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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. VI.

MONTREAL, FRIDAY, JANUARY 21, 1870.

No. 3.

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

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

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

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

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

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

GREENE & SONS—HAT MANUFACTURERS. See next Page. 1-ly

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

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

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

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

A. GIBERTON,
No. 7 Custom House Square,
MONTREAL,
IMPORTER of GILLING, WRAPPING & SHOT WINES, Patent Seamless Hemp Hose, Saddlery and Harness-makers' Tools, British and French Plate Glass, &c., &c. 37

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

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

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

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

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS,
Importers of
WINDOW GLASS, &c.,
No. 18 Lemoine Street, facing St. Helen Street,
MONTREAL. 1-ly

DAWES BROS. & CO.,
COMMISSION MERCHANTS
MONTREAL.
Consignments of Flour, grain, Leather, Asses Butter, &c., receive personal attention. 8

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

HALL, KAY & CO.,
METAL MERCHANTS,
MONTREAL.
Sole Agents in the Dominion of Canada for following Manufacturers:
Wm. Allaway & Sons, Tin and Canada Plates; Works at Lydney, Parkend & L.B.
Morewood & Co., Lyon Galvanizing Works, Birmingham.
A & J. Stewart, Boiler Tubes, Clyde Tube Works Glasgow.
W. N. Baines, Engineers' Brass Work, Lancelfield Brass Foundry, Glasgow.
S. H. Dobbie & Co., Tinned Holloware, Park Foundry, Glasgow.
Geo. Fairbairn & Co., the F Horse Nails, Cymelon Park, Falkirk.
ALWAYS ON HAND
A large and well-assorted stock of Stamped and Japanned Tinware and General Furnishings, for Smiths, Plumbers, and Brass Founders 1-ly

I. L. BANGS & CO.,
MANUFACTURERS OF FELT
COMPOSITION and GRAVEL ROOFING.
and all kinds of Roofing Materials, Office: 783 Craig Street, (West) Montreal. 35-ly

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

B. HUTCHINS & CO.,
IMPORTERS of TEAS & GENERAL
GROCERIES, No 188 McGill Street, Montreal.
B. HUTCHINS. 6-ly EWD. LUEHER.

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

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

THOMPSON, MURRAY & CO.
GENERAL
COMMISSION MERCHANTS AND IMPORTERS
42 St. Sacrament Street,
MONTREAL.
Sole Agents in Canada for
J. Deane, Henry Mounie & Co., Brandies.
N. Desjardins & Co. 1-ly

W. & F.J.P. CURRIE & CO.,
 100 GREY NUN STREET, MONTREAL.
 Importers of
PIG AND BAR IRON,
 BOILER TUBES, BOLLER PLATES, GAS TUBES, HORSE NAILS, PAINTS & PUTTY, FLUE COVERS, FIRE CLAY, FIRE BRICKS
 DRAIN PIPES, ROMAN CEMENT, QUEBEC CEMENT, PORTLAND CEMENT, PAVING TILES, GARDEN VASES, CHIMNEY TOPS, &c., &c., &c.
 Manufacturers of CROWN Sofa, Chair, and Bed SPRINGS. 12-1y

THE STANDARD LIFE ASSURANCE COMPANY
 Established 1826.
 WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.

Accumulated & Invested Fund - - \$18,909,350
 Annual Income - - - - - 3,376,953

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

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

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

LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.
 Chief Office: Company's Building, Leadenhall Street, LONDON.
Directors, Canada Branch, Montreal.

WM. WORKMEN, Esq., President City Bank
JOHN KIDPATH, Esq., Vice-President Bank of Montreal
ALEX. M. DELINLE, Esq., Collector of Customs.
LOUIS BEAUDRY, Esq., Manager New City Gas Company.

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

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

MARINE & FIRE INSURANCE.
WESTERN ASSURANCE COMPANY
 OF CANADA.
 MONTREAL BRANCH.
 102 St. Francois Xavier Street,
 (Up-stairs.)

Risks taken against loss and damage by Fire, and Marine risks on Hulls and Cargoes at customary rates of premium. Losses promptly adjusted and paid.
 1-1y **A. R. BETHUNE,** Agent.

PHENIX
MUTUAL LIFE INSURANCE COMPANY,
 HARTFORD, CONN.

ACCUMULATED FUND - - - OVER \$2,000,000.
 ANNUAL INCOME - - - - - \$1,200,000.

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

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

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

ANGUS R. BETHUNE,
 General Agent
 104 St. Francois Xavier Street
 Active and Influential Agents and Canvasers throughout the Dominion. 40

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

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

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

GREENE & SONS
 MONTREAL.
 617, 619, 621 and 623 St. Paul Street 1-1y

S T . P E T E R S T R E E T
 WHOLESALE
H A T , C A P A N D F U R
 ESTABLISHMENT.

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

Having made arrangements to meet the still increasing demands for our Ladies' and Gents' Furs, all of which are manufactured under the special supervision of the proprietors.

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

H. & G.
BUFFALO and WOLF ROBES always on hand;
 also **RACoon COATS.** 30-1y

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

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



POST OFFICE DEPARTMENT,
 OTTAWA, 30th December, 1869.
REDUCTION OF POSTAGE RATE TO UNITED KINGDOM.

ON and from the 1st of January, 1870, the Postage Rate on Letters passing between Canada and the United Kingdom, will be as follows:—
 If sent, prepaid, by Canada Mail Packet, via Quebec, (Portland in Winter,) or Halifax, 6 cents per 1/2 ounce weight.
 If sent, prepaid, via New York, 8 cents per 1/2 ounce weight.
 Letters for the United Kingdom, posted unpaid, or prepaid, less than the proper rate, will be charged on delivery with double the amount of deficit postage.
A. CAMPBELL,
 Postmaster General.

