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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. IV.

MONTREAL, FRIDAY, OCTOBER 9, 1868.

No. 41.

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

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

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

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

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

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

TEAS AND GENERAL GROCERIES.
Fresh Goods regularly received. Stock and assort-
ment large and attractive.
J. A. (Late J. A. & H.) MATHEWSON,
27 McGill St.; Stores in rear 41 to 47 Longueuil Lane.
Montreal, Feb. 27, 1868. 1-ly

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

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

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

S. H. & J. MOSS,
WHOLESALE CLOTHIERS,
IMPORTERS OF WOOLENS, TAILORS
TRIMMINGS, &c., 5 and 7 Beccollet Street, and
Oriental Block, 423 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 Ameri-
can Foremen. 38-ly

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

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

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

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.

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

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

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

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

JAMES MITCHELL,
HAS JUST RECEIVED
166 hhd. Choice Sugar, ex "Empress," from Bar-
badoes.

ALSO IN STORE AND TO ARRIVE
238 hhd. } Choice Barbadoes and Jamaica Sugar.
129 bris. }
103 puns do. Cienfuegos and Trinidad Molasses.
25 puns Demerara and Cuba Rum.
9 hhd. "United Vineyard" Brandy, 1863
94 bris puns Cod Oil.
80 bags Fino Jamaica Coffee.
&c., &c., &c.
Montreal 4th June, 1868. 1-ly

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

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

O'HEIR'S
WHOLESALE CLOTHING AND OUTFITTING
ESTABLISHMENT.
68 and 102 MCGILL STREET, MONTREAL.
83-ly Country Orders executed with Despatch

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

W. E. HIBBARD & CO.,
Manufacturers of and Wholesale Dealers in
TRUNKS, VALISES, & CARPET BAGS,
254 and 256 Notre Dame Street, Montreal. 83-ly

DAVIES BROS. & CO.,
COMMISSION MERCHANTS
MONTREAL.

Consignments of Flour, Grain, Leather, Ashes,
Butter, &c., receive personal attention. 3

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

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

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

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

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

I. L. BARGES & CO.,
MANUFACTURERS OF FELT AND
COMPOSITION ROOFING, ENGLISH FELT
ROOFING, &c., Office: No. 9 Place d'Armes Hill,
opposite City Bank, Montreal. 28-ly

W. J. STEWART,
420 St. Paul St., Montreal, and 66 South John Street,
Liverpool,
(Near Post Office and Custom House)
is prepared to receive consignments, and to act as
Shipping Agent, and transact General Business for
Importers in the Dominion, on the most advantageous
terms. 9-ly

MONTREAL TYPE FOUNDRY,
1 ST. HELEN STREET, MONTREAL,
33 COLBORNE STREET, TORONTO.

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

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

McMILLAN & CARSON,
CLOTHING.
WHOLESALE.
143 & 150 MCGILL STREET, Montreal. 6-ly

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

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

CAMPBELL BRYSON,
LEATHER COMMISSION MERCHANT,
9 and 11 LEMOINE STREET,
MONTREAL. 12-ly

JAMES ROY & CO.,
IMPORTERS of DRY GOODS, including TABLE LINEN, SHEETING, &c., No 505 St. Paul st. near St. Peter. 1-ly

THE ETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.

RELIABLE, PROMPT, ECONOMICAL.
 Incorporated 1820.—Commenced business in Montreal in 1850.
 Accumulated Funds, over. \$10,000,000
 Policies issued in 1867 16,231
 Amount insured in 1867 44,734,323
 Receipts for 1867 6,129,447
 Surplus Fund (over all liabilities) 1,831,000
 Deposited with Canadian Government 100,000
 Daily Income in 1863, nearly 50,000
 The best facilities for the Insurance of Hull or Life.
 Head Office for the Dominion—20 Great St James Street, Montreal, with agencies in every city and town.
 S. PIDLAR & Co., Managers
 Montreal, 15th August, 1863. 2-ly

R. C. JAMESON & CO.,
 MANUFACTURERS of VARNISHES, JAPANS, and Dealers in Spirit of Turpentine, Benzine, Oils, &c., No. 3 Cor. Exchange Buildings, St. John Street, MONTREAL. 60-ly

FINDLAY & McWILLIAM,
WHOLESALE CONFECTIONERS,
 No 516 St. Paul Street, near M Gill Street, MONTREAL. 33-ly

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

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

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

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

EAGLE FOUNDRY, MONTREAL,
 GEORGE BRUSH Proprietor.
 Builder of Marine and Stationary
STEAM ENGINES,
STEAM BOILERS of all descriptions
MILL and MINING MACHINERY,
 All kinds of CASTINGS in BRASS and IRON,
LIGHT and HEAVY FORGINGS, &c.
PATTERNS and DRAWINGS FURNISHED. 32-ly

M. H. SEYMOUR,
LEATHER COMMISSION MERCHANT,
 231 St. Paul street, Montreal.
 References:
 Wm. Workman, Esq., Montreal, President City Bank.
 Henry Starnes, Esq., Montreal, Manager Ontario Bank.
 Hon. L. H. Holton, Montreal.
 Messrs. Thomas, Thibaudau & Co., Montreal.
 " James, Oliver & Co., Montreal.
 " Thibaudau, Thomas & Co., Quebec.
 Hon. Wm. McMaster, Toronto, C. W.
 Messrs. Denny, Rice & Co., Boston, Mass.
 Austin Sumner, Esq., Boston, Mass.
 Henry Young, Esq., 23 John street, New York.
 E. Mabel McLean, Esq., Park place, do. 20-

GREENE & SONS
 WHOLESALE
 MANUFACTURERS AND IMPORTERS
 of all descriptions of
FURS, FELT HATS, &c.
 FALL STOCK NOW COMPLETE.
 Our assortment comprises a great variety of styles in
LADIES' AND GENTS' FURS.
 New styles in
FELT HATS FOR FALL TRADE.
 Large assortment of
KID AND BUCKSKIN GLOVES AND MITTS,
CLOTH CAPS, &c., &c.
BUFFALO ROBES.
 517, 519, 521, St. Paul Street,
 1-ly Montreal.

AKIN & KIRKPATRICK,
GENERAL COMMISSION MERCHANTS,
 COR. COMMISSIONER & FORT STREETS,
 MONTREAL.
 EXCLUSIVE application is given to the COMMISSION BUSINESS, and personal attention bestowed on each transaction. The utmost promptness in sales and returns is uniformly observed. The lowest scale of Commissions consistent with responsibility is adopted, and due care taken to avoid incidents charges when practical. Consignors are kept regularly advised by letter, circular and telegram, of all matters of commercial interest. Consignments designed for sale in any of the several British or American markets will be forwarded to strictly reliable agents, and advances granted without expense beyond actual outlay.

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

TO afford extended facilities to our numerous correspondents, we have opened a branch of our business at the above central stand. Consignments of all several descriptions of Country Produce will have prompt and careful attention. Sales will be effected with all prudent despatch, and returns made with promptness and regularity. Commissions will be on the most liberal scale, and all needless expenses carefully avoided. Advances made in the customary form. Orders for Grain, Flour, Provisions, &c., are respectfully solicited, for the judicious execution of which our experience and standing afford the amplest guarantee. Reliable information respecting markets, &c., regularly supplied.

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

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

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

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

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

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

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

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

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

G. F. GIBSON & CO.,
GENERAL AUCTIONEERS
 QUEBEC.
 Trade Sales of Dry Goods, Fancy Wares, Hats, Furs, &c., &c., &c.
 Advances made on consignments. 13-ly

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

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

HALIFAX, N. S.
COMMISSION MERCHANTS.

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

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

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

ST. JOHN, N. B.
STEPHENSON & MCGIBBON,
COMMISSION MERCHANTS,
 Are prepared to receive Consignments of Flour, Pork, and Canadian Produce, realizing the highest market rates for such, and prompt returns made. Drafts authorized.
 No. 8 North Wharf,
 St. John, N.B. 41-ly

ST. STEPHEN, N. B.
JOHN BOLTON,
SHIP BUILDER AND MERCHANT.
 10 King Street, St. Stephen, N.B.

GOVERNMENT HOUSE, OTTAWA,
Monday, 25th day of September, 1868.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL
IN COUNCIL.

HIS Excellency was pleased to lay before the Council, a copy of his Proclamation of the 24th day of September, A. D. 1868, announcing pursuant to the suspending clause therein, Her Majesty's Royal approval of the Act of the Parliament of Canada of the 31st Vic., Cap. 68, intitled: "An Act to impose a duty on Foreign Reprints of British Copyright Works," and the issuing of an Order of Her Majesty in Council under the Imperial Act of the 10th and 11th Vic., Cap. 95, suspending, so far as regards this Dominion, during such time as the said first mentioned Act continues in force within the same, the prohibitions contained in certain Acts of the Imperial Parliament against the importing, selling, letting out to hire, exposing for sale or hire, or possessing, foreign reprints of books first composed, written, printed or published in the United Kingdom of Great Britain and entitled to the copyright therein.

Whereupon, under the authority of the said Act of the Parliament of Canada, it was by His Excellency, by and with the advice of his Privy Council, Ordered, and it is hereby ordered, that on, from, and after the first day of October next, all Copyright works being first composed or written and printed in the United Kingdom, and printed or reprinted in any other country, and with regard to which the notice to the Commissioners of Customs required by any Act of the Imperial Parliament in that behalf, shall have been given, and a list of which shall have been published by the proper authority in England, from time to time, as the list in the form established by law, shall have been furnished the Customs Department for that purpose, by the Imperial authorities, may be entered for duty on payment of twelve pounds ten shillings upon every hundred pounds value thereof—and under and subject to the same regulations as dutiable goods are now, or may hereafter be, admitted to entry for payment of duty under the authority of any law of this Dominion relating to Customs, Trade or Navigation.

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

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

WM H LEE,
Clerk Privy Council.

THE MERCHANTS' PROTECTIVE UNION
MERCANTILE REFERENCE REGISTER.

THE MERCHANTS' PROTECTIVE UNION, organized to promote and protect trade, by enabling its subscribers to attain facility and safety in the granting of credits, and the recovery of claims at all points, have to announce that they will, in September, 1868, publish in one large quarto volume—

THE MERCHANTS' PROTECTIVE UNION MERCANTILE REFERENCE REGISTER, containing, among other things, the Names, Nature of Business, Amount of Capital, Financial Standing, and Rating as to Credit, of over 400,000 of the principal merchants, traders, bankers, manufacturers, and public companies, in more than 20,000 of the cities, towns, villages, and settlements throughout the United States, their territories, and the British Provinces of North America; and embracing the most important information attainable and necessary to enable the merchant to ascertain at a glance the Capital, Character, and Degree of Credit of such of his customers as are deemed worthy of any gradation of credit, comprising, also, a Newspaper Directory containing the title, character, price, and place of publication, with full particulars relative to each journal, being a complete guide to the press of every county in the United States.

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

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

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

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

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

All remittances, orders, or communications relative to the book should be addressed to the Merchants' Protective Union, in the American Exchange Bank Building, No 128 Broadway, (Box 2566) New York. 34

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

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

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

FRANCIS FRASEB,
HARDWARE COMMISSION MERCHANT,
28 St. Sulpice Street, Montreal.
Agent for French and German Manufacturers of Window Glass, Glass Ware, Fancy Goods, &c., Birmingham Hardware Sheffield Electro-Plate Goods, Tools, Cutlery, Files, Steel, &c. 53-ly

SPRING IMPORTATIONS 1868.
LEWIS, KAY & CO.,
Have now received their entire
SPRING IMPORTATIONS,
and would particularly call the attention of buyer to the large assortment of FANCY GOODS. 6

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

FOULDS & McCUBBIN,
IMPORTERS AND WHOLESALE CLOTHIERS,
370 St. Paul Street, Corner St. Sulpice Street,
Montreal. 80-ly

E. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE,
CUVILLIER BUILDINGS, ST. SACRAMENT ST.,
Montreal. 60-ly

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

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

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

JOSEPH MAY,
IMPORTER OF
FRENCH DRY GOODS,
483 ST. PAUL STREET,
MONTREAL. 61-ly

McLACHLAN BROS. & CO.,
IMPORTERS OF BRITISH AND
FOREIGN FANCY & STAPLE DRY GOODS,
and Small Wares, No. 463 St. Paul St., Montreal. 35-ly

WM. J. McMASTER & CO.,
IMPORTERS OF STAPLE & FANCY
DRY GOODS, No. 16 Lemoine Street,
Montreal. 55-ly

GOVERNMENT HOUSE, OTTAWA,
Thursday, 1st day of October, 1868.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL
IN COUNCIL.

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

His Excellency in Council, on the recommendation of the Honorable the Minister of Agriculture, and under the provisions of Act 23 Vic., Cap. 16, has been pleased to order, and it is hereby ordered, that from and after the 8th day of October instant, the Order in Council of the 13th August last prohibiting the importation of Horned Cattle from the said United States of America into the Provinces of Quebec and Ontario, shall be, and the same is hereby, revoked.

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

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

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

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

WM. H. LEE,
Clerk Privy Council.

THE MONTREAL
PRINTING & PUBLISHING CO

PRINTING DEPARTMENT.

(Late M. Longmoore & Co.)
Every kind of work done in the very best manner forwarded by mail or express.
Orders from the country filled without delay, and forwarded by mail or express.

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PAMPHLETS,
CATALOGUES, &c
neatly and expeditiously printed.

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MUNICIPAL,
and ASSESSMENT FORMS,
printed to order.

