly bringing \$7.50 to \$7.70, at which prices seem to have steadied, buyers insisting on a further advance. Canada supers have met a fair demand for local use, and have also improved though scarcely in the same proportion; latest sales have been at \$7.50 to \$7.80, the latter for strictly choice and strong. No 2 is in small supply and meets with ready sale at the advance noted. Fine and the lower grades are in moderate demand, and have kept pace with the general improvement. Extras were slower in engaging attention, but the few parcels offered have been mostly picked up and are now held for an advance; we quote Extra S+ to \$5.20, and Superior \$5.25 to \$5.50. **Rye Flour**—There is now none in stock, and any rate given would be nominal. **Bag Flour**—The supply is mostly from the local mills, and good samples have improved in sympathy with similar descriptions in barrels; latest sales of Choice were at \$3.70 to \$3.75, while common of which there are still a few lots on market, are a dragging sale at very irregular rates.

OATMEAL—Prices are firm, but no sales of consequence can be noted.

WHEAT.—With steadily improving prices in Britain, we have to note an active and improving market here; large sales have been made for export at some advance on previous rates. Latest reported transactions have been made at \$1.65 to \$1.67 for U. C. Spring from store and afloat, the latter for strictly prime samples. Most of the sales of Western have been on p. t., but recognized rates at the close were \$1.60 to \$1.62 for No 2, and \$1.67 to \$1.70 for No. 1, at which figures, however, there is little disposition to operate, and though firm, the market closes quiet.

PEAS—The reported advance in Britain following the date of our last, caused renewed activity, and, in a short time, the previous decline was more than recovered, cargoes going latterly at \$1.30 per 66 lbs, and cars from store 97c to 99c, according to sample.

OATS—Have engaged more attention, and cargo sales have latterly been made at 42c to 42c.

BARLEY—Is virtually nominal in the absence of wholesale demand.

PROVISIONS—**Pork**—Continues to be pressed in the anxiety to work off old stock preparatory to fresh operations, and Mess has sold in quantity at \$19.50. Other grades are dull, but prices are not materially changed. **Cut Meats**—Rule dull and irregular as hitherto. **Lard**—Is also a slow and dragging sale. **Butter**—Choice has met an improving demand at some further advance in price, but the small proportion of the offerings being of suitable quality, no great quantity is taken. We are glad, however, to note a generally improved tone in the market, and prospects are more encouraging than hitherto.

ASHERS—**Pots**—Rule quiet at \$5.85 to \$5.90 for first sorts, \$5.35 to \$5.40 for seconds, and \$4.85 to \$4.90 for third sorts. **Pearls**—Are neglected, and present quotations barely sustained.

BRIGHTON CATTLE MARKET.

WEDNESDAY, Oct. 16, 1867.

At market for the current week:—Cattle, 3,350; Sheep and Lambs, 17,827; Swine, 4,200. Number of Western Cattle, 1,631; Eastern Cattle, 190; Working oxen and Northern Cattle, 700. Left over from last week, 399.

Prices:—Beef Cattle, extra, \$12.75 to \$13.00; first quality, \$12.00 to \$12.50; second quality, \$10.50 to \$11.75; third quality, at \$7.50 to \$10.00 per 100 lbs. (the total weight of hides, tallow and dressed beef.)

Country Hides at 10c to 10c per lb., and Brighton Hides at 10c to 11c per lb.
Country Tallow at 7c to 7c per lb.; Brighton Tallow at 8c to 9c per lb.
Sheep and Lamb skins, 75c to \$1 each.
Calf Skins, 16c to 18c per lb.

REMARKS.

The supply from the West is lighter than it has been for several weeks previous. The quality of the Cattle at market is not so good in proportion to the number as last week. There was not any trade to speak of on Saturday, and drovers find it rather hard work to sell

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The Trade Review and Intercolonial Journal of Commerce, printed and published for the Proprietors every Friday, by the Montreal Printing and Publishing Company, Printing House, 67 Great St. James Street, Montreal.