J. G. MACKENZIE & CO.,
 Importers of
BRITISH AND FOREIGN DRY GOODS,
 391 & 393 St. Paul Street,
 MONTREAL. 8-1y

PLIMSOLL, WARNOCK & CO.,
 Importers of
STRAW AND FANCY DRY GOODS,
 Joseph's Block,
 18 St. HELEN STREET,
 MONTREAL. 8-1y

1869 FALL IMPORTATIONS 1869
LEWIS, KAY & CO.,
 WILL HAVE OPENED BY THE 4th SEPTEMBER
 their Entire Stock of
FANCY and STAPLE DRY GOODS
 Buyers will oblige by an early call. 1-1y

OGILVY & CO.,
 Importers of
STAPLE & FANCY DRY GOODS,
 485 St. Paul, Corner St. Peter Street,
 MONTREAL.
 Sayer's Brandy; Bernard's Ginger Wine and Old Tom; Stewart's Scotch Whisky. 6-1y

THOMSON & CO.,
CANADIAN WOOLLENS
 4 Lemoine Street,
 MONTREAL.
 Advances made on Consignments. Cm-37

SUTHERLAND, FORCE & CO.,
 Importers of
BRITISH & FOREIGN DRY GOODS
 480 St. Paul Street,
 Montreal. 13-1y

S. CREEKSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.
 OUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,
 Montreal. 13-1y

PHENIX FIRE ASSURANCE COMPANY
OF LONDON.

(Established in 1782.)

Insurances effected at current rates.

JAMES DAVISON, Manager.

GILLESPIE, MOFFATT & CO., General Agents
for the Dominion.

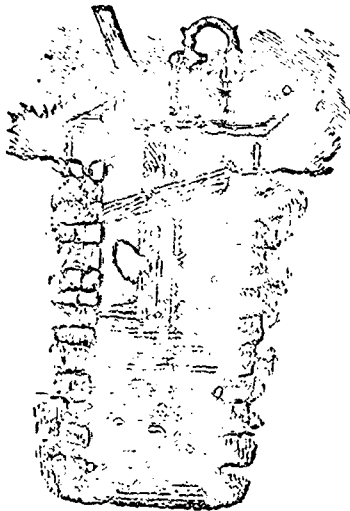
JAMES ROBERTSON,

126, 123, 130 and 132, Queen Street, Montreal,

METAL MERCHANT,

Manufacturer Shot, Lead-pipe, Paints, and Putty
1-ly

THE Submerged Double-Acting, Non-Freezing FORCE PUMP, the simplest and most powerful in use. It is proved to be the cheapest, most effective, durable and reliable Pump, not only for Family use, but also for Florists, Factories, Breweries, Distilleries, Ships, &c. Beside the above-mentioned advantages over the usual style of Pumps, it is particularly recommended by Insurance Companies, on account of its effectiveness in extinguishing fire. The smallest Pump will throw 50 to 75 feet through a hose.



S. B. SCOTT & CO.,

SOLE AGENTS FOR THE DOMINION,

316 Notre Dame Street, MONTREAL.

AGENTS WANTED THROUGHOUT THE COUNTRY.

REFRIGERATORS & ICE CHESTS

MELLEUR & CO., Manufacturers,

623 CRAIG STREET,

Also IMPROVED COOKING RANGES,

Family and Hotel Sizes. 15-5

W. CLENDINENG,

(Late Wm. Rodden & Co.)

FOUNDER, & MANUFACTURER OF STOVES, &c.

Works, 165 to 179 William Street,

City Sample and Sale Room, 113 and 126 Great St. James Street,

and 532 Craig Street,

MONTREAL, P.Q.

MONTREAL BUSINESS COLLEGE,

Corner of Notre Dame and Place d'Armes.

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

Circulars sent on application.

J. TABKER,

Principal.

22-3m

THE CITIZENS' INSURANCE COMPANY

(OF CANADA)

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

DIRECTORS:

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

Life and Guarantee Department

Office 71 Great St. James Street.

This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and Bonds of FIDELITY GUARANTEE.
Applications can be made to the Office in Montreal or through any of the Company's Agents.

EDWARD RAWLINGS, Manager.

NELSON, WOOD & CO.,

IMPORTERS & WHOLESALE

DEALERS in European and American FANCY GOODS, Paper Hangings, Clocks, Looking Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys, &c. &c. &c.

MANUFACTURERS OF

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

WOODEN-WARE of every description.

29 St Peter Street, Montreal.

AND

74 York Street, Toronto. 36-3m

THE TRADE REVIEW

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, JANUARY 21, 1870.

See Advertisement of Moccasins for sale.

Purchasing Department of the TRADE REVIEW.

See Advertisement.

CHANGES ON THE GREAT WESTERN RAILWAY.

VERY important changes have recently taken place on the Great Western Railway. Thomas Swinyard, Esq., who has been manager of the road for the past six years, resigned some time ago, his place being filled by W. K. Muir, Esq., lately of the Michigan Central. Mr. Muir was formerly Traffic Superintendent of the Great Western under C. J. Brydges, Esq., and left that position to become Manager of the Detroit and Milwaukee, subsequently accepting a prominent position on the Michigan Central. He is a Scotchman, and one of the most successful, as well as agreeable railroad men in America. The management of the Great Western is being largely "reconstructed" under him as Superintendent, and the services of quite a number of old servants of the Company have been dispensed with. There are rumours afloat that the separation between the Board and their late Manager, was not altogether pleasant; but the secret is well kept, and only the favoured few have been able to learn particulars. The report that D. McInnes, Esq., of Hamilton, was to become Chairman of the Canadian Executive Committee, with a salary of \$25,000, turns out to be a canard. That gentleman does not intend to give up his large wholesale business, but will retain his position as a member of the Board of Management of the Great Western. The Hon. Mr. McMaster continues to be chairman, and no better one could be obtained. These changes in the management of the Great Western are admittedly intended to make its relations closer with the New York and Michigan Centrals, and is doubtless attributable to American influence. We feel every confidence that the road will be well managed by Mr. Muir, who is no stranger to the people of Ontario, and who earned golden opinions from all classes when among us before.