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GENERAL HARDWARE AGENTS,
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 27 St. John Street, Montreal.
SOLE AGENTS FOR:

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

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

THE ST. LAWRENCE GLASS COMPANY
 MANUFACTURERS

COAL OIL LAMPS, various styles and sizes.
 LAMP CHIMNEYS of extra quality.
 LAMP SHADES, plain, ground and cut glass.
 GAN SHADES, do do do
 Sets of TABLE GLASSWARE, consisting of
 GOBLETS,
 TUMBLERS,
 SUGAR-BOWLS,
 CREAM JUGS,
 SPOON-HO LRS,
 SALT-CEL LRS,
 CASTOR-BOTTLES,
 PRESERVE DISHES,
 NAPPERS,
 WATER PITCHERS,
 &c. &c.
 Hyacinth Glasses, Steam Gauge Tubes, Glass Rods, Reflectors, or any other article, made to order in white or colored glass.
 Kerosene Burners, Collars and Sockets will be kept on hand.
 FACTORY—ALBERT STREET. Orders received at the Office, 338 St Paul Street.
 41-ly A. McK. COCHRANE, Secretary.

THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.

WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.
 Accumulated & Invested Fund - - \$18,909,350
 Annual Income - - - - - 3,376,953
 This Company will continue Business under the Insurance Act lately passed by the Dominion Parliament.

W M RAMSAY, Manager
RICHARD BULL,
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EVERY information on the subject of Life Assurance will be given at the Company's Office, No. 47 Great St. James Street. Mon real or at any of the Agencies throughout Canada. 12-ly

PHENIX
MUTUAL LIFE INSURANCE COMPANY,
 HARTFORD, CONN.
 ACCUMULATED FUND - - - - OVER \$2,000,000.
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ISSUES ORDINARY LIFE,
TEN YEAR NON-FORFEITING LIFE,
 AND,
ENDOWMENT POLICIES,
 At the rates annually charged by responsible Companies, and returns all profits to the insured, who are now receiving a return of 50 per cent., or half their premium.
 Parties at a distance can insure from blanks, which will be furnished on application.
 Usual restrictions as to residence and occupation abolished.
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 104 St. Francois Xavier Street.
 Active and Influential Agents and Canvassers wanted throughout the Dominion. 30

F. SHAW & BROS.
TANNERS AND DEALERS IN
 HIDES AND LEATHER,
 Importers of
ENGLISH OAK SOLE LEATHER and STRAP
BUTTS for Belting
 Agents in Canada for sale of
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PRODUCE AND GENERAL COMMISSION MERCHANTS,
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LIQUORS, CIGARS, & C.
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ROYAL
INSURANCE COMPANY
FIRE AND LIFE.
CAPITAL - - TWO MILLIONS STERLING
FIRE DEPARTMENT.
Nearly the Largest Insurance Company in the World.
ANNUAL INCOME - - - - £800,000
ADVANTAGES TO FIRE INSURERS
 1st. Security unquestionable.
 2nd. Revenue of a most unexampled magnitude.
 3rd. Every description of property insured at moderate rates.
 4th. Prompt and liberal settlement of Losses.
 5th. Loss and damage by explosion of Gas made good
 6th. Moderate Premiums

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

BOONS TO LIFE ASSURERS
 The Directors invite attention to a few of the advantages the ROYAL offers to its Life Assurers:
 1st. Exemption of assured from Liability of Partnership.
 2nd. Moderate Premiums.
 3rd. All fees paid by the Company.
 4th. Thirty days' grace allowed.
 5th. Profits divided every five years.
 All new Life Insurances, with participation, effected after this date, will become entitled to an INCREASED SHARE OF THE PROFITS, in accordance with the Resolution passed at the last Annual Meeting of Shareholders.
H. I. ROUTH,
Agent.
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ALFRED PERRY, Inspector. 20.

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FIRST PRIZE
PIANOFORTE MANUFACTURER,
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 Show Room:—79 Great St. James Street.
 Factory—82 Champ-de-Mars Street.
 Constantly on hand, a superior assortment of Pianos, Square and Cottage.
 Second-hand Pianos taken in exchange; Repairing and Tuning promptly attended to. 43

ROBERTSON, STEPHEN & CO.,
 MONTREAL,
 Are now receiving their
FALL IMPORTATIONS,
 which will be fully completed by the
 20th INSTANT,
 When they will be prepared to exhibit a large and varied selection of
STAPLE AND FANCY
DRY GOODS.
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 Importers of
STRAW AND FANCY DRY GOODS,
 Joseph's Block,
 18 St. HENRI STREET,
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LEWIS, KAY & CO.
HAVE JUST RECEIVED
 100 Pieces HOP SACKING.
 50 Bales ENGLISH COTTON YARN.
 100 " BEST SOUTHERN YARN.
 100 " CANADIAN COTTON BAGS.
 600 Pieces GREY COTTONS.
 500 " DARK Madder PRINTS.
 300 " LILAC PRINTS.
 Our New Warehouse, corner of RECOLLET and ST. HELEN STREETS, is now nearly complete, and we intend REMOVING there about the 5th week in August.

PARIS UNIVERSAL EXHIBITION, 1867,
PRIZE MEDAL.
PROVINCIAL EXHIBITION, MONTREAL, 1853,
TWO SILVER MEDALS AND DIPLOMA
HAVE BEEN AWARDED
WINNING, HILL & WARE,
 FOR
CHOICE FRUIT SYRUPS,
CORDIALS,
OLD TOM-GIN,
GINGER WINE,
BITTERS, &c
 Of their own Manufacture.
OFFICE, 389-391 ST. PAUL STREET,
 (near the Custom House)
 MONTREAL, 1-ly

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

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

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

1868. AUTUMN CIRCULAR. 1868.

T. JAMES CLAXTON & CO.,
 CAVERHILL'S BUILDINGS,
 ST. PETER STREET,
 MONTREAL.
DRY GOODS
 Our Stock will be complete and open for inspection
 by
TUESDAY, the 25th AUGUST,
 Every department fully represented.
 We request careful inspection and comparison.
 1-ly **T. JAMES CLAXTON & CO.**

2,000 cases **FINEST FRUIT SYRUP.**
 1,000 " **GINGER WINE—"McKay's"**
 Also, in Kegs, Qt-Casks and Hhds,
AT LOWEST MARKET PRICES.
WEST BROTHERS,
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JEFFERY BROTHERS & CO.,
GENERAL MERCHANTS,
 44 ST. SACRAMENT STREET,
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WHOLESALE DRY GOODS,
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WM. McLAREN & CO.,
 Manufacturers and Wholesale Dealers in
BOOTS and SHOES
 STORE:
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 (In the rear of Joseph Mackay & Bro.)
 MONTREAL. 33-ly

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

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, OCTOBER 9, 1868.

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

The following is a statement of the Revenue and Expenditure of the Dominion of Canada for the month, and three months ended 30th of September, 1868:—

Revenue—Customs.....	\$935,115
Excise.....	161,845
Post Office.....	16,493
Bill Stamp Duty.....	11,559
Public Works, including Railways.....	106,791
Miscellaneous.....	614,555
	\$1,846,361
Revenue for July.....	1,375,720
" August.....	1,377,983
Total for three months.....	\$4,600,014
Expenditure for September.....	\$2,294,409
" July.....	1,801,622
" August.....	964,293
Total for three months.....	\$5,060,324

We understand that the whole of the stock of the Dominion Telegraph Company has already been subscribed for, and that there are only one or two large holders in this Province.

Quick Ocean Passage.
 The Steamship *Austrian*, Captain Wylie, has made the best outward run this season. She sailed from Londonderry on the 26th ult, at 6.16 a.m., and arrived at Father Point on the 4th inst, at 6.45 a.m. Deducting difference of time, her passage has, therefore, been made in about 7 days and 13½ hours.

Breaking the Atlantic Cable.
 It is stated that the directors of the Anglo-American Company, contemplate offering a reward of £1,000 for any information bearing on the rupture of the cable last year, or on the present occasion. This hardly agrees with the generally accepted version that the fault was occasioned by an iceberg.

The City of Hamilton and G. W. B. Stock.
 The adjourned hearing of the case of Carpenter vs. the City of Hamilton, to set aside the by-law authorizing the transfer of Great Western Railway stock held by the city on a bonus to the Wellington, Grey and Bruce Railway, came up last week in Toronto, before Mr. Vice-Chancellor Sprague, Mr. Blake appearing for the plaintiff and Mr. Strong, Q.C., for the defendant. After the argument, however, for the plaintiff had been made, Mr. Strong stating that he had hoped the case would be allowed to stand over till the hearing which would be before the same judge in November, Mr. Blake agreed, the case now standing till the Examination and Hearing Term on the 10th Nov., and Mr. Strong undertaking that no sale of stock should take place in the meantime.

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

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

FRED. COLE, Sec'y.
 Inspector of Agencies—T. C. LIVINGSTON, P.L.S. 9-ly

This is the age for canals. The next great enterprise of that kind to be undertaken (after the Huron and Ontario) is one to be cut through the Isthmus of Darien. The President of the United States, in a recent interview with the Minister of Colombia, pointed out the practicability of such a work, mentioning that the distance was only 84 miles, and the highest elevation to be cut into only 40 feet. A canal at Panama would obviate the long and dangerous passage for vessels round Cape Horn, and greatly shorten the water communication between the East and the West.

PROPOSAL FOR THE EXPORTATION OF SILVER.

MR. W. Weir, broker, of Montreal, advertises for tenders for the delivery to him of two millions of dollars of United States silver coin, large and small, at various rates from 2½ to 3½ per cent discount, under various conditions; for particulars of which we refer our readers to the advertisement elsewhere.
 Mr. Weir proposes, provided he is sufficiently supported, to export during a period of forty weeks, two millions of silver under the conviction that what will then remain in the country will not be in excess of its currency requirements, and that any discount to which it may be subject will be much less than it has been since the present supply of the objectionable coin was obtained from the United States, and so small as to be a matter of little consequence. In March last, Mr. Weir commenced a movement similar in its character, but on a very much more limited scale, the exportation then being only some \$200,000. For the benefit of those to whom Mr. Weir is unknown, we may say that we know him to be a business man of great energy, and quite capable of successfully carrying out any engagements he may be willing to enter into. At a meeting held last spring, by those from whom he purchased silver for export and others interested, a resolution moved by Mr. Edward Mackay, of Messrs. Jos. Mackay and Brother, and seconded by Mr. J. Hodgson, was adopted, to the effect that the meeting having heard the explanations of Mr. Weir, desired to express its entire approval of the manner in which that gentleman had conducted the shipments, and recommended that a further effort should be made to ship as much as possible of the surplus silver still remaining. Of course in the present, as the silver delivered will be paid for in cash, there is no question of personal credit, and no portion of the guarantee fund will be payable to Mr. Weir until he can give sufficient proof that he has fulfilled his part of the contract.
 We see no reason why a large amount of silver may not be exported in this way, if those who say they wish to get rid of silver are only in earnest in saying so.

INTERCOLONIAL RAILWAY.

WE subjoin an important despatch, on the route of the Intercolonial Railway, from the Secretary of State for the Colonies, to the Governor General of the Dominion. The Imperial Government expresses their satisfaction at the route selected, and intimate that the guarantee could not have been afforded for any line south of the St. John:—

“DOWNING STREET, 22nd July, 1868.

“MY LORD,—I have received your Lordship's telegraphic message that the route by the Bay of Chaleur has been selected by the Canadian Government, as the one to connect Truro with Riviere du Loup, and thus complete the Intercolonial Railway.

“I understand three routes to have been under the consideration of the Government of Canada, namely: one crossing the St. John River, either at Woodstock or Fredericton; the second in a more central direction through New Brunswick, and the third following the line selected by Major Robinson in 1848.

“The route crossing the St. John River, either at Woodstock or Fredericton, is one to which the assent of Her Majesty's Government could not have been given; the objections on military grounds to any line on the south side of the St. John River are insuperable.

“One of the main advantages, sought in granting an Imperial Guarantee for constructing the railway, would have been defeated if that line had been selected.

“The remaining lines were the central line and that following the general course of the route surveyed by Major Robinson; and Her Majesty's Government have learned, with much satisfaction, that the latter has been selected by the Canadian Government. The communication which this line affords with the Gulf of St. Lawrence at various points, and its remoteness from the American frontier, are conclusive considerations in its favour, and there can be no doubt that it is the only one which provides for the national objects involved in the undertaking.

“I have, &c.,

“(Signed)”

BUCKINGHAM AND CHANDOS.

“Governor the Right Hon. Viscount MORRIS.”

From the foregoing it appears that the Imperial Government looked for little other advantage from the construction of the Intercolonial Railway than its use as a military road; but however narrow a view this may have been to take of the matter, as the successful floating of the loan has been mainly due to the Imperial guarantee, we suppose we must not object to the decision, especially as it was approving of the selection made by our own Government.

We are afraid, however, the Railway will not for many years to come turn out a paying investment, and we shall esteem it fortunate if the running expenses and renewals do not absorb more than the earnings of the road. We do not doubt that some time in the glorious future of this Dominion, the through and local traffic from the sea-board to the interior and *vice-versa*, will be enormous, and amply sufficient to enable our Government to pay interest, and provide a sinking fund for the extinguishing of the Railway loan; but our cool judgment leads us to believe that that time is yet far distant, and that by the Major Robinson route, no paying traffic will spring up for many years to come. We fear the position of the Railway will be worse than the River du Loup section of the Grand Trunk, and although naturally inclined to take a hopeful view of all undertakings calculated to develop the resources of the country, we must confess we see no reason to be sanguine in this instance of anything but loss from the construction of the Intercolonial Railway, through a country from which so little local support is to be obtained. As a purely commercial enterprise, we should look upon any serious expectations of a profitable return as little short of insanity; but while we thus express our opinions, we do not desire to see them justified by results, and would willingly submit to loss of credit for the sake of finding our predictions falsified by the event.

THE HURON AND ONTARIO SHIP CANAL.