WHOLESALE FUR MERCHANTS.

JAMES CORISTINE & CO.,

Successors to

G. LOMER & CO.,

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

Specialties of our own Manufacture:

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

BUFFALO ROBES.

MOCASSINS specially manufactured for the LUMBER TRADE.

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

TERMS LIBERAL.

THE CANADIAN CONVEYANCER,

AND HAND BOOK OF LEGAL FORMS, being a Selection of Concise Precedents in Conveyancing, carefully revised and adapted to the new Law With Introduction and Notes. Price, full bound, Two Dollars. Sent free to any part of Canada on receipt of amount.

RORDANS & CO.,

Law Stationers,

3m-2 88 KING STREET, TORONTO.

OUR SALT DISTRICT.

THE importance of our salt district can hardly be over-estimated. In extent, it is supposed to be practically illimitable, and if access could be had for our salt to the American markets free of duty, its development would be exceedingly rapid. We are glad to observe by a local journal that an English gentleman is about to invest \$75,000 in new wells and appurtenances in the vicinity of Goderich. The works he proposes to make, will, it is estimated, turn out 700 barrels of salt per day! If this statement be correct, its effect will be largely to deplete our salt interests. We were pleased when at Clinton the other day, to learn of the success of the salt works at that village. Mr. Richard Balford, the proprietor, is now turning out 120 barrels per day, and cannot keep up to the demand. His means of production are to be increased as soon as possible. It is claimed that the Clinton salt is rather finer than that of Goderich, being drier and not so apt to become lumpy. However this particular fact may be, there is a fine salt territory around Clinton, and capitalists wishing to invest in that way, would do well to give that enterprising village a visit. That fortunes will yet be made out of Canadian salt, we do not doubt. The success of the New York Onondago Salt Company renders this almost certain. If we are to believe the New York Express, that Company divided about \$2,000,000 profits on \$160,000 of capital between 1860 and 1867! They started in 1860, and in 1862, their dividend was 12½ per cent., and the next three years 25 per cent., and the following year (1862) over 60 per cent! These are enormous profits, and that the United States will long allow such a monopoly to continue to exist, and heavily protected, we cannot bring ourself to believe. The cry for cheap salt has already been raised throughout the States, and we hope to see that demand result in the admission of Canadian salt to the Union free of duty. If that takes place, Goderich, Clinton, and the whole of our salt district, will at once assume increased importance, and a bright future will dawn upon it.

POST OFFICE SAVINGS BANK.

STATEMENT of the Post Office Savings Banks account, for the month of Dec., 1869, published in accordance with the Act 31 Vic., cap. 10, sec. 3. In hands of the Rec. Gen. as per last statement (Nov 30th).. 1,031,651 46
Amount received from depositors during Dec. \$109,183.00
Interest paid on closed acts. during Dec. 337.13
Withdrawal cheques paid during December. 47,164 56
62,355.57
In hands of the Receiver General, December 31 1,154,667.02
Bearing interest at 4 per cent. 655,716 40
Bearing interest at 5 per cent. 450,200 00
Bearing no interest, being the amount in the hands of the Rec. General, to meet outstanding cheques. 8,691.62
1,154,667.02

JOHN LANGTON,

Auditor.

Andit Office, 14th Jan., 1870.

WHAT WE SHOULD MANUFACTURE.

The *Hamilton Spectator* declares that it has demonstrated that protected manufactures are not dearer to the consumer than unprotected. There seems to us a happy sufficiency in the assertion. But we accept one portion of our contemporary's statement as quite sound, i. e., that the people of a country should be encouraged to produce those things which they can produce just as well and cheaply as anybody else. But the difference would be in the test to be applied. If England can produce cotton goods, for instance, and send them across the Atlantic, and, after paying freight, lay them down here at a price against which Canadian manufacturers cannot compete, unless any other Canadians are made by means of a duty to pay a higher price or deal exclusively with them, is that not proof that we, in Canada, cannot produce that article so well and cheaply as England. We accept it as such; but protectionists have a variety of ways of evading so simple a test and demonstration. Another simple test is whether we can produce any article so cheaply as to be able to sell it in a third market where some other country does so. If we can compete, for instance, with Britain in the United States or the South American markets, or with the United States in any other market, as we do now in wheat, lumber, &c., that is proof of the proper capacity to produce, and the healthiness of the industry. It is found in all countries—in the United States with its forty millions of consumers as well as in Canada with its four millions—that the home market is never sufficient to satisfy the enterprise of large establishments. So in Canada arises a cry for a Zollverein, and in the United States, for a reduction of taxes which will enable manufacturers to produce cheaply enough to secure customers in foreign markets. A monopoly of the home market never contents them, nor do we think it should, but in order to find other markets there must be cheap production. If unprotected competition against others in one's own market is impossible, how can it be possible in a foreign?

RAILWAY CONTRACTS.

There have been some vehement protests made against the plan adopted by the Commissioners in letting the contracts for the Intercolonial Railway, brought out by the abundant nature of their work by one contracting firm, and rumours that others were likely also to follow. It is urged in some quarters that they should not have accepted any tenders for sums much below the estimate of their own engineer. To adopt such a rule would be difficult for the directors of a private company, and expose them to accusations of favoritism. But for a quasi-political body, such as the Commissioners for the Intercolonial, to do this, would have led to terrible outbreaks about favoritism, jobbery, corruption, &c. &c. No one would have been satisfied except the few who got the contracts at remunerative rates; and both the Commissioners and Government would have been covered with opprobrium. The only way to satisfy the public was to allow all men of good financial standing to tender and accept the lowest among them. So far as the award a system will involve, it seems some delay in the execution of the work. It should never be attempted where saving time is of a great importance. But in this case time was not of vital importance, and the proper course was pursued. If contractors of standing like those who have these contracts, are such fools as to tender at rates at which it is impossible to do the work, they must bear the consequence. But will they? The Commissioners have reserved the right to hire other contractors to complete the work at the expense of those who fail to do so in time, or abandon it in despair. Can the difference of cost ever be recovered from them? Probably not. But something may and should be in all cases taken to dispel forever the notion which has, heretofore, been too prevalent, that if a man only secured a government contract at any nominal price, he will get fair remuneration for his work by charges for extras and appeals and misrecognition. It is a maxim with some people that no government can afford to be so glibly as to take people's money and not pay them in full. The rule is a sound one where there has been honesty on the part of the party who has done the work. But to tender at impossible rates only to get work into their hands, is a sort of fraud, which has been too common, and which it is quite time to visit with penalties. We do not urge the execution of "the pound of flesh," of absolutely running men by

stripping them of all they have, but no man should be relieved of his contract and its penalties without conclusive proof of actual and serious losses already incurred.

RAILWAYS IN THE UNITED STATES.

A NEW York contemporary estimates that there are now in the United States 26,000 miles of railway opened for traffic. The first steam railroad in the United States was constructed in Massachusetts in 1826. Pennsylvania followed in 1827, Maryland in 1828, New York in 1831, New Jersey in 1831, South Carolina in 1822, and in 1835 railroad building had spread to all the old States, and 368 miles were in operation. The railroads of the country increased gradually from 1835 to 1848. The smallest increase for any one year with a that period was 163 miles, and the largest 711 miles. From 1849 up to 1853, inclusive, increased energy was shown in railroad building, and roads sprung up rapidly in all sections of the country, during the decade the largest increase for any one year was 2,643 miles, and the smallest 1,329 miles. The breaking out of the rebellion for a time checked railroad enterprises, especially in the Southern States, and from 1861 to 1864, inclusive, the increased number of miles in each year was comparatively small, and formed a striking contrast with any of the previous ten years. After the closing of the rebellion railroad enterprise took a new lease of life, and from 1865 to 1869 railroads have been rapidly on the increase. The year 1869 is most conspicuous in new railways, and it is estimated on reliable authority that there are now 26,000 miles of railroad in operation in the different States and territories. They have constructed nearly eight thousand miles of new road during 1869. If we estimate the cost of the 7,746 miles constructed and equipped during the year at \$19,000 per mile, a fair estimate, then the country has expended over three hundred millions of dollars for railroads within the year. The great event of the year 1869 was the completion of the Pacific railroad, and the success which has attended the operations of the Union and Central Pacific companies has undoubtedly stimulated like enterprises all over the country, but more especially in the Western States. The following table shows the number of miles of railroad in each section of the country, January 1, 1870, with the ratio of one mile to the number of square miles of territory and number of inhabitants.

SECTION	Miles of Railroad	Ratio of one mile to square miles of Territory	Ratio of one mile to number of inhabitants
New England States	4,018	14 18	835
Middle States	9,765	10 68	1,699
Western States	10,889	36 94	731
Southern States	10,653	70 23	969
Pacific States	889	446 24	879

The official figures for January 1, 1870, are not made up, but they will show, as stated, about 5,000 miles of railroad in operation which will make some material changes in the ratio to square miles and inhabitants.

THE GOVERNMENT BANK ACCOUNT.

It should be a maxim with Governments so to adjust their incidence of taxation and their financial arrangements, as to interfere as little as possible with the free course of industry and of trade. We have endeavoured to show from time to time, the evils flowing from high protective tariffs, as tending to create monopolies, and enhance the cost of living in a country. There is another evil which seriously impairs trade, which has grown out of the method of keeping the Government banking account. The fact that all Government money goes into one bank, is likely to tempt it, if not well managed, into reckless speculation—if well managed, gives it a great and unjust power over the other banking institutions of the country. It is not right that Government should take the Custom duties out of one bank, only to deposit them with another, to increase the facilities which that bank can offer to its customers, and by so much to decrease the facilities which the former can grant. Why should B. who banks with the Merchants, be made to feel that the cheque he draws for Customs duties, which may not be needed by the Government itself for weeks or perchance months, must needlessly lessen his bank's power to assist him during that period while adding to the power of the bank of Montreal to help A. his rival, who banks there? Why should not that money be in his hands, or, what is nearly the same thing, in his own banker's, until the Government wants it? Why should not the payment be made by a transfer to the credit of the

Government in that bank on which he draws his cheque? The Government really levies a sort of differential duty upon those who bank elsewhere than with the institution which it pets. If such a form of taxation were embodied in an Act of Parliament, or clearly stated in an Order in Council, all the world would clamour against it. It is only because it is not "so writ down" and is not therefore understood, that people submit to it. The answer of Finance Ministers has always been two-fold. They say—we must bank with those strong institutions, who can afford, and will grant us accommodation when we want it, and the multiplicity of accounts would involve additional complexity of book-keeping, and very likely confusion in the Finance department. Now this latter argument amounts really to this. "It is better to disturb the banking arrangements of a majority of business men, than impose some extra labour upon the Finance department." Is that a good answer to a very prevalent complaint? Is it not, in fact, when thus stripped of disguise, a puerile answer? And for the other: Is one bank less able to grant accommodation to the government than all would be? Is a part greater or stronger than the whole? True, the accounts in this case, as in the other, will be more complicated. The working of the arrangement will involve some additional trouble to the Finance Minister and his department. But assuredly the gain to the business community is very much more important than the cost would be. But, it may be urged, that it would not be wise to trust government deposits in all incorporated banks. Provide then for periodical inspection by a government officer, such as exists in some of the United States, and refuse the government account to all banks either declining to submit to government inspection, or from inspection appearing to be in an unsound condition. Thus you may secure safety. The object to be gained is an important one, and a few difficulties of detail ought not to prevent its accomplishment.