TWO petitions are at this time being numerously signed, more especially in Toronto, the one to the Ontario Legislature, the other to the Dominion Parliament. The Ontario Legislature is asked to grant to the Canal Company 10,000,000 acres of wild lands, and any marsh or waste Government lands on the line of the canal, as a bonus, to secure the subscription of their capital stock by American and English capitalists who are prepared to come forward so soon as the grant of land and right of way for the canal are secured. The second petition, to the House of Commons, sets forth the belief of the petitioners that the projected canal will contribute largely to the consolidation and prosperity of the Dominion; that the extension of western communication is a feature of the avowed policy of

the Government; that the construction of the Canal will most effectually secure the object, as reducing the distance between the upper lakes and the sea some four hundred miles; that the Canal will not only be a powerful agent in the development of the North-western portion of Canada, now almost waste and unproductive, but that it will make Canada the highway for immigration to the West and North-west, and facilitate and hasten the settlement of the Assiniboine and Saskatchewan Valleys; that the interests of the Maritime Provinces will be promoted by reducing the cost of transportation of breadstuffs, and opening an extensive market for their coal; that the Provisional Directors of the Canal Company have the most satisfactory assurances that with the aid of a grant of land from the Province of Ontario, and equitable arrangements with the Dominion Government for the necessary enlargement of the St. Lawrence Canals and improvement of the channel of the river, the capital for the construction of the Canal, estimated at \$40,000,000, may be readily obtained without the incurring of any debt by the Dominion or Provincial Governments; and prays the House to take the premises into their most favourable consideration, and to adopt such measures and grant such aid and facilities as, in their wisdom, they may consider meet and necessary, to enable the Huron and Ontario Ship Canal Company to carry into effect, as promptly as possible, the important object of their charter.

Concerning the assistance sought by the Canal Company from the Province of Ontario, we do not see on what grounds the Legislature of that Province could possibly refuse to grant it. A majority of its people are without any doubt in favour of the construction by foreign capitalists of a work which, in itself beneficial will also be the direct means of ensuring the circulation of large sums of money during the period of construction, and as the Legislature is popularly supposed to be the representation of the popular will, it should carry out that will as set forth in the memorial now being signed. It is also evident that in granting the land the Government will give away that which will not impoverish the country, but which will give some return to the American and English capitalists, who can of course look for no direct returns from their outlay until the Canal works are entirely completed. And not only will the country not be impoverished by granting these lands, but the great object of attracting immigration will be facilitated, and prosperous settlers will be adding year by year to the real wealth of the country in a degree far beyond any trifling revenue which might arise from the sale of these lands.

Concerning the aid to be given by the Dominion Government for the enlargement of the St. Lawrence Canals and the deepening of the channel at various points, we cannot pronounce at present, as it is asked in a general way, leaving the mode in which it is to be granted to the discretion of the Government. The cost of enlarging the St. Lawrence Canals so as to give a depth of 13 feet on the sills and to make the locks of a size uniform with those of the proposed Huron and Ontario Ship Canal, and of deepening and widening the channel of the St. Lawrence at various points so as to permit vessels to go down the rapids without passing through the canals, is estimated in round numbers at \$5,000,000; and there is no reason to fear that the Company, having ability to carry out the greater work, involving the expenditure of Forty Millions, would have any difficulty in providing Five Millions for the lesser but necessary portion of the scheme. It is claimed that the tonnage passing down the St. Lawrence will be sufficient to give in the shape of tolls a revenue large enough to pay interest and sinking fund on the proposed outlay, and if the estimates of cost be correct, we do not see how on purely financial grounds there should be any difficulty on the part of Government in coming to a mutually satisfactory agreement with the Canal Company.

There is one point, however, that we hope our Government will not overlook in any arrangement they may make. They must be careful not to bind themselves in any way whereby the would be deprived of the right to close the St. Lawrence to foreign vessels if it were a matter of colonial or imperial policy to close that river. There is no doubt that the value of the St. Lawrence route to American shippers would be very greatly enhanced by the construction of the Huron and Ontario Canal and the enlargement of the existing canals; and its possession by Canada might enable our Government to negotiate a Commercial Treaty with the United States on terms more favourable even than would be the case at present.

We trust therefore they will always retain in their own hands the undisputed right of saying whether or not foreign vessels shall have the right of way down the St. Lawrence, and on what conditions. We wish all success to the Canal Company and the gigantic enterprise it has undertaken, but we nevertheless do not wish to see this country placed for any reason in a false position, or one that would hamper our Government in their dealings with the United States.

From an English point of view, the shortening of the route from Lake Superior to the sea is but the first step towards the establishment of such a route across the Continent to British Columbia as would secure the enormous trade of the East, now in the hands of England, but which seems destined to pass into those of the United States, on the completion of the Pacific Railroad. The possession of the trade of India and China is a commercial prize of the very greatest magnitude, and one which England will not surrender without a struggle; hence we may expect to find it a part of Imperial policy to provide for the construction over British territory, and by the shortest practicable route, of a railway to connect Lake Superior with Fraser River, and to place steamers of largest capacity to ply between Victoria and the East. When this is done we may hope to see the now widely separated portions of British America brought more closely together, and the borders of the Dominion extended to embrace all the Colonies owing allegiance to the Crown of England.

THE UNITED STATES DEBT.

IT is stated by the New York papers that the Hon. Alex. Delmar, of the United States Treasury Department, in reply to a letter from Messrs. Hunt and Grinnell, of New York, asking for information, makes known the fact that there is a deficiency of \$164,839,202 in the revenue of the fiscal year ending June 30, 1868, and as a consequence that the public debt has increased a similar amount. As Mr. Delmar's position enables him to speak with authority, we can but give credit to his statement, badly as it tells against the skill with which the finances of the United States are managed. We imagine that the cause of the deficit may be found in the fact that taxation previously to the last session of Congress had become excessively onerous, and that certain classes whose interests were suffering from the burden placed upon them, had obtained at least a portion of relief; another cause being in a falling off in imports from the amount put down in the estimates. Whatever the reason for the falling short in the revenue the fact is important, and when it becomes generally known must exercise a depressing influence on United States bonds wherever held.

NORTH-WEST PROSPECTS.

Recent Excursions to Fort William—New Mining and Land Policy needed—Red River Road and Trade.

THE splendid region around the north shore of Lake Superior seems no longer destined to remain a *terra incognita*. Never before has it received from Canadians so much attention as during this season, although American miners and others have often gone to “spy out the riches of the land,” and lamented that it did not belong to their own country. Most of the visitors this summer, have gone up to Lake Superior, principally for pleasure and pastime; but pleasure-seekers have also acquired much information about the region, and not a few have gone with the latter object mainly in view. The visit of the Press Association was a most fortunate event for the whole North-west. It has done more to enlighten the public as to the importance of the territory we possess there, than any other agency which could have been employed, and we feel convinced that the many well-written reports published on the return of the excursionists, has awakened an interest in the Algoma district never before felt.

Very great good, we think, must also arise from the recent excursion of Members of Parliament. This trip had been projected for some time by the Hon. Messrs. Richards and Carling, of the Ontario Government, and they were accompanied by a large number of the representatives comprising the Local Legislature, and a few connected with the House of Commons. They were conveyed by the steamer *Chicora*, which has been subsidized by the Ontario Government to run upon the line. After this summer, we suppose both the *Algoma* and the *Chicora* will run between Gollingwood and Fort William. It is to be hoped that

both boats will be handsomely patronized, although we fear it will be difficult to make both of them pay from the start.

These visits of the Press and of the people's representatives, will be of very little use unless they result in the adoption of a more liberal and enterprising Mining and Land policy by our Government. It is to enforce the great necessity which exists for this, and to point out the immense advantages of even the partial settlement of that region, to the Dominion, which has induced us to revert to the subject. We were exceedingly glad to observe that Mr. Richards, Crown Lands Commissioner, was among the *Chicora's* passengers. We hope that his sail on Lake Superior has opened his eyes a little. We have already sharply criticized his Mining law passed last session, and we trust both Mr. Carling and he saw during their trip, and will plainly tell their fellow-ministers at Toronto, that a more absurd and injurious law seldom disgraced a statute-book. If the settlers at Bruce Mines and elsewhere, spoke out to the Commissioner as they did when the Press were there, the probability is that the honourable gentleman came home with considerable "new light" on the subject.

We believe we are correct in stating that the Ontario Government does intend at the coming session, which will commence in November, to make important alterations in their Mining and Land policy. What these changes are to be, will doubtless remain a mystery till the House meets; but we take the opportunity to say, that no changes which are not of a thorough character, and which will not make our Mining and Land policy as liberal as that of the United States, will give satisfaction to the country. We want to populate—as far as is possible—those tracts of country between Owen Sound and Fort William which are fit for settlement. There are good lands on the Mantoulin Island, at the Sault Ste Marie, and Fort William; let those be given away to actual settlers, without any miserable two-penny conditions, such as disfigure the Free Grant scheme of last year. The whole north shore of Superior is rich in iron, copper, silver, and it may be, gold also; what is the use of allowing this wealth to lie as useless and unproductive in the ground as so many stones? Let the restrictive Mining law which ought to have been entitled "An Act to prevent Mining in Ontario," be rescinded, and another placed on the statute-book which will stimulate Mining enterprise in that region in every legitimate way. It is now altogether behind the age to place any hindrances in the way of mining or settlement, and when the Ontario Government take the subject up again, let them see to it that we adopt a broad and liberal policy which will not make Canadians ashamed when they compare it with that of the neighbouring Republic, or any other country in the world.

In connection with this subject, we may express our gratification at the fact that the Dominion Government are about to push on the Red River road from Fort William to Dog Lake. It will be remembered that nearly seven miles of this road are already made, and we have before pointed out the very great importance to the Dominion, if we wish to secure the Red River trade, of opening up this means of communication at the earliest possible moment. That trade has now reached a volume well worth striving for, and if we had a good road from Fort William to Fort Garry, we would certainly tap the business now carried on with the City of St. Paul's, and direct its course to our own country and advantage. We are the more convinced of this from an examination of a list of prices which the Red River people have to pay in Minnesota for the articles which they require to import. After carefully scanning these prices, we are convinced our Canadian merchants and manufacturers could completely undersell those of Minnesota, and that goods could be laid down at Fort Garry much cheaper from Toronto and Montreal than from St. Paul's and other Western American points. This being the case, there is cause to rejoice that the Dominion Government will soon commence the first practical and determined move to open up the North-west to Canadian energy and enterprise. Our only regret is, that it was not done years ago; but it is better late than never, and probably the delay in starting may cause the work to be pushed on with more energy and vigour to completion.

The Dominion may justly be congratulated, and the North-west itself, on their brightening prospects. The future is full of hope. In all probability, the Deputation composed of Messrs. Cartier, McDougall

and Campbell, which has just started for England, will settle with the Hudson's Bay Company, and get rid of the monopoly for ever. Then the commencement in earnest of the Red River road, will not only open up a route for trade but serve to promote settlement; and simultaneously, we expect to witness the Algoma district—or at least that part of it on the Red River route—being rapidly settled with miners and farmers under the new and "go-ahead" policy which we expect the Ontario Ministry are about to adopt.

The people of Canada are immensely interested in these results. Heretofore, there has been nothing but delays and disappointments. Assuredly the country will no longer hold guilty either ministers, representatives or officials, who present or delay the realization of its long-cherished hopes and expectations in regard to the North-west country.

OUR MINERAL RESOURCES.

NORRIS Best, Manager of the Woodstock Iron Works, has written a letter to the *Sentinel* in reference to our mineral productions. As any development of the resources of our country is a matter of interest to the whole people, we quote a portion of the letter:—

"I am afraid the Government of this Province (not yet of the Dominion) have never fairly entertained the immense advantage the mines and minerals (especially coal and iron) may be and are to the country in which they are known and found to exist in this Province. It is probably not generally known that a very great part of the area of this Province is underlain by that most valuable of all mineral treasures, coal; that these treasures, somewhat triangular in shape, have for their base the Gulf of the St. Lawrence, and extend from Bathurst on the North to Nova Scotia on the East, its apex being at the Oromocto Lake, and its North-western margin running from thence to Bathurst and approaching the Bay of Fundy on the South-east; and yet with the certainty of this, it is, I think, almost as certain that only the South and South-East sides of this great carboniferous basin have as yet been explored. What may be the result of the present explorations now being conducted under the superintendence of Sir William Logan, and the expense of the Dominion Government, it is, of course, impossible to tell. The writer of this, however, took an opportunity of impressing the great value of the coal and clay iron-stone deposits of this Province upon the mind of the Hon. John Rose, the Finance Minister of the Dominion, who evinced the most lively interest in the subject, and promised to write Sir Wm. Logan personally thereon. One thing, however, is quite clear, that hitherto our people have striven to amass wealth, and allow the prosperity and progress of the Province to depend upon the getting and exporting of lumber, at best but an uncertain and speculative operation, rather than dig deeper for the more permanent and inexhaustible treasures of the earth. Could our Government realize the fact, that for a (comparatively speaking) small sum they could set at rest the (to some minds) vexed question of the existence of the clay iron-stone at the Grand Lake, the Valley of the Oromocto, and other places, they would confer a boon upon the Province and Dominion, the effect of which would be incalculable. When we look at the fact that we are importers of pig iron into this Province alone of probably 2,000 tons per annum, demanding a corresponding export of \$40,000 in gold for the same, when we ourselves might be not only making our own iron, but exporters of it also, it is, I say, a most surprising matter that no continuous efforts have hitherto been made to obtain so desirable a result, this not having reference alone to the amount of labor and capital that would be employed and expended, but also to the royalty that would accrue to the Government for and from the working of the same."

Mr. Best promises at another time to show the resources of Carleton County for the production of charcoal pig iron. We shall be glad to hear from Mr. B. on this subject. Information relative to the iron and coal interests of New Brunswick cannot be too widely circulated.

Mr. Best also expresses anxiety to have the interests of New Brunswick duly cared for in the negotiation of the Reciprocity Treaty, and alludes to the action taken in the Nova Scotia Legislature. This anxiety is quite natural. We fail to see, however, the value of following Nova Scotia's example by sending an independent deputation to watch proceedings at Washington. The Wilkins-Annaud Government urged that course more from bad feeling towards the Dominion authorities than from a desire to guard the interests of Nova Scotians. A similar display of factiousness on our part is unnecessary. In the hands of the Dominion Government we feel confident our great maritime, fishing and mining affairs, are perfectly safe. It is now just as much their interest as it is their duty to look after such matters, and we have no doubt that they will be duly cared for in any negotiations with the Washington authorities.—*St. John News.*

THE INTERCOLONIAL COMPANY'S Railway from their coal mine to the waters of Pictou harbour was formally opened on Thursday last, the 1st of October. A ball was given by the Company in honour of the occasion, in Mason Hall, Pictou, on the evening of that day, which, as expected, was one of the most brilliant events of the kind that has ever taken place in that county. The railroad now completed, we believe, is about seven miles long, and connects one of the finest coal properties in the Province, with the best water for shipping in the harbour. The works and wharf, we understand, are capable of shipping about 2,000 tons per day.—*Halifax Citizen.*

SHIPPING OF THE DOMINION.

AN official return has just been published, showing the number of vessels owned in the Dominion of Canada on 1st July, 1887; with a statement showing whether they are steamers or sailing vessels; whether they are sea-going, or river or lake vessels; whether they are trading or fishing vessels; and also indicating their tonnage, their value, and the Port and the Province they belong to, and the number of their crew.

According to these returns the number of steamers owned and registered in the Province of Ontario, are 73, of which 41 are paddle and 32 screw. There are 17 barques; 14 brigantines; 252 schooners; 22 sloops; 10 barges; 32 scows; 61 not rigged, making a total of 1,481. These represent a tonnage of 66,959 tons. One is a sea-going vessel, the remainder river or lake. The value is estimated at £2,787,000; number of men employed, 3,192. Belleville is represented by one paddle steamer and 8 schooners; valued at \$51,000, having a tonnage of 1,171 tons and employing 53 men.

In the Province of Quebec there are 1,428 vessels, having a tonnage of 155,690, valued at \$4,638,945, and employing 8,648 men; 304 are sea-going, and 1,124 river or lake. They are divided up as follows:—221 steamers, of which 147 are paddle, and 74 screw; 76 ships; 22 barques; 3 brigs; 32 brigantines; 675 schooners; 34 sloops; 338 barges; 33 scows; 129 batteaux; 16 not rigged.

The Province of New Brunswick has 826 vessels, having a tonnage of 200,777 tons, valued at \$6,904,508, and employing 6,207 men. Of these 588 are sea-going and 238 river or lake; 22 are paddle steamers, 6 screw steamers; 90 ships; 97 barques; 17 brigs; 101 brigantines; 369 schooners; 3 sloops; 121 wood boats.

In Nova Scotia the returns show a total of 3,037 vessels, valued at \$10,258,812, having a tonnage of 352,917 tons, and giving employment to 19,288 men. Of these 3,081 are sea-going, and 6 river or lake; 11 are paddle steamers; 2 screw steamers; 49 ships; 261 barques; 97 brigs; 390 brigantines; 2,275 schooners; 2 sloops.

The total number of vessels of all classes in the four Provinces is 5,822, of which 3,974 are sea-going, and 1,848 for lake and river navigation. Two thousand one hundred and thirty-six are only five years of age and under; 1,144 are from 5 to 10 years old; 720 from 20 to 30 years old; 394 over 30 years of age. This craft is valued at \$23,583,062, and represents a measurement of 778,343 tons. Two hundred and twenty-one are paddle steamers; 114 screw steamers; 164 ships; 397 barques; 117 brigs; 537 brigantines; 3,471 schooners; 61 sloops; 818 barges; 55 scows; 129 batteaux; 121 wood boats; 77 not rigged.

The report says the values represent but a mere approximation; that the age of a vessel was probably in most cases the basis upon which the value was deduced, but this was often a fallacious criterion. Some of the returns differed widely from others in their estimate of values. In some the values were omitted altogether, and the omissions were supplied by the best data at hand. The shipping owned and registered at the ports of Amherst, in the Province of Quebec, and Guysborough and Pughash in the Province of Nova Scotia are not included in this report, no returns having been received.

PRINCE EDWARD ISLAND.

(Correspondence of the Boston Advertiser.)

MALPEC, Sept 2, 1868.

THIS Island has formerly been known as St. John's. It is one of the two largest in the Gulf of the St. Lawrence. Anticosti, lying on the north-west part of the bay, at the entrance of the River St. Lawrence, is as large as this island that is, over 120 miles long. It is almost an unbroken wilderness, thickly wooded, and abounding in game. In the forests are bears, moose, foxes, and smaller animals, very numerous. One great disadvantage of Anticosti is its want of harbours; no good harbours are found in all its extensive sea-coast. The two light-houses, one on either end of the island, with the keepers' dwellings constitute the principal improvements. But this island, Prince Edward, is a beautiful country, a mild and temperate climate, and generally healthy. Its shores are indented with good harbours, and the land is level and easily worked. One peculiarity of the rock and ledges on this island is, that it is all of the red sandstone formation. Its bright brick colored cliffs, green topped, loom up cheerfully in the distance as you approach from the sea. Wide fields of barley and oats wave in the breeze like the sea. The summer is short, but the soil is quick and productive. Its smooth and level fields, when turned in deep and even furrows, look red and rich as the newly split salmon of its rivers. Root crops are a great specialty here. Ruta baga, English turnip and mangel wurzel are largely cultivated, but the yield of potatoes is great and of many choice kinds. Cargoes are shipped to Boston, Charlottetown, Summerside and Souris on the south side of the island, and Malbec and Casumpec on the north side.

Living off from all the travelled routes, the people see but little company, and are not vexed with following all the gewgaws and follies of fashion. The homemade kersey colored by nature covers the male limbs, and new worsted and wool, dyed and pressed, is esteemed pretty enough to adorn female beauty without the useless appendage of hoops. Contented with having all the substantial of life, they care but little for "all the sweeties and things," as they express it, of city life, and in dress and manners they are primitive and unsophisticated to a degree that is amusing and yet agreeable. Extremely kind to strangers, you are welcome to the best in the house, and can enter at once into their acquaintance and fellowship, even if you are not a mason.

Being a colony by themselves they make their own laws and treaties, and there is a fair prospect of a

reciprocity of trade with the United States through the agency of Messrs. Butler, Poland and Peck. They even have coin of their own, tokens and half-penny tokens, with a plough on one side and a split codfish on the other.

One great pull back to the advancement of this people is the rental system that has so long prevailed here. The people do not own the land. Some earl, duke or baronet of Scotland or England, or their heirs, still hold the titles to the land and exact their rents of the tenantry. Farmers do not improve their homesteads as they would if they were their own.

True, the proprietors are willing to build roads, pay for plotting and laying out the towns and farms with mathematical accuracy, which adds much to their appearance and convenience. Several American firms have agents here at Frenchtown, Rustico, and other places, to buy mackerel, hake, and other fish for shipment to the States.

THE BRUCE MINES.

A CORRESPONDENT of the Toronto Leader on a trip to the Lake Superior region, thus describes the Bruce Mines:—

We arrived at the mines again on a Sunday, unfortunately, for being anxious to return in time for the fair at Hamilton, we could not remain until the next day. However, Mr. Bennett, the courteous Superintendent of the Mines received us at the wharf, and showed us all that could be seen.

The harbour is semicircular, of several miles in extent, the town being in the deepest part of it running in a straggling manner along the edge of the lake for about two miles. The population is about 1500 or 2,000. The Bruce Mines have been closed for some time, and are about a mile easterly from those visited by us, which are the Wellington. These latter are owned by an English company. The West Canada Mining Company have been worked for the last four or five years. There are a number of shafts, some 300 feet deep; about 300 men are employed; 130 underground, their wages average \$32 per month. The ore is the sulphuret; it is crushed here and afterwards jigged or puddled with water, which carries off a great part of the earth, leaving behind the heavier and metallic portion in the form of a sparkling greenish grey powder. This is the dressed ore, which contains about 22 per cent. of pure copper. The native ore contains only 7 per cent. The dressed ore is barreled and sent to Swansea in Wales, where it is smelted.

About 8,500 tons being sent away yearly, of the value in England of \$70 per ton, equal to a total of \$250,000. The cost of getting the ore, dressing and carriage to England, is about \$35, leaving a good margin for interest on capital and profit. Mr. Bennett said they found no difficulty in competing with the American mines on Lake Superior, because, though the ore there being of native copper, was far richer, often containing 60 per cent. of the pure metal; yet as this latter could not be blasted, but required to be chiselled out, the difficulty and labor in working was so great as to more than counterbalance the greater richness. He, however, informed us that they had difficulty in competing with the South American mines in Chili, where the ore was the same as here, but richer if anything, and where, having other kinds to form a mixture, it could be smelted on the spot.

Prospecting has been going on here in the interior, and many specimens of native copper and silver obtained. A small but exceedingly rich specimen of a mixture of these in crystalline form was got by the Hon. Mr. McMurrich from a miner, who stated that he had found it about ten miles inland. These rocks here, as at an island, gave similar indications of glacial action being rounded, polished, scratched and grooved in the same way, the markings having a direction from N. N. E. to S. S. W. Besides these there are mounds of sand and stones, with rocks or boulders strewn in endless confusion, which are evidently glacial moraines similar to the heaps now deposited at the foot of glaciers in the Alps and other regions.

MOVEMENTS IN THE GRAIN TRADE.

THE condition of the grain trade both in Europe and America is still marked by an unusual degree of caution, if not of uncertainty. The hesitation appears to arise in regard to prices rather than supplies. It is not yet known what effect the generally prosperous harvest will exercise on prices, and with the exception of a noticable activity in the West, dealers manifest an unwillingness to incur risks until rates shall have hardened to an extent that will permit approximate calculations as to profits. This is a very noticeable feature of the English market where prices declined to the extent of 20s. per quarter. But the decline is attributed to factitious causes arising from the anxiety of English farmers to push as much grain as possible to a market, in order to pay rents which fall due about this season of the year. This necessity of the farmers caused flush supplies which run down prices below what is likely to be the average rates. There is consequently a general diminution of shipments to England, from the various European grain ports.

In the West the grain trade exhibits considerable activity, and dealers conduct their operations upon a large scale. Grain accumulates in large quantities at the various lake ports, and the supply is largely in excess of the quantity on hand at the corresponding period last year. The following is a comparative statement of the receipts of grain and flour at the five lake ports from August 1 to Sept. 12, during the current and the preceding year:—

Flour, bbls.	1868.	1867.	Inc.
	674,228	675,945	98,288
Grain, all kinds, bus.	20,143,253	16,518,639	3,629,614

This shows increased receipts to the extent of 25 per cent. as compared with last year. A comparison of

receipts at the same ports from August 1 to Sept. 19, show an increase of 600,000 bush of wheat, and 100,000 bbls of flour as compared with the same period in 1867. At St. Louis the stock is also in excess of last year. From New Orleans and other Southern ports we also have reports of increased stocks.

So far the grain shipments to the East are considerably below the arrivals last year. In 1868 the exports from the five principal lake ports from August 1 to Sept. 12, were: flour, 406,600 bbls.; all kinds of grain, 13,286,800 bush; against 378,700 bbls of flour, and 18,379,600 bush of grain during the corresponding period in 1867. In Buffalo the stock of breadstuffs is largely in excess of this time last year. The receipts in this city show a considerable falling off as compared with last year, although the stock in store is largely in excess. The diminution of the supplies at this port from the West may be partly attributed to the question of transportation, the canals being in by no means an efficient condition. But the uncertain character of the European demand also operates to render dealers cautious. It is estimated that our exportable surplus during the current commercial year will be 40,000,000 bus, against a total export of 23,000,000 during the year ending August 31, 1868.

Telegraphic advices from San Francisco show that large shipments of grain are taking place from that port to Europe. California has evidently assumed a position of competition with the Eastern States in the supply of the European grain demand. The immense surplus in that State will no doubt exercise an important influence upon prices.—N. Y. Commercial Bulletin.

A GOOD IDEA—The following circular relates to the recently established Civil Service Building and Savings Society, Arthur Harvey, Ottawa, Secretary and Treasurer:—

The Directors of the Civil Service Building and Savings Society, anxious that every facility should be offered to public servants to invest small savings, monthly, in undoubted securities, which they are convinced is the only way by which from moderate incomes any considerable amounts can be laid by, are prepared to enter into an agreement to transfer to any members of the Civil Service, or employees of offices connected with the Government, Dominion Stock of amounts as small as \$50, in consideration of monthly payments—

Of \$8 86 for each \$100 worth for 12 months.

4 68	"	"	"	"	24
3 29	"	"	"	"	38
2 60	"	"	"	"	48

The interest on the Stock will be regularly credited in March and September on account of these instalments.

A fine of 1 cent on the dollar will be required for each of these repayments which may be dropped or neglected, for each month it remains unpaid.

And if any six monthly payments are left unpaid, the whole payments will be considered due and payable, and the Stock will be sold or resumed at the then market price.

All transactions will be made free of expense. The market price of Dominion Stock is now 101, and it is confidently expected to rise, as no more will be issued by Government probably for years.

RUIN OF AMERICAN SHIPBUILDING.

WE have published at different times communications on the subject of establishing American steamship lines to Europe, and have endeavored to stimulate enterprise in the matter. We have pointed to the surprising success of the British, German and French lines, and asked why a portion at least of the vast trade they do with this country should not be done in American steamships. The letter we publish to-day in another paper under the head of "Transatlantic Steamers," with an extract from the Glasgow Herald, throws some light on the subject. Not only do British capitalists who enter the steamship business go to the Clyde for their vessels, but foreigners do the same, because they can get finer and cheaper ones there than at home. There are few of the vast fleet of fine steamships traversing the Atlantic in the German and French lines, as well as the British Cunard and Inman lines, that were not built on the Clyde, and simply because this was the best place to go for them. The companies went to the best market without any regard to the nationality of the builders or where the materials came from. Once constructed and afloat, these vessels become French or German, as the case may be, and have nothing of a British character about them. If they could build steamships as cheap and good in France or Germany, they would construct them there, no doubt; but finding they cannot, they have sense enough to get them from the Clyde and give them a French or German nationality afterwards.