THE RED RIVER TROUBLE.

We have said little during the past few weeks regarding the state of affairs in the Red River territory. This has arisen not from lack of interest in the singular events transpiring there, but because it was difficult to get at the real facts necessary to enable one to form a correct judgment. The return of Governor McDougall and party, Colonel Dennis and others has served to quicken public interest in the so-called insurrection, and has thrown some light on the outbreak and aims of Bruce and Riel, but there still appears something almost inexplicable about the whole affair.

If agitation against the transfer of the territory to Canada had taken place before Governor McDougall was on his way to Fort Garr— we could understand the difficulty. If Bruce and Riel desired Annexation to the United States, the cause and object of the trouble would be easily comprehended. But no murmurs preceded the coming storm—the outbreak seems to have been sudden and unpremeditated—and its leaders distinctly disavow any intention to change their allegiance from the British crown. Under these circumstances, we cannot rid ourselves of the idea, that the outbreak is mainly due to misunderstanding—that it is the action of a sensitive and impulsive class, acting under mis-conception of the real aims of our Government, to secure certain crude and ill-digested terms, by means of which it is hoped they will be able to control the future administration of the settlement. It may be that personal ambition has something to do with it, and that Bruce and Riel have been allured, by temporary success, to entertain less laudable designs, but that the rising was modelled after the Spence fiasco, and at first designed simply to secure "better terms" from our Government, we strongly incline to believe.

The act passed last session for the temporary government of the territory, and the approach of Governor McDougall, with a "ready-made" council, seem to have led the people of Red River, not the French half breeds alone, but some English as well to believe that the colony was not, at least for a long period, to have representative institutions. Then their pride was hurt by the assumed superiority of certain "bloods" unfortunately sent out by our Government as officials, their fears became alarmed about their lands, as a bevy of unknown surveyors began to enter and carve them at their wills, and instigated by a few designing traders, some of whom are Americans at heart, who pictured the heavy taxation they won't

have to bear under Canadian rule, it was hastily determined to keep Mr. McDougall out, until at least they obtained guarantees for the "rights" which they feared were going to be arbitrarily taken away.

After an attentive consideration of the facts, we believe the insurrection to have arisen from these causes, and this leads us to say that there has been serious blundering somewhere.

The whole trouble—the end of which it is now impossible to foretell—might, we strongly think, have been prevented with the exercise of a little care and prudence. Had the French half-breeds known what our Government really intended to do, it is doubtful if they would not have welcomed Governor McDougall and party instead of driving them across the lines. Had they known that the first council would contain prominent local men—that they would soon have a local government elected by the people—that their rights to their lands would be sacred—and that any taxes they would require to pay would be trifling, the only reasons they give for arming would have had no existence.

It was wretched management, to say the least of it, that the Government had not widely disseminated such information throughout the territory, or at least taken steps to ascertain what the exact feelings of the people of Red River were. But nothing of the kind seems to have been done. It is a most remarkable thing that the President of the Council, Mr. Howe, did not discover that trouble was brewing when he was at Fort Garry, and that our Government drifted right on to the rocks without ever a note of warning being raised. That "somebody has blundered" seems as plain as that two and two make four.

So much for the past. Now, what of the future? That the condition of affairs is serious, there can be no doubt. We do not, however, regard it as alarming, unless it be that filibusters go in from the United States, and Bruce and Riel are induced to change their policy in favour of Annexation. But danger is undoubtedly serious, and the most skillful management is required on the part of our Government. There is room for difference of opinion about our paying over the £200,000 to the Hudson's Bay Company. The Government chose to delay the payment. We incline to believe, considering the almost absolute necessity of our possessing the North-west territory, that it would have better not to have faltered, but to have gone on and completed the bargain with the Hudson's Bay Company as if nothing had happened. We entertain strong hopes that the good offices of Vice-General Thiebalt and Colonel DesSalaberry will bring about an amicable arrangement. If the leaders of the insurrection have no other objects than those they announced to the world, we cannot see what can prevent a proper and satisfactory understanding being arrived at.

We counsel the adoption of the most peaceful and conciliatory measures. The Government might do well to make the matter the subject of legislation during the approaching session. It might be well to grant the settlement representative institutions at once, although it is evidently ill prepared for them. Such a course, however, would place Bruce and Riel clearly in the wrong in giving further resistance, and would cause every man, not disloyal, to accept the situation. In any event, we must hold the territory. It is doubly ours—ours by right, and ours by purchase of the Hudson's Bay Company's salary. If the insurrectionists will not listen to reason, if they mean rebellion in earnest, then either the British Government or that of the Dominion, will have to interpose its authority. This is certainly a most disagreeable, not to say hazardous duty; but it is simply absurd to suppose that a handful of half-breeds are to wrest from the British empire a quarter of the North American continent.

We would fain hope things will not come to such a pass. Better will it be for us to conciliate and concede much, rather than a drop of blood should be spilt. But at the same time, it may as well be understood first as last, that the retention of the North-west is absolutely necessary, if the Dominion of Canada is ever to become a new nationality, and that we are determined to hold it, whatever may be the cost or the consequences.

The whaling fleet was a failure last year. The ships from Boston, Provincetown, Salem, Barrely and a Newburyport, the cruising ground of which was in the Atlantic Ocean, caused a net loss to their owners the past year of \$200,000. This discouraging result, says the Boston Journal, will probably lead to the withdrawal of a number of vessels from the business, if purchasers can be found for them.