Here, then, is a great disadvantage Americans labor under, and one of the principal causes why we are not able to rival the British, French and Germans in Atlantic steamship enterprise. In the attempt to protect a few American shipbuilders, through the law prohibiting registers to foreign built vessels, we are destroying the maritime interests and progress of the nation. This narrow-minded and short-sighted policy gives the vast carrying trade between this country and Europe to foreigners. Out of the numerous fleets of steamships crossing the Atlantic, some of which are arriving at and leaving our ports daily, there is not one bearing the American flag. Nor is there one to the South American States on either side of the Continent, though they are our near neighbors, and though England and other European countries have probably as many as fifty running to and from the different ports of South and Central America. What a vast amount of wealth is thus drawn to

Europe, and to England principally, from us and our neighbors, which ought to remain in the United States! The stupid registry law does not promote shipbuilding, and is fast destroying the maritime interests and character of our country. With greater natural advantages than any other country, with an extraordinary stream of emigration coming all the time, with thousands of Americans continually crossing and re-crossing the Atlantic, and supplying the largest amount of materials for commerce, we are still nowhere in the race of steamship navigation.

Nor will any effort to build up steamship lines or enterprise by government subsidies prove successful. It might enrich a particular company, but it would prevent rivalry. It would create a monopoly and prevent other shipping capitalists from entering into the business. It would be unfair and contrary to the spirit of our institutions. Special legislation in favor of particular individuals or companies is wrong, and tends to injure rather than promote the general interests of the community with regard to either the shipping or any other business. Incidentally and generally everything possible should be done to encourage steamship enterprise, such as by giving mail contracts and by taking off taxes that bear heavily upon shipbuilders; but there should be subsidies and no loans of the public credit to favored individuals. Let us get our steamships from the Clyde, or anywhere else, at the cheapest rate, and give them American registers. That is the way to build up American lines, and by doing this the wealth of the country would be increased and our commerce extended. With the growth of the country and increase of wealth our iron mines and manufactories would be developed, and in the course of a few years we might be able to rival England in shipbuilding. Let us not lose present opportunities and see our mercantile marine depressed for the sake of a narrow and foolish policy of protection, which is neither in accordance with our institutions nor the spirit of the age.—N. Y. Herald.

MINING NEWS.

THE following Assays are reported by Mr. James T. Bell, as having been made from matter brought by him, from the lately discovered quartz vein on lot 30, in the 6th concession of Madoc.

- No. 1. Clean vein stone not showing any gold to the eye, five lbs, gave by mill process 0.82 gr.—\$13 64 per ton.
- No. 2. Earthly refuse containing fragments of wall rocks and surface quartz, five lbs, gave 0.07 gr. of gold or \$1.16 per ton.
- No. 3. Ferruginous decomposed quartz from surface of vein, five lbs, gave a small quantity of gold.
- No. 4. The same as last, five lbs, gave a similar result.
- No. 5. Fire assay of sulphurets saved from tailings of the above four assays, 425 gr. gave 0.11 gr. alloy, containing 0.075 gr. silver, and 0.035 gr. gold, or silver \$6.58, gold \$48. Total \$54 58 per ton.
- No. 6. Quartz from middle of vein, containing Galena, &c., five lbs, concentrated to 1,119 gr. gave 806 gr. lead by smelting, which by cupellation yielded 2.13 gr. silver, alloyed with 1/700th part of gold, equal to 77 oz. 3 dwts. 11 gr., value \$96.61 per ton.—Belle-ville Intelligencer.

THE MADOC GOLD REGION.—The prevalent tone of feeling as to the future prospects of the Madoc gold mining region, is about equally compounded of hope that they are at last brightening, and of depression as to the effect of the intended application of the Richardson Mining Company for a special act of incorporation, with the power to levy assessments on the shareholders to pay off the debts of the Company. This is feelingly described as an attempt to "freeze out" the smaller and poorer stockholders; and it is feared that portion of the public which might have otherwise invested in mining undertakings will now take alarm, and steer clear of the other joint stock companies lest the same game should afterwards be played by them.

A good deal of quiet prospecting by resident speculators is still being carried on; and as much energy is shown in endeavoring to find capitalists to take hold of the discoveries which have been made. Another class of prospectors consists of Americans who have had some experience in gold mining, and who can tell a likely looking lode when they see it. Some such are now carefully examining the country, and the result of their investigations, we believe, will, in the course of a few months, either lead to the investment of large sums of money, or to a full determination to give up all idea of operating in this region.—Madoc Mercury.

DUTIES COLLECTED AT MONTREAL.—The Gazette says:—The following is a comparative statement of the duties collected at the port of Montreal, for the nine months ending on the 30th September, for the past eleven years. We have compiled it for that period with the object of showing that, so far as any light can be thrown upon the state of trade by these Customs Returns, the Revenue this year will be about an average one:—

1858.	\$1,800,952 00
1859.	1,927,205 09
1860.	2,024,410 75
1861.	2,007,896 47
1862.	1,898,207 08
1863.	2,306,829 69
1864.	3,205,628 72
1865.	2,427,223 78
1866.	3,783,181 38
1867.	3,194,054 66
1868.	2,606,894 03

HOP CULTURE IN NEW BRUNSWICK.

We have often wondered why hop raising was not more generally practiced in our Province, believing, as we did that "there was money in it." We have proof positive that the business is a profitable one in which to engage, in the case of Mr. P. C. Smith, who has extensive hop grounds at Shediac, and who this season has cultivated 4½ acres of land, and raised twenty-three hundred bushels of fine hops. So says the *Journal*. The editor says:—

Visitors to Shediac, during the past summer, have been much interested in the hop gardens in its vicinity, owned by Mr. Clark P. Smith. Two years ago, this gentleman having observed how luxuriantly the hop plant grew around his house conceived the idea of trying it on a more extensive scale. He studied the mode of managing it in those countries where it is cultivated as an important article of commerce, and then proceeded to the United States to obtain the proper description of plants. The result of the first year's experience was a net profit of five hundred dollars. He then extended his operations, and this year had four acres and a half of hops under cultivation. He finished picking on Friday last, and obtained twenty-three hundred bushels of fine hops as we ever saw as a return of his labor. When we visited the grounds on Saturday they were undergoing the process of drying. He had constructed a drying house of the most approved form, and with some ingenious improvements of his own, his hops being prepared for market in the very best style. The profit on this year's crop will probably be from twelve to fifteen hundred dollars. If that man is a benefactor of his country who makes two blades of wheat grow where one grew before, surely Mr. Smith deserves that honorable appellation who has proved to his fellow-countrymen that a highly profitable article, either for home or foreign use, can be readily raised here. In the present case public and private benefits go hand in hand. Every one interested in agriculture should visit his grounds, and see with what order and skill the plants are set, supported and trained. There is a wide field open for men of enterprise in this branch of agriculture—as there is also an active demand for hops—and we trust that many others will follow the highly laudable example of Mr. Clark P. Smith, and thus make hop culture an additional element in the prosperity of New Brunswick."

THE FALL TRADE OF NEW YORK.

NEW, if any, seasons of the past will compare with the present in the amount of trade that has been carried on in New York. Business with wholesale merchants commenced somewhat later than usual, but that was a circumstance more advantageous to the buyer than detrimental to the seller. Owing to the spring trade of the year having been unusually late, and rather light, orders were held over, and in general, stocks were not fully made up until after the usual period for the commencement of fall trade. The encouraging reports of the healthy condition of the crops in all sections of the country gave promise of a brisk trade, and although late, the merchants all succeeded in bringing their stocks up to the demand, but it is probable that at the close of the season a much smaller quantity of goods will be on hand than at any similar period for several years past. Not only is trade this year exceedingly brisk, but it is financially sound. The bankrupt laws in the South have swept away very many of the small speculative and unprincipled traders who on the strength of wholesale promises, used to obtain credit when they had neither immediate nor prospective means of payment, and the South today labors under less liabilities than it has done for many years. The crops of corn, cotton and rice have been good and well secured. The principal buyers from the South are old-established firms, whose credit is good, while the smaller traders, or such of them as buy in this market, are buying for cash, very few indeed are asking for credit. Those whose means render such a course necessary, preferred waiting until the crops could be realized, and will then buy in home markets. The amount shipped to the Southern markets is, however, greater this year than it has been since the commencement of the war.

In the West crops show an increase of at least 25 per cent., and the prospects for a lively trade are very promising. The number of buyers is larger this season than usual. They are, however, very careful, and show no disposition to be speculative, but there is more detail in business observable than in previous years. Purchases for the West are being made on short time, and credit there is generally good, though it was never so closely scrutinized as now, the good results of which are noticeable in the increased confidence of our merchants, and the general healthiness and improvement in all branches of business.

In dry goods business is very brisk, prices inclining downwards in all domestic cotton goods. Foreign cloths and woollens are in fair demand and prices firm. The same will apply to domestic woollens. Silk goods of all descriptions have advanced in price from 30 to 40 per cent. Imported manufactured silks are in good demand, but the supply is limited; the raw material is higher at present than it has been for the past forty years.

In fancy goods and notions trade is very active, showing an increase of at least 25 per cent. on last fall. Stocks, with the larger houses, are very heavy and varied, and prices rule from five to twelve per cent. lower.

In hats and caps, an important branch of New York trade, there is a large increase in sales; prices are low but firm.

There is but little change in the price of ordinary furs, but trade is good. The supply of beavers is very limited, and they are consequently somewhat higher. In clothing the trade has been unusually brisk, but owing to the manufacturers not having commenced

making up their fall stocks until late (last spring's trade having been very late) the demand will be greater than the supply, and it is estimated that there is not a clothing stock in New York to meet the fall demand. Already there is a great scarcity of medium grades of business suits on which there appears to have been an extraordinary run this season. Manufacturers are anticipating a heavy trade next spring, and are already making extensive preparations to meet it.

The boot and shoe trade is lively; prices are good and well sustained.

The carpet trade has made no material advancement, but prices are very firm, and stocks somewhat low.

The demand for fine foreign goods and laces is very brisk, and the quantity of superior grades sold exceeds that of almost any season.

In other trades no material changes have taken place, but in all branches, excepting one or two, the improvement has been so marked that it needs not a prophet to tell that the lessening of the enormous taxation under which the people labour, and a more economical administration of the Government will bring with it a return to that plenty for which the country was, until quite recently, proverbial.—*New York World*.

LABOR CONGRESSES AT HOME AND ABROAD.

DURING the past month two important assemblages of the so-called "working-classes" have been held, the one in Europe, the other in America. We describe these as assemblages of the "so-called" working classes, because the title is not only a misnomer in itself, but a misnomer which at once results from and leads to a profound misunderstanding of the relations between the classes who assume it and the rest of the community.

A "Congress of workmen," for example, which excludes all the farm labourers of the country, is obviously no real congress of "workmen" at all. Not less absurd is it to bestow such a title upon a congress in which neither the lawyers, doctors and writers of a country are represented, nor yet its mercantile classes. In this 19th century the workers are not only everywhere, as they have always been, in the majority, but the non-workers constitute, even in the most retrograde countries of Christendom, an almost infinitesimal proportion of the population, and exercise a scarcely perceptible influence alike upon the social and upon the political world. It is difficult, indeed to extract even from the muster-rolls of the "Third Congress of the International Association of Workmen" at Brussels, or the "National Labor Union" at New York, an exact and exhaustive definition of the words "labour" and "workingman" as used and understood by these bodies. But in a loose and unscientific, though intelligible way, it may be said that these bodies represent that portion of the population which brings into the general social economy no other capital than its skilled industry in some mechanical trade. Two main motives conspire to bring this portion of the population into such associations, the one desirable and creditable, the other, we think, neither intelligent in itself nor likely to be of lasting potency. We may call these motives the instinct of co-operation and the passion of combination.

By the instinct of co-operation we mean the disposition of workmen whose intelligence enables them to forecast the future, but whose resources do not permit them easily to assure themselves against its chances, to form alliances among themselves with the object of providing mutual guarantees against those chances. This disposition gave birth in the middle ages to the famous "guilds" and "brotherhoods," the influence of which, both for good and for evil, is still felt in many of the more important mechanical trades. One of the most striking forms in which this disposition has ever developed itself exists and flourishes now in full vigour in the Russian *Aittelschike*. In these communal corporations each individual makes himself responsible not only for the well being, but for the well-doing of the rest of the body corporate. How high a standard of probity and of capacity was gradually set up by the great trade corporations of media-Europe we know; and it is to this day a notable fact in France that the "carpenters," who of all the mechanics of France have preserved their corporate organization in the fullest vigour, are also of all the mechanics of France those who furnish from their ranks the smallest contribution to the annual quota of crime. "It is almost unheard of," says an able French writer on these subjects, "that a carpenter should be found in the criminal dock of one of our courts."

A new and moderate form taken by this instinct of co-operation results from the modern development of machinery. We mean the co-operation of mechanics to establish, by contributions of capital, workshops and factories, which they carry on by contributions of skill and industry. This form of co-operation is one of the salient facts of recent social history. It has assumed much more important proportions in Europe, and particularly in Germany and the North of England, than in this country. But it was shown at the congress of the "National Labor Union," in this city, that in one single branch of industry, that of iron-founding, no fewer than eleven co-operative workshops have, within a few years past, been successfully established in different parts of the country.

So far as the "Congresses of Workmen," rightly or wrongly so styled by way of exclusion, may bring to light the advantages of the spirit of co-operation, help to point out the perils and abuses to which it is liable, and generally instruct both the workmen themselves and the rest of the world in regard to subjects connected with this spirit, it must be conceded that they will do good, great good, and only good.

It is otherwise with the other, which in some cases, also is the stronger motive to the assemblage of such

Congresses, the "passion," namely, as we have called it, "of combination." By this we mean the desire of a body of workmen whose intelligence exceeds their command of material resources, to compel the rest of the community into forming with them relations which it appears to them would be more profitable and more equitable. This desire found its supreme expression in our times in the action taken by the so-called "workmen" of France during the French revolution of 1848. Its ordinary formula is a protest against the "tyranny of capital over labor," its ordinary outcome in political matters, the demand for such legislation as the "Eight Hour Bill," now a law in this country by act of Congress. We need not go back over all the terrible and all the preposterous incidents of the French revolutionary outbreak of 1848 to set clearly before our readers the excesses to which this "passion of combination" then led the classes subjected to its sway. These excesses were cruelly expiated in the severity with which French society chastised their culminating extravagance, the "insurrection of June." The recollection of them has been perpetuated in the sort of vague terror with which the capitalist classes of the Continent of Europe have ever since regarded everything approaching to a political demonstration made by the intelligent mechanic classes. That the excesses of 1848, however, were not without their salutary uses is shown, we think, by the tone of such Labor Congresses as these which have just been held in Belgium and the United States.

It is true that in both a certain amount of wild talk was uttered as the basis of the social order, and that in both the "workmen" exhibited a disposition to expect impossible things from governments and from political machinery. But this is true of other classes in the community, as well as of the workmen. It would be hard, we presume to find a more complete contrast between the conditions of any two classes of men than exists between that of the "workmen" and that of the brokers in Wall Street. Yet the days are not very far gone into the past in which Congress was seriously entreated by brokers and bankers to keep the "gold market" quiet and regular by acts in such case made and provided. And the safety of the "workmen" and of society is furthered we believe, rather by the utterance of the incorrect theories fermenting in the heads of the former class, than by their suppression in speech leading to their dissemination in deeds. No possible number of "Congresses" held by staticians and economists, would have so good an effect in impressing the truths of political economy upon the "workmen" as their own progressive wrestling with those truths. The failures of the "socialists" politicians of France in 1848, undoubtedly did more than all the lectures ever delivered before the *Societe d'Economie Politique* to disenchant the intelligent "workmen" of France, in regard to the existence of any royal or republican roads to a satisfactory adjustment of social burdens and advantages. And it is noteworthy that the one political purpose which was met clearly and most earnestly urged by the delegates at Brussels upon their constituent classes, was the eminently sound, conservative and co-operative policy of a reduction of the European armaments. The delegates of the American Labor Congress were hardly so wise or so enlightened, we think, in their development of a political plan. The project of forming a "workingman's party" involves, we think, more damage to the intellectual health than benefit to the economical interests of the "workmen." But it is one thing to plan a political party, and another thing to create it. There being in reality no antagonism between capital and labor, either in this country or elsewhere, as there is assumed to be by the planners of a "labor party," there can be little doubt, we think, that the native good sense and character of American "workmen" will rapidly detect this fact, and so suffer the "Labor Party" to die before it is well brought into the world.—*N. Y. Financial Chronicle*.

THE CORN CROP.—Dispatches were received here yesterday from central counties in this State, asserting that the corn crop has been injured by frost. Such news we regard as a most transparent ruse and in the absence of reliable news from undoubted sources, we shall continue to mistrust such reports. The corn crop of 1868 is a grand one—broad in the breadth of ground planted, magnificent in the growth of stalks and forage, and enormous in the quantity of the golden product. The season has been a favorable one for corn growth. In North Illinois there are very few fields that were not entirely out of danger from frost a week ago so far as the grain was concerned. In Northern Iowa we have reliable and direct advice that corn is ripe, and the husks so dry that husking might commence at once if desirable. There is no good reason, therefore, for believing that this crop 75 to 150 miles south of us is injured by recent frosts. We regard such as sheer bull stories. The only serious damage frost can do is to destroy the corn foliage for forage. And this is a serious disaster when it occurs; for if the stalks were out and put in stacks as soon after the corn is glazed as possible, and before frosts have had a chance to wither the foliage, it would add fully 100 per cent—probably more—to the amount of the hay product which might be put on the market, and increase the weight and value of the corn itself. To farmers who thus take care of this resource for animal food, damage may have come from frost; but to men who never cut their corn stalks, but husk the corn on the stalk in the hill, little damage can result if Jack Frost does his worst.—*Chicago Republican*.

The St. John Morning News says:—Work on the E. & N. A. Railway on the American side between Trenton and the Boundary line has been commenced, sections for grading are let to sub-contractors and it is expected that in 18 months, at the outside, the whole line will be completed to Bangor.

vance on previous quotations. In refinery sugars there has been a large business, and quotations have been advanced ½c. on all grades except crushed A.

MOLASSES.—Have had an active demand. There is very little offering and holders are firm. During the week, a large quantity has changed hands, chiefly of the better grades of Cienfuegos and Muscovado on terms which have not been made public. Arrivals to a considerable extent are daily expected. Refined Syrups are in demand, and have also been advanced 2c. per gallon for Golden and Standard. Amber unchanged.

FISH.—The market is very bare at present of strictly good. No arrivals of any consequence have taken place, and the absence of stock has prevented transactions.

FRUIT.—No new fruit has yet arrived, at least to any extent. A few Valentias have been received per steamer, which have sold readily at full prices. Currants are without change.

RICE.—Transactions have been large, principally of Patna, at from \$4 10 to \$4 30, some small lots of Arracan selling at higher figures.

SAIT.—Liverpool Coarse has had an active demand, and the stock offering in this market has been much reduced. Prices have advanced to 95c to \$1. at which figures recent sales have been made.

SPICES.—Are generally without much change. Cassia is scarce, good being held at 39c to 42c for round lots. Black Pepper is also in demand, 8½c having been offered for round lots and refused.

WINES AND LIQUORS.—Burgundy Ports are scarce, and as arrivals will be small, holders are firm, and reluctant to part with their stock except at full figures. In other wines not much doing. Brandy is firm. We quote Hennessy's in wood, for lots, \$2 25 to \$2 35; Martell's being worth about the same, and other brands according to quality. The demand for DeKuyper's Gin is at present light, but prices have not been affected. We quote per gallon, \$1.42½ to \$1.45; red cases, \$3 80 to \$3 85; greens, \$7.50 to \$7.65.

Sale of Tea, Sugar and Molasses, Thursday, October on account of Messrs. David Torrance & Co., J. Leeming & Co., Auctioneers:—

GUANO.—Extra fine 73c; fine, 60c; finest new season Moyune, 68c; Moyune, 50c; finest, 35c to 73c; choice Moyune, 89c to 90c; finest Ping Suev, 54c.

IMPERIAL.—Finest 48½c; fine Moyune 47½c to 49c; extra fine Moyune, 56c; extra superfine new season, 66c; choice Nankin Moyune, 61c; extra fine 53c; do new season, 48½c; choice Moyune, 66c; Imperial Moyune, 49c to 60c; finest Moyune, 57c; finest new season, 45c to 45½c; fine do, 45c; superfine do do, 47c; extra finest 50c; choicest, 73c.

HYSON.—Choicest Moyune, 73c; extra fine, 52c; finest new season, 56c.

NATURAL LRAF JAPAN.—Choice new season, 46c to 46½c; finest, 45½c to 49c; extra fine, 43 to 45c; finest new season, 64c; choicest do do, 51c; superfine do Oolong, 65c; finest, 47c to 47½c; uncolored (season 1867-8), 43c to 50c; superior Oolong, 59c; finest, 58c; extra superfine, 50c; finest uncolored, 47c; extra fine uncolored, 45c; finest Japan, 48½c to 49c; uncolored Japan (season 1867-8), 46c to 48½c; extra fine uncolored 46c to 48c.

BOUCHONG, CONGOU AND PEKOE.—Choice pure Bouchong, 54c to 56c; extra choice English breakfast, 50c; English breakfast, 44½c to 45c; finest Kaisan congou, 50c to 56c; finest new season, 41½c.

YOUNG HYSON.—Choice Moyune, 82c; choicest do, 82c to 85c; finest, 47c; extra curious Moyune, 85c to 86c; extra fine new season, 50c; extra superfine do, 76c to 76c; new season Moyune, 48½c to 51c; finest new season do, 45c to 46½c; superfine do, 67c; extra do, 71c; fine, 49c to 60c; extra superfine new season Moyune, 76c to 77c; superfine do, 70c; finest do, 44½c to 51c; extra fine new season Moyune, 48c; fine, 45c; fine Fychow, 61c; superfine new season Moyune, 61c; Fychow, 45½c; finest new season Ping Suey, 56c; extra finest Moyune 49c; superfine new season, 76c; extra fine new season, 43c to 44c; superfine Ping Suey, 72c; finest Moyune, 68c; extra superfine Ping Suey, 65c; fine Moyune, 43½c to 44c; choicest small leaf Ping Suey, 71c; finest Moyune, 68c to 69c; extra fine new season do, 58c; fine new season Fychow, 60; do Ping Suey, 57c.

SUGAR, MOLASSES, &c.—8 hds sugar, \$7 75; 65 bris dry crushed, 10½c; 10 do 10½c; 80 do ground 10½; 10 do brown, \$7 50; 40 do sugar house syrup 83c.

Auction sale of Groceries, &c., Thursday, October 1st, on account of Messrs. Chapman, Fraser & Tylee, John Leeming & Co., Auctioneers:—

4 cases chocolate 24c; 1 do Taylor's cocoa 17c; 5 do chicory 9½c; 1 do North Wilts cheese 18c; 4 bbls Macaroni 12½; 9 bxs do 12½; 4 c vermicelli 12½; 5 bxs do 12½ cases prunes 3d; 2 cases prunes in jars 5c; 25 cases Castile soap 10½c; 75 do 10½c; 5 bags walnuts 4½c; 20 do 4½c; 50 do 4c; 44 bags flberts 6c; 40 bags flberts 5½c; 7 bags Jordan almonds 30c; 31 boxes shelled almonds 21½c; 5 csc Baciqualup olive oil, (pts) 6½c; 4 csc Castor Oil (tine) 16½; 10 do, Booth's Old Tom 5½; 6 do 1 owndies 4½; 20 do Vermont Bitters 8½; 2 do Curacao 7½; 80 bxs Lemon Peel 25; 10 bags Black Pepper 8½; 4 do white do 15; 10 bles cloves 9½; 2 bags carraways 13; 1 case nutmegs 2; 4 bris Jeffrey's ale, qts

10s 6d; 6 do sparkling do 8s; 19 do 8s; 5 do pinta 5s 3d; 19 do 5s; 75 cases Hennessy's pale brandy 84; 75 do 8; 5 do Martell's 8; 10 do 8½; 8 do 8; 2 hds brandy, Vinayard's 9s 6d; 4 csc casks do 9s 9d; 10 octaves do 10s; 10 csc do 6s; 5 hds Char, Hurst's brandy 8s 2d; 5 octaves do 8s 2½; 5 csc 8s 2½; 10 csc do 6; 25 bris Jeffrey's India ale, qts 10s 9d; 50 bris currants, 1568 5½; 10 do 4; 30 do V. B 4½; 2 do R 4½; 1 csc 10s; 10 do mus sultana raisins 9½; 70 do 9; 10 bxs Valentia 8½; 114 do 8; 5 do west end 4½; 224 bxs west end 4½ 6d; 10 boxes black basket layers 2½; 40 boxes London layers 10s 6d; 100 bxs Muscatella 2; 5 cscs preserved ginger 7½c; 6 do cassia 8½c; 7 do 39½c; 8 do 39c; 1 csc mace 2s 9d; 5 bris Jamaica ginger 17½c; 100 gelatine \$1 40; 20 do (small) 5s 3d; 122 do 5s; 1 hhd Colman's mustard 17½c; 62 jars do 18c; 25 doz Wix's (pounds) 20s 6d; 26 do (hf pds) 12s 6d; 51 bxs sperin candles (6's) 23c; 11 do (12's) 24c; 4 cscs sardines (half tins) 16½; 3 do 16½c; 22 do (qr tins) 11c; 10 cscs sage 6c; 14 bales wine corks 2s 2d; 12 velvet do 5½; 2 hds port 4s 10d; 5 qr cskcs Spanish do 5s 6d; 2 hds Guedes port 4s 10d; 4 qr cskcs do 5s; 4 qr cskcs Chamisso's port 8s; 4 do Burgundy 3s 7d; 8 do 3s 6d; 4 octaves do 3s 8d; 12 do 3s 7d; 5 qr cskcs do 3s 6d; 8 do Diaz sherry 3s 9d; 7 hds sherry 4s 3d; 7 qr cskcs Gordon 5s 6d; 5 hds "key" brand gin, 5s 35; 9 9 octaves do 4 10; 15 red cases do 5½; 10 red cases "key" gin 53.50; 20 do 53.50; 1 pun Jamaica rum 7s 6d; 1 do Do maraca do 7s 6d.

Sale of Wines, Liquors, &c., Thursday, October 1st, on account of Reuter, Lionais & Co. J Leeming & Co., Auctioneers.

3 bales beer corks 2s 11d; 1 cse liquorice 14; 1 bale macaroni 12; 1 do Vermicelli 12; 20 cases ssaid oil (qrs) 1½ 6d; 95 do (pints) 16s 6d; 7 do sardines (4 tins) 17½; 10 do 16½; 1 do mushrooms 26; 20 do French pickles 6c; 5 do anchovies 6s; 5 do mustard 7s 3d; 25 demijohns vinegar 8s; 5 qr cskcs do 30; 5 cases chicory 7; 18 hds claret 4s; 25 cscs St Julien 10s 9d; 25 do 10s 6d; 25 do 10s 3d; 25 do 10s; 10 do Margaux 10s; 25 do St. Estephe 10s; 25 do 9s 9d; 100 doz St Emillion 9s; 200 cases St. Julien 9s; 15 qr cskcs vinegar 30; 25 demis do 8s; 10 qr cskcs Alonzo & Co's port 3s 6d; 5 qr cskcs De Castro sherry 3s 1d; 25 oil do 8s 3d; 45 cases Sauterne 23s 8d; 10 cases Galand's brandy 33 60; 50 do 38.45; qr cskcs do 31 50; 10 cases cognac 5; 5 qr cskcs do 8s; 1 hhd olive tree gin 6s 9d; 20 cscs red pa m tree gin 65½; do do green 53 50; 1 hhd rum 8s; 20 cases champagne (qrs) 8s; 5 cases cigars New Dominion 9; 2 do Jockey Club 7½; 1 do Prince of Wales 6½; 2 do Palmetto 9 50; 9 do 49; 1 do Confederation 8½.