MOVEMENTS OF BREADSTUFFS.

The following statement shows the comparative shipments of flour and grain from the lake ports, including those by rail (excepting Cleveland) from the opening of navigation, to and including the 31st of December, 1853, and for the corresponding period last year viz—

	1853.	1852.
Flour, bbls	2,285,141	2,614,018
Wheat, bush	31,079,449	21,627,113
Corn	21,720,531	25,204,661
Oats	8,629,539	13,897,361
Barley	822,791	265,682
Rye	44,954	1,825,437
Total grain	63,614,755	63,220,192

The following statement shows the quantity of grain "in sight" on January 1st, and on the other dates indicated.—

	Wheat.	Corn.	Oats
In store at—	bush	bush	bush.
New York	4,583,231	672,111	1,907,679
Buffalo	867,123	91,900	155,400
Chicago	2,367,285	687,809	688,867
Milwaukee	1,681,000		
Toledo	374,629	75,067	71,153
Detrol	59,759	8,728	6,972
Cleveland	248,479	135,239	2,000
St. Louis	289,725	591	1,978
Rail shipments from Chicago, Milwaukee and Toledo for the week	35,965	84,056	16,231

	Wheat.	Corn.	Oats
Total in store and in transit on—			
January 1	11,348,330	1,675,882	2,322,280
December 13	9,644,289	1,431,639	2,101,683
December 11	9,131,861	1,585,193	2,108,068
December 4	8,644,391	1,689,743	2,377,895
November 27	8,064,162	1,765,595	1,977,377
November 20	7,522,053	1,963,181	1,994,275
November 13	7,489,613	2,249,255	1,823,644

—American Paper.

DOMINION TELEGRAPH COMPANY.

The annual meeting of the shareholders of the Dominion Telegraph Company was held on Tuesday the 11th of January, (afternoon) at the Rossin House. The chair was taken by the President, Hon. Wm. Cayley, at two o'clock, and Mr. H. J. Colles acted as Secretary. There were between thirty and forty gentlemen present. The following directors were in attendance: Hon. H. C. Cameron, Treasurer; Hon. J. McMurrich, Hon. J. J. Cameron, and Messrs. Lewis Moffatt, James Mitchie, Toronto; Anthony Copp, Hamilton, and Sylvester Neelson, St. Catharines.

ANNUAL REPORT.

The directors beg to submit their second annual report, as follows:—

In the former report of the directors presented to the subscribers, the particulars of the contract which had been entered into with Mr. Reeve for the construction of a telegraph line with its offices, instruments, &c., complete at a mileage rate, embracing the contract, also connection which had been made by him with two American telegraph companies whose lines traversed the neighbouring States. Under that contract the line from Suspension Bridge to Toronto was constructed and placed in operation. Soon after, however, it became apparent that Mr. Reeve was not in a position to carry on the work in accordance with his arrangements, and on the 1st of Sept. last engagement was made by which the Dominion Company were enabled to resume the control of the line so far as it had been constructed, and throw open its further prosecution to public competition.

Numerous tenders were sent in reply to the advertisements of the company for the extension of their lines east and west, but owing to the lateness of the season it was deemed advisable to limit the work to the eastern section. The line from Whiby to Oshawa was placed under contract and completed when further operations were interrupted by the approach of winter. It may not be out of place that the directors under whom the earlier part of the work had been undertaken, should place before them the order in which in the interests of the public, and, as a natural sequence of the company, they thought the work should be proceeded with. The extension of the line to Montreal and Ottawa they considered to be of primary importance; next in order the extension westward to London, Windsor and Detroit, with a loop through Galt, Guelph and their surroundings, then from Toronto to Barrie, Port Hope and Peterboro' to be followed with even further extensions as the importance and commercial value of the several localities to be reached would justify.

That the difficulties attendant on the conception of every new enterprise, and in the present instance of no ordinary magnitude, had been successfully combated, the directors are sanguine enough to believe, and they regret their trust in perfect confidence that those to whom the future management of the enterprise shall be committed will carry on the work to a prosperous issue, and justify to the fullest extent the expectations of those who have embarked in it, establish-

ishing it to be a sound, legitimate and successful enterprise.

The Treasurer will place before the meeting a financial statement of the affairs of the company.

TREASURER'S STATEMENT.

The chairman then read the Treasurer's statement as follows:—

Paid on 1st instalment (5 per cent.)	\$7,167.60
RECEIPTS.	
Paid on 2nd instalment (10 per cent.)	\$6,200.00
Do 3rd do do	3,200.00
Do 4th do do	2,445.00
Investments paid in advance	1,955.00
Total	\$21,067.50

DISBURSEMENTS—CHARGEABLE TO CAPITAL ACCOUNT.

Paid to agents collecting subscriptions	\$4,263.00
Paid preliminary expenses	2,842.00
April 2nd, to S. Reeve	5,000.00
Sept. 1st, do	3,000.00
Dec. 1th, do	1,600.00
Total	\$17,105.00

Nov. 21th, to S. Reeve Paid H. H. Colby, on account eastern section	390.00
Paid accounts from 1st Sept., 1853, to 10th January, 1854, including monthly, battery instruments, travelling expenses, and interest	183.80
Paid head office accounts from 1st of September, 1853, to 10th of January, 1854, including salaries, postage, advertising, printing, fuel, and petty cash account.	302.99

CHARGEABLE TO REVENUE ACCOUNT.