THE DRY GOODS TRADE.

Beilke, James, & Co. Clark, Jas. P. & Co. Clayton, T. James, & Co. Donnelly, James. Foulds & McWhin. Greenishields, S., Son & Co. Hughes Brothers. Lewis, Kay & Co. MacKenzie, J. G. & Co. May, Joseph. McLachlin Bros. & Co. McManster & Co., Wm. J. Moss, S. H. & J. Muir, W. & B. Plimouth, Warnock & Co. Roy, Jas., & Co. Robertson, Stephen, & Co. Stirling, McCall & Co.

BUSINESS has been very quiet for the past week, there being no marked demand for any particular classes of goods.

Prices of staple cottons are firm, however, in consequence of the advance of raw cotton in the Liverpool market to 11d. for Middling Orleans. The absence of any active demand for goods here has prevented any corresponding advance, but holders are disinclined to accept any lower rates.

THE HARDWARE TRADE.

Crathern & Caverhill. Evans & Evans. Evans, John Henry. Hall, Kay & Co. Ireland, W. H. Morland, Watson & Co. Mulholland, & Baker. Robertson, Jas. Waddell & Pearce.

WE notice a greatly improved business during the past week in general goods. The assortment is large and very complete, but sales have been by no means satisfactory as to prices.

PIG IRON.—The arrivals from Glasgow during the past week have been large, but present freights being considerably higher than those ruling during the summer, holders are stiffer in their demands. Large sales have been made at our quotations, we have heard of no lots having been sold lower. Transactions have been chiefly in Summerlee and Eglinton; nothing doing in Gartsherrie. Several Canadian buyers are now in this market picking up their supplies for the winter. Those purchasing later in the season will probably have to pay a little more than present prices as holders are preferring to put their stock in yard to selling at present prices.

BAR IRON.—Very large lots have arrived, and the market is over-stocked. Large lots could be bought a trifle under our quotations for Scotch. Sales are about as usual at this season, and no large transactions are reported. Very little doing in refined iron.

HOOP IRON.—Is very plentiful, and can be bought in lots below our quotations.

BOILER PLATE.—Is becoming scarce, and many sizes would bring higher rates than we quote.

CANADA PLATE.—The market is very full, and holders have to submit to low prices to effect sales,

large lots being obtainable at rates under our list price.

TIN PLATES.—Are firm at quotations, and no over-stock in market.

CUT NAILS.—It is difficult to give exact quotations, inferior Nails selling very low, but better makes are much firmer, and holders will not take prices at which sales have been made for the past two weeks. We fully anticipate that Cut Nails will be higher within a few da. s.

THE BOOT AND SHOE TRADE.

McLaren, W. & Co.

STOCKS are much reduced especially in staple lines, consequently quotations are firm and slightly advanced. Should the season prove very wet, we doubt if supplies could be obtained in certain classes.

MONTREAL PRODUCE MARKET.

Akin & Klepatrick. Black & Locke. Cowans, Colson & Lamb. Crawford, James. Davies Brothers & Co. Human, M., & Co. Gibson, Thomas, & Co. Mitchell, Robt. Raphael, Thomas W.

FLOUR.—Receipts have continued liberal, and with little disposition to operate beyond immediate local requirements but a limited amount of business can be noted, and a decline of 10c to 15c on the leading grades has taken place. Latest transactions in Supers from Western Wheat have been at \$5.35 to \$5.40. Canada Supers range from \$5.35 to \$5.65, the latter for only a few of the more favourite brands. Extras and Fancies are only moved in a retail way and in these little change can be noted. No. 2 and lower grades are also taken to a very limited extent; prices have receded in the like proportion with Supers. Bags are less inquired for, and the turn lower in price. The general feeling at the close indicated a disposition to hold off for still lower rates, and with the anxiety to realize, holders, in most instances, seem disposed to follow down the market, any recent effort at staying the declining tendency only having the effect of arresting business for the time. No sensible relief seems at hand, unless shippers take hold with more spirit, and any inclination to export is in a great measure corrected by the comparative scarcity and high rates of ocean tonnage.

OATMEAL.—No change of consequence to note, transactions are of a purely retail character, and rates nominally unchanged.

CORN MEAL.—Is still unchanged, and practically nominal.

GRAIN.—Wheat—Little business can be noted. Cars of Red winter continue to be taken at \$1.25. There are no recent transactions in spring, nominal rates are \$1 22½. Pease—The American markets which till recently, absorbed the offerings at rates beyond the views of shippers here, have at length given way, and shipments to a large extent, heading in this direction, a fall of about 5c. from late recognized rates has taken place. Latest cargo sales have been at \$1 05 to \$1 66, and cars from store at \$1.05 per 68 lbs. As there is little competition even at the decline, lower figures seem likely to rule. Barley is firm and active, latest sales have been at \$1 17½ to \$1 20. Oats continue quiet at 48c to 47c.

PROVISIONS.—Pork—Beyond the ordinary consumptive demand for Mess, there is little doing. The stock of other grades is well nigh exhausted, but on the other hand there is no enquiry of consequence. Lard is still scarce, and selling by retail at former rates. Tallow also scarce, and small lots would command full rates, the demand, however, at present figures is mostly for machinery use or ships stores, and any supply of consequence would cause prices to recede. Butter—With supplies barely adequate to the demand prices have ruled firm and on the whole higher. Little however changes hands, as arrivals are mostly on account of shippers and not placed on the market. Cheese continues quiet, with little change in value.

ASHES.—Pots have varied little since the date of our last, and close quiet but steady at \$5.65 to \$5.70. Pearls engage less attention but maintain late rates. Sales within the past few days have been at \$5.47½ to \$5.50.

CANADIAN TRADE WITH AUSTRALIA.—The bark Wieland, 642 tons. Captain Dirksen, from Montreal, leaves this port to-day, for Melbourne, Australia, with a choice cargo of dressed lumber, &c., manufactured at Mr. H. Mullin's Lumber Mills, Montreal, he being the first to open this foreign trade here, in 1861. We wish him every success in his new establishment.—Quebec Gazette.

WEEKLY PRICES CURRENT.-MONTREAL, OCTOBER 8, 1893.

MARKET PRICES OF COUNTRY PRODUCE.

Table listing various goods and their current rates. Columns include NAME OF ARTICLE, CURRENT RATE, and NAME OF ARTICLE, CURRENT RATE. Items include flour, sugar, oil, and various types of produce.

Table listing various goods and their current rates. Columns include NAME OF ARTICLE, CURRENT RATE, and NAME OF ARTICLE, CURRENT RATE. Items include glass, soap, boots, shoes, and various types of produce.

Table titled 'MARKET PRICES OF COUNTRY PRODUCE' for Montreal, October 8. It lists prices for flour, grain, fowls and game, dairies, and vegetables. It also includes a section for 'HAVANA PRICES CURRENT' with a list of goods and their prices.

JOHN HENRY EVANS,
Importer of
IRON & GENERAL HARDWARE,
SADDLERY AND CARRIAGE HARDWARE,
No. 463 and 465 St. Paul Street,
and 12, 14, 18, 20, 22, and 28 St. Nicholas Street,
MONTREAL.

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

MULHOLLAND & BAKER,
IRON, STEEL AND GENERAL HARDWARE
MERCHANTS,

419 AND 421 ST. PAUL STREET,
MONTREAL.

YARD ENTRANCE, St. Frs. Xavier st. 1-1y

DRY GOODS STORE TO LET.

LEWIS, KAY & CO.

ARE NOW REMOVING to their New Warehouse
Corner of *Recollet* and *St. Helen Streets*, and have
their old premises to let from 1st of August, 1863, to
1st of May, 1863. Montreal, July 23, 1863. 30

ASSIGNEES APPOINTED.

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Brocky & Co., J.	Hops.	E. A. Macnabhan
Barrows & Co	Montreal.	A. E. Stewart
Maby, P. G. & C. A.	St. Lawrence.	E. Glenow
Carry, E.	St. Charles.	T. Sauvageau
Havel, G.	St. Charles.	T. Sauvageau
Haberden, G.	Acton Vale.	Alax. Martin
East, Walter	St. Valere.	T. Sauvageau
Euchard, Jean	St. Valere.	T. Sauvageau
Vilcoeur	Montreal.	T. Sauvageau

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Henderson, John	Stratford.	Dec. 15
Jackson, James B.	Stirling.	" 8
Jackson, D.	Stirling.	" 8
McGowan, A.	Walkertown.	" 17
McLennan, P.	Dunwall.	" 5
Parsonson & Co., W. E.	St. Charles.	" 13
Parsonson, W. E. & J. S.	Dundas.	" 13
Ersk, Martin	Wellington County.	Nov. 17
Sawal, A. L.	Quebec.	Oct. 2
Trotter, W.	Aldington.	Dec. 2
Vardon, E.	Whitevale.	" 8

WRITS OF ATTACHMENT ISSUED

DEBTOR'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
D. Galloway, Toronto.	John Robertson.	Sept. 29
H. Frainger, Toronto.	H. J. East.	" 28

GREAT WESTERN RAILWAY.

Traffic for the week ending 11th Sept., 1863.
Passengers.....\$2,094.67
Freight.....42,577.63
Mails and sundries.....1,531.41
Total receipts for week.....\$3,563.74
Corresponding week, 1862.....\$3,497.77
Increase.....\$ 6.97

NORTHERN RAILWAY.

Traffic receipts for week ending 12th Sept., 1863.
Passengers.....\$ 2,621.81
Freight and live stock.....8,924.42
Mails and sundries.....281.63
Total.....\$12,177.17
Corresponding week, 1862.....10,511.23
Increase.....\$1,665.94

STOCK MARKET.

	Closing prices.	Last Week's prices.
BANKS.		
Bank of Montreal	135	135 1/2
Bank of N. A.	104	105 1/2
City Bank	103	101
Banque du Peuple	105	105 1/2
Union Bank	101	109
Ontario Bank	100	99 1/2
Bank of Toronto	110	117
Quebec Bank	98 1/2	97
Bank Nationale	107	104
Coze Bank	25	40
Banque Jacques Cartier	107	104
Eastern Townships Bank	96 1/2	97
Merchants Bank	105 1/2	105
Union Bank	102	102
Merchants Bank	96	97
Royal Canadian Bank	90 1/2	91 1/2
Bank of Commerce	102	101
RAILWAYS.		
G. T. B. of Canada	16	17
A. & St. Lawrence	15	14
G. W. of Canada	10	11
C. & St. Lawrence	65	74 1/2
D. Co. preferential	65	63
MINES, &c.		
Montreal Canada	\$275	\$300
Canada Mining Company	25	20
Huron Copper Bay	25	20
Lake Huron S. & C.	130	130
Quebec & L. S.	130	131
Montreal Telegraph Co.	132 1/2	135
City Passenger R. R. Co.	110	115
Richelieu Navigation Co.	107 1/2	108 1/2
Canadian Island Steam N. Co.	100	100
Montreal Elevating Company	41	50
British Colonial Steamship Co.	95	80
Canada Glass Company	45	50
BONDS.		
Government Debentures, 5 p.c. 40y.	90	91
" " 6 p.c. 1873, 40y.	100	101
" " 7 p.c. 47	100	101
Montreal Water Works, 6 p.c.	92 1/2	92 1/2
Montreal City Bonds, 6 p.c. 1873	100	100 1/2
Montreal Harbour Bonds, 7 p.c.	100	101
Quebec City 6 p.c. 1870	80	80
Toronto City Bonds, 6 p.c. 1870	90	92 1/2
Kington City Bonds, 6 p.c. 1873	90	90
Ottawa City Bonds, 6 p.c. 1870	90	90
Charlottetown R. Co. 6 p.c. 1870	60	60
County Debentures	100	100
EXCHANGE.		
Bank of London, 60 days	108 1/2	108 1/2
Private do	109	109
Private, with documents	107 1/2	108
Bank of New York	23	20 1/2
Private do	24	23 1/2
Gold Drafts do.	107	107 1/2
Silver	3	3 1/2
Gold in New York	120 1/2	117 1/2

CANADIAN SECURITIES IN ENGLAND.

LONDON, Sept. 23rd, 1863.

Consols for money, 94 1/2; for account, 90. Exchange for Bills, 15 to 20 pm

GOVERNMENT SECURITIES.

British Columbia 6 p.c., 31st Dec., 1872	— to —
Canada 6 per cent. Jan. and July, 1877.	104 to 106
Do 6 per cent. Feb. and Aug.	103 to 105
Do 6 per cent. March and Sept.	103 to 105
Do 5 per cent. Jan. and July	91 to 93
Do 5 per cent. inscribed stock	90 to 92
New Brunswick 6 per cent. Jan. and July	102 to 104
Nova Scotia 6 per cent., 1875	100 to 102
Do 6 per cent., 1880	100 to 102

RAILWAYS.

Atlantic and St. Lawrence	66 to 68
Buffalo and Lake Huron	3 to 3 1/2
Do preference	51 to 63
Buffalo, Brant, and Goderich, 6 p.c.	— to —
Grand Trunk of Canada	161 to 163
Do equip. mort. bds., charge 6 p.c.	84 to 88
Do 1st preference bonds	43 1/2 to 61
Do 2nd preference bonds	33 to 41
Do 3rd preference stock	28 to 30
Do 4th preference stock	19 to 20
Great Western of Canada	123 to 124
Do 6 without option, 1873	161 to 163
Do 6 do 1877-78	83 to 95
North. R.R. of Canada 6 p.c. lat. prf. bds.	80 to 83

BANKS.

British North America..... 49 to 61

MISCELLANEOUS.

Atlantic Telegraph	31 to 33
Do do 8 p.c.	82 to 85
British American Land	15 to 17
Canada Company	67 to 72
Colonial Securities Company	— to —
Canadian Loan and Investment	21 to 14 1/2
Hudson's Bay	15 to 15 1/2
Trust and Loan Company, U. C.	1/2 dis to par
Telegraph Const'n & Maintenance (Lim)	— to —
Do do	— to —
Vancouver Coal Company	— to —

DAVID TORRANCE & CO.

EAST AND WEST INDIA MERCHANTS.

Exchange Court,

1-1y MONTREAL.

THOMPSON, MURRAY & CO.

GENERAL COMMISSION MERCHANTS AND IMPORTERS

42 St. Sacrament Street,

MONTREAL.

Sole Agents in Canada for

J. Denis, Henry Mouth & Co., Brandies.
F. Meistrac & Co.
Wolfe's Schiedam Schnapps. 1-1y

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

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

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

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

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

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

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

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

For Forms of Tender and all other information, apply to

W. WEIR,

Exchange Broker, Montreal.

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

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

W. W.
Montreal, 1st October, 1863. 41-2

TORONTO.

BROWN'S BANK.

(W. R. BROWN. W. C. CHEWETT.)

60 KING STREET EAST, TORONTO..

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

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

Address letters, BROWN'S BANK, Toronto.

39-ly

THE
SINGER SEWING MACHINES.

NORRIS BLACK,

No. 13 King Street East, Toronto.

Is General Agent for these justly celebrated Machines. The Manufacturing Company have lately made very valuable improvements in the

No. 2 IMPERIAL MACHINE, which places it in advance of every other Machine for Fine, as well as General Shoe work. Their

NEW FAMILY MACHINE is the most desirable Machine now offered to the Public. Their Machines are the best for every purpose for which a Machine can be used.

Norris Black is also Agent for the

NEW ENGLAND WAX THREAD MACHINES. A supply always on hand.

Address Box 1,101, Toronto.

41-ly

STATIONERY, ACCOUNT BOOKS, &c.

BROWN BROTHERS,

WHOLESALE & MANUFACTURING STATIONERS, Dealers in BOOKBINDERS' MATERIALS, &c. King Street, Toronto, have now received a large and complete assortment of General and Fancy Stationery, selected personally from the producers, which they can confidently recommend, both as regards quality and price. They continue to manufacture and keep on hand a full assortment of Account Books, comprising all sizes and styles. Also, Pocket-books, Wallets, Purse, Diarier, &c., &c. On hand a full supply of Binder's Leathers, Cloth, Board, and other materials, at low prices.

42-3m

THE CHEAPEST BAGS IN THE DOMINION OF CANADA.

100,000 SEAMLESS LINEN BAGS.
Price reduced to 27½ cents.

These Bags are the product of the Streetsville Linen Mills, and are made from pure Canadian flax. For sale by the principal Wholesale Merchants, and by the underscribers.

GOODERHAM & WORTS,

10 and 11 Exchange Buildings, Toronto, Ont.

42-ly

THE MERCANTILE AGENCY.

Established 1841

FOR THE

PROMOTION AND PROTECTION OF
TRADE.

DUN, WIMAN & CO.,

Proprietors.

Toronto Office, 4, 5 & 6 Merchants' Exchange

44

LYMAN & MACNAB,

(Successors to the late JOHN HARRINGTON.)

Wholesale Dealers in all kinds of

SHELF and HEAVY HARDWARE
35 King Street East,
TORONTO.

WILLIAM LYMAN.

JOHN MACNAB

39-ly

TORONTO.

GROCERS.

DODGSON, SHIELDS & CO.,

Wholesale and Retail

GROCERS

AND

PROVISION MERCHANTS,

And Manufacturers of

BISCUITS, CONFECTIONERIES, &c., &c.,

Corner Yonge and Temperance Streets,

42-2m

TORONTO.

GEORGE MICHIE & CO.,

IMPORTERS & WHOLESALE GROCERS

Front and Yonge Streets,

Toronto.

25-ly

ROCK OIL.

PARSON BROTHERS,

PETROLEUM REFINERS

and Wholesale Dealers in

LAMP'S, Etc.,

37-ly

Toronto, C.W.

JOHN FISKEN & CO.,

ROCK OIL

AND

GENERAL COMMISSION MERCHANTS

13 Corn Exchange,

MONTREAL,

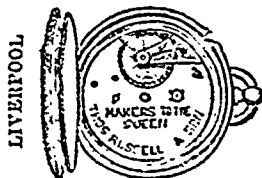
AND

65 Yonge Street,

33-3m

TORONTO.

THOS. RUSSELL & SON,

LONDON
AND
LIVERPOOL

WATCH MANUFACTURERS.

111-112
Xonge Street, Toronto.
W. Leamont, Agent
Montreal.
P. H. Thompson,
B. John, N.Y.

39-ly

RIDOUT, AIRENHEAD & CROMBIE,

(Late Ridout Brothers & Co.)

Corner of King and Yonge Streets, Toronto.

Importers of and Dealers in

IRON, STEEL, NAILS, COPPER LEAD, TIN,

CUTLERY, PAINTS, CORDAGE,

Fishing and Shooting Tackle.

And every description of

British, American, and Domestic Hardware

42-3m

COX & COMPANY,

Wholesale Importers of

MILLINERY & FANCY DRY GOODS,

and Manufacturers of

Mantles, Millinery, and Straw Goods,

23 Wellington Street East, Toronto.

44-ly

J. GILLESPIE & CO.,

HATS, CAPS & STRAW GOODS

WHOLESALE,

64 Young Street, Toronto.

40-ly

HURD, LEIGH & CO.,

IMPORTERS AND DECORATORS OF

FRENCH CHINA.

Hotels supplied.

72 Yonge Street, Toronto.

33-ly

TORONTO.

THE LEADER.

THE DAILY LEADER is published every Morning at \$5 00 a year in advance.

The WEEKLY LEADER is published every Friday at \$2.00 a year in advance. Contains carefully selected news from the Daily Edition, with Agricultural Matter and Market Reports.

THE PATRIOT,

Published every Wednesday, at \$1.00 a year in advance.

JOB PRINTING executed in all its branches.

JAMES BEATY,
Proprietor,

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ONLY ONE DOLLAR PER YEAR.

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THE people who want to read the *cheapest and best* Weekly in the Dominion should enclose One Dollar for a year's subscription to the Toronto Weekly Telegraph,—a splendid Family Paper. It contains interesting Miscellany, Reliable Market and Cattle Reports, copious Telegraphic Reports, attractive News, Selections, and more useful information than can be found in any other paper.

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ITS COMMERCIAL DEPARTMENT is admitted to contain a *more reliable* Market Report, fuller Grain, Produce, Cattle, Lumber, Dry Goods, Hardware, and Groceries Reports, than is to be had in any of the so-called large weeklies published in Toronto.

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OUR CLUB RATES.

Five copies, one year, to any address.....	\$ 1 0
Ten " " " " " " " " " " " " " " " "	2 0
Twenty " " " " " " " " " " " " " " " "	3 0
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Strictly in Advance.

SUPERB PREMIUMS.

For 25 subscribers with cash (\$30) a Loop Lock Stitch Sewing Machine worth \$10.
For 60 subscribers a beautiful Machine worth \$25.
For 100 subscribers either a Howe, Singer or Wheeler & Wilson Machine worth \$45.
For 150 subscribers either one of Prince & Co.'s Melodeans, or one of Mason & Hamlin's celebrated Cabinet Organs.

No Farmer who wants to have a reliable record of the markets should be without the *Weekly Telegraph*.
REMEMBER ONE DOLLAR PER YEAR.

Address and register all letters

ROBERTSON & COOK,
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J. ROSS ROBERTSON }
JAMES B. COOK. }

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

TORONTO AUCTION MART.

Established 1834.

WAKEFIELD, COATE & CO., Manufacturers' Agents, Auctioneers and Commission Merchants, King Street, Toronto.

WILLIAM WAKEFIELD. FREDERICK W. COATE
33-ly

HAMILTON.

D. McINNES & CO.,

CANADIAN MANUFACTURES

EXCLUSIVELY.

Hamilton, June, 1863.

AUTUMN 1863.

McINNES, CALDER & CO.

HAVE NOW OPEN

FULL AND COMPLETE ASSORTMENTS IN ALL THEIR DEPARTMENTS OF

BRITISH, CONTINENTAL,

AND

AMERICAN GOODS.

Hamilton, September, 1863.

44-ly

SANDFORD, McINNES & CO.,

Manufacturers of and Wholesale Dealers in

CLOTHING,

87 and 89 King Street East,

Hamilton, Ontario.

44-ly

YOUNG, LAW & CO.,

HAMILTON,

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

DRY GOODS,

Including

CANADIAN

- | | |
|----------------|--------------------|
| Tweeds, | Flannels, |
| Hosiery, | Yarns, |
| Grey Domestic, | Twilled Sheetting, |
| Cotton Bags, | Cotton Yarn. |

DUNDAS COTTON MILLS AGENCY.

44

G. H. FURKER & CO.,

Importers of

STRAW GOODS, MILLINERY, &c.

Premises over those occupied by D. McInnes & Co.

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

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D. GALBRAITH & CO.,

Manufacturers and Importers of

HATS, CAPS, AND FURS,

BUCK & CALF GLOVES AND MITTS,

BUFFALO ROBES.

Fall Stock complete in every department.

King Street, HAMILTON.

44-ly

HAMILTON.

KERR, BROWN & MACKENZIE,

HAMILTON.

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

SPRING IMPORTATIONS

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

Hamilton, 14th March, 1863.

44-ly

B. JEWELL DUNSTAN & CO.,

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

CANADA AGENTS FOR

Messrs. POTTERS & TAYLOR, General Dry Goods,
Manchester.

WINGLEY SON & Co., Paper-makers and Wholesale
Stationers, Bury and Manchester.

A. WINTERBROTON, Manufacturer of Bookbinders
Cloth, Lancashire.

A full assortment of Samples of each class of goods,
from which to take orders, always on hand.

New patterns of Dry Goods and Price Lists re-
ceived weekly.

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JAMES SIMPSON,

IMPORTER AND WHOLESALE GROCER

McNAB STREET,

Hamilton, Ont.

47-6m

G. J. FORSTER & CO.,

IMPORTERS OF GROCERIES,

Hamilton, Ontario.

44-ly

HARVEY STUART & CO.,

IMPORTERS & WHOLESALE GROCERS,

Hamilton, Ontario.

44-ly

BROWN, GILLESPIE & CO.,

WHOLESALE GROCERS,

AND

GENERAL MERCHANTS,

44-ly Hamilton, Ontario.

PERKINS & CLARK,

IMPORTERS AND WHOLESALE GROCERS,

Proprietors of the Excelsior Coffee and Spice Mills,

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SINGERS'

NOISELESS SEWING (New York) MACHINES.

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No. 17, King Street, Hamilton, Ontario.

Machines repaired on short notice; Corresponding
parts always on hand.

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King Street East, Hamilton, Ontario,

Manufacturers and Dealers in Tin-Plate, Sheet-Iron, Wire,
Copper, and Copper Bottoms, Zinc, Block Tin, Rivets
and Kettle Ears, &c., &c. Also, Tinmen's Tools and
Machines.

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GEORGE ROBERTSON & CO.,

Importers and Wholesale Dealers in

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

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opposite City Hall London, Ontario.

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JAMES JOHNSON,
Sunnyside.

FRED. ROWLAND,

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

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VICTORIA FOUNDRY,

CEDAR STREET, BRANTFORD.

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

WILLIAM BUCK, Victoria Foundry, Brantford.
43-ly

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

PORT HOPE, C. W.

H. B. HOWELL,

Forwarder, General Commission Merchant, and
Shipping Agent,

WALTON STREET, PORT HOPE, C.W. 24-ly

OTTAWA.

HENRY GRIET,

OTTAWA, Canada.

PATENT SOLICITOR AND DRAUGHTSMAN,

Drawings, Specifications, and other documents
necessary to secure PATENTS of INVENTIONS, prepared
on receipt of the model of invention. Copyrights and
the Registration of Trade Marks and Designs pro-
cured. Established 1859. 45-3m

HESPELER.

JACOB HESPELER & SON,

MANUFACTURERS OF TWEEDS,

AND

RANDALL, EBB & CO.,

Manufacturers of

HOSIERY, WOOLLEN YARNS, JACKETS,

SHAWLS, SCARFS, &c., &c.

Now and in future will sell to Retail Dealers, direct
from their Mills, at Manufacturers' wholesale prices
and terms, thereby saving the trade one profit.
Hesperler, Ontario, April 17, 1863. 16-

OSHAWA.

BLACK WALNUT LUMBER.

THE Subscriber has a limited quantity of
Choice BLACK WALNUT LUMBER for sale.

Address: J. J. TERRY, MILLINER,
24-ly Oshawa, C.W.

BOSTON.

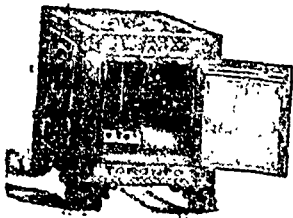
W. C. WILLS,

COMMISSION MERCHANT, SHIP-
PING AGENT, &c., No. 41 City Exchange,

BOSTON.

11

TORONTO SAFE FACTORY.



J. & J. TAYLOR'S
PATENT

FIRE & BURGLAR PROOF SAFES

MANUFACTORY:

No. 198 and 200 Palace Street,
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Price List Free.

6

CANADIAN NAVIGATION CO'Y

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

DIRECT WITHOUT TRANSHIPMENT.



T HIS Magnificent Line, composed of the following **FIRST-CLASS IRON STEAMERS**, leaves the Canal Basin, Montreal **EVERY MORNING** (Sundays excepted), at **NINE o'clock**, and Lachine on the arrival of the Train leaving Bonaventure Station at **NOON**, for the above Ports, as under, viz.:

SPARTAN	Capt. FAIRGRIEVE	on Mondays.
PASSPORT	" SINCLAIR	" Tuesdays.
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