Paid loss on working offices, including rent, salaries, messengers, &c.	218.23
By cash in Bank of Commerce to credit of Treasurer	381.34
Dr to cash due to Secretary	27
Total	\$31,057.50

Amount liable by subscribers who have paid one or more calls—	
2,507 shares at \$50 per share	125,350.00
Paid one or more instalments to amount of	21,057.00
Amount of liability	122,293.00

Amount liable by subscribers who have paid two or more calls—	
1,246 at \$50 per share	62,300.00
Paid two or more instalments to amount of	19,900.00
Amount of liability	45,010.00

LIABILITIES OF THE COMPANY.

Due on the old contract	\$15,115.60
Due on the new contract	3,220.00
Total	\$18,721.60

The chairman then made a few observations, pointing out the importance of pressing the work forward with vigour in the direction of Ottawa. All must be impressed, he remarked, with the importance of connecting the great centres of trade.

The chairman, in reply to a question, stated that at roughly estimating the distance between Oshawa and Ottawa, via Prescott, at about 300 miles, it would take some \$20,000 in cash to complete the line and he believed it could be constructed by the 1st of July next.

A general conversation ensued conducted in a great spirit of unanimity, and concurring in the desirability of a strong and united effort for prosecuting the work with energy. Several questions to bring out more clearly the details of the expenditure already incurred and explanations given appeared to afford general satisfaction.

The reports were then adopted. An informal discussion ensued as to the choice of directors for the ensuing year, at the close of which Hon. J. H. Cameron moved, seconded by Mr. Norris, that the board be composed of five members from Toronto, two from Hamilton, one from Oshawa, and one from St. Catharines. The motion was carried.

ELECTION OF DIRECTORS.

Scrutineers were then appointed and the election of directors was proceeded with. The following gentlemen were subsequently reported duly elected:—Mr. A. B. McMaster, Hon. John McMurrich, Mr. L. Moffatt, Mr. J. Noble, and Hon. W. Cayley, Toronto; Mr. T. N. Gibbs, Oshawa, Mr. Sylvester Neelson, St. Catharines, and Mr. J. J. Mackenzie and Mr. Anthony Copp, Hamilton.

NEW YORK SHEEP MARKET.—In its annual review of the New York live stock market, the World says:—The sheep trade has been no better than the trade in beef and cattle; and although we have no important failures to record, it is a well-known fact that it has been one of the least profitable years to all concerned in the slaughtering of sheep and the sale of mutton. Good sheep have been in fair demand throughout the year at fair prices, but inferior and common stock has been crowded upon the market greatly in excess of any demand for such stock and butchers have taken it off the hands of sellers at low figures, but sold at low enough for a profit on the sale of the mutton. During the past few weeks we have had an unusual number of heavy, well-fattened sheep, chiefly from Canada, and it is hoped that the encouragement given by the increased prices paid for these fine sheep will induce a more general attention to the breeding and fattening of mutton sheep for the market.

INLAND REVENUE DIVISION OF MONTREAL

Operations during the year, ended 30th June, 1869

	In Bond 30th June, 1869.	Manufactured at Montreal June, 1869	Received in Bond from other places.	Duties collected at Montreal.	Removed in Bond.	Exported.	Remaining in Bond 30th June, 1869.
Spirits	166,481	2,723,925	869,724	\$368,205 11	42,306	3,228	340,158
Tobacco	591,318	2,723,925	355,514	1,143,372 90	1,410,708	72,614	693,605
Wine	32,810	59,789	5,544 30	5,244 30	.....	.....	40,162
Cigars	111,112	1,931 5	2,018 2	4,657 55	.....	.....	28 1
Leaf Tobacco	153,631	.....	23,572	388 80	121,013	7,619	42,781
Malt	1,037,416	2,183,573	97,095	1,364 50	.....	.....	1,143,906
Malt Liqueur	.....	2,008,774	.....	51,718 89	.....	.....	.....
Petroleum	.....	3,088	74,476	11,764 25	.....	.....	24,102
Goods manufactured in Bond	.....	.....	.....	1,673 12	.....	.....	.....
Duty on	.....	.....	.....	2,096 86	.....	.....	.....
Seizures, \$3,093.37	.....	.....	.....	7,472 74	.....	.....	.....
Licenses, \$2,570, &c.	.....	.....	.....	.....	.....	.....	.....
Total	.....	.....	.....	\$308,901 22	.....	.....	.....

INLAND REVENUE DIVISION OF MONTREAL

Operations during the half year, ended 31st December, 1869

	In Bond 30th June, 1869.	Manufactured at Montreal.	Received in Bond from other places.	Duties collected at Montreal.	Removed in Bond.	Exported.	Remaining in Bond 31st Dec., 1869.
Spirits	340,138	34,781	259,188	\$337,984 04	25,378	2,164	70,102
Tobacco	693,635	2,029,133	172,560	1,057,977	1,203,802	61,626	581,982
Wine	49,162	3,700	.....	24,789	.....	.....	19,072
Cigars	28 1	1,301 15	.....	1,329 25	.....	.....	.....
Leaf Tobacco	42,781	.....	90,808	2,459	112,927	.....	18,203
Malt	1,143,906	2,070,749	.....	2,581 032	.....	.....	613,713
Malt Liqueur	.....	9,449	.....	46 114	.....	.....	.....
Petroleum	24,102	709	318,936	2,581 032	18,258	43,619	1,172
Goods manufactured in Bond	.....	.....	.....	274,781	.....	.....	.....
Duty on	.....	.....	.....	571 80	.....	.....	.....
Seizures, \$2,800; Licenses, &c.	.....	.....	.....	3,247 99	.....	.....	.....
Total	.....	.....	.....	\$493,917 99	.....	.....	.....

are known to many of the Islanders. The terms appear to be exceedingly liberal to the Colony. Besides relieving the Island of the expense of maintaining its most expensive departments, Canada propose to maintain efficient steam communication between the Island and the Dominion in winter as well as summer; it offers a liberal allowance to meet all local expenditures, it guarantees \$800,000 which the Island may expend in buying up the lands held by the large non-resident proprietors, it provides for the payment to the Island of a large sum, or interest thereon, owing to the smallness of the debt with which the Island would enter the Union; and makes other provisions not less satisfactory.

REPORT OF A COMMITTEE OF THE HONORABLE THE PRIVY COUNCIL, APPROVED BY HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL ON THE 14TH DECEMBER, 1869:—

The Committee of Council have had under consideration a memorandum, dated 11th of December, 1869, from the Hon. Sir George E. Cartier and Messrs. Tilley and Kenny stating that at the desire of their colleagues they visited the Island of Prince Edward in August last, and having while there had an opportunity of discussing informally with members of the government and other leading public men the question of the political union of the Island with the Dominion, and having, in view of the importance of establishing a basis on which such union can be effected, carefully considered the question under its financial aspect, they have come to the conclusion that the following proposals, which they submit for the concurrence of the Council, should form the financial basis of such union, viz:—

1. The Dominion Government will assume and defray all charges for the following services, viz:—
The salary of the Lieutenant Governor.
The salaries of the Judges of the Supreme Court, and District or County Courts when established.
The charges in respect of the Department of Customs.
The Postal Department.
The Protection of the Fisheries.
The Provision for the Militia.
The Light Houses, Shipwrecked Crews, Quarantine, and Marine Hospitals.
The Geological Survey.
The Penitentiary.
- Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion;
And such other charges as may be incident to and connected with the services which, by the British North America Act, 1867, appertain to the general government, and as are or may be allowed to the other Provinces.
2. Canada to be charged with the debts and liabilities of the Island existing at the time of the Union.
3. That the Island, not having incurred debts equal to those of the other Provinces now constituting the Dominion, shall be entitled to receive by half yearly payments in advance from the general government interest at the rate of five per cent per annum on the difference between the actual amount of its indebtedness and the indebtedness per head of the population at which Nova Scotia and New Brunswick are now allowed in the Union, or the payment of such difference in five per cent government bonds payable in London, as the Island government may elect, taking the population of the Island in 1861 as the basis of the calculation.
4. The Dominion Government to pay \$26,000 per annum to the Island to meet the expenses of the Local Government and Legislature.
5. An annual payment to be made to the Island Government equal to eighty cents per head of the population, to be augmented in

JAPAN SHIPMENTS VIA PACIFIC RAILROAD FOR FRANCE.—The steamship *Aina*, which arrived at this port on Sunday from China and Japan, brought 3,000 cards of silkworms' eggs which are going through to New York via the Pacific Railroad. Their destination is Lyons, France. If this experiment of shipping silkworms' eggs by the American route is successful, we are told that all exportations of them will in future be sent by way of San Francisco and New York. Although occasional shipments are made at other times, the early spring is the general season for the export of silkworms' eggs from Japan. The most of them are sent to France from Italy. The French mail steamship despatch a special steamer annually with a cargo of them, which are sent to France via the Isthmus of Suez. The steamer is specially fitted up in compartments, and is provided with heating apparatus to maintain an equable temperature. If eggs are to be shipped by the American route, special cars will be necessary to carry them. The Pacific Mail Company has already signified its willingness to make all the necessary arrangements for the care of the eggs while on the steamers. The French shippers are dissatisfied with their experience in shipping the eggs via the Isthmus of Suez, and have voluntarily tried the experiment of a shipment across the American continent. They desire to continue to ship by that route, and we hope every facility will be afforded them in doing so.—*San Francisco Bulletin*.

PRINCE EDWARD ISLAND AND THE DOMINION.

THE TERMS OFFERED BY THE CANADIAN GOVERNMENT.

It has already been stated in these columns, says the *St. John, N. B. Telegraph*, that for some days past the Government of Prince Edward Island have been in possession of the proposals looking to Union which the Government of Canada were disposed to offer. These terms, for proper reasons, were not at once communicated to the public. Having received the Administrator of the Island Government, they had first to be submitted to the members of the Government for their consideration; but these gentlemen were not all present at Charlottetown, and, hence, a slight delay has risen in communicating the information to the body of the people. We have reason to believe that by this time the terms

proportion to the increase of the population as may be shown by each decennial census, until the population amounts to 400,000, at which rate such grant shall thereafter remain, it being understood that the first census shall be taken in the year 1871.

They submit that much discontent has for many years existed amongst the inhabitants of the Island, arising from the fact that the lands of the colony had been granted by the Imperial Government in large blocks and chiefly to persons resident abroad, thus leaving the Government of the Island no lands, the proceeds of the sale of which could, as in the other British colonies, be appropriated towards local improvements and the maintenance of the Government.

That this discontent has been increased from the fact that many of the settlers in the Island can only obtain land on lease instead of by purchase, as in the other British North American Colonies.

That up to the present time the Island Government have failed to secure a consideration in lieu of the lands thus granted by the Crown, notwithstanding the efforts that have been made by the Government and Legislature of the Island to remove the obstruction to the settlement of the colony arising from this cause, there still remains about one-third of the Island owned by absentee proprietors, a very considerable portion of which is unoccupied and in the condition of a wilderness.

That in the event of the Island becoming part of the Union, the Government of the Dominion will endeavor to secure for the Island from the Imperial Government fair compensation for the loss of Crown Lands should the Dominion Government fail in their efforts to secure such compensation, they will undertake to raise by loan, guaranteed by the Imperial Government, or upon their own securities should such guarantee be refused, Eight Hundred Thousand Dollars, and pay the same to the Island Government as a compensation for the loss of such Crown Lands; this sum to be in addition to the other sums mentioned in the preceding proposals.

That the Dominion Government will also use their influence to secure such legislation as will enable the Government of the Island to purchase the land now held in large blocks upon terms just and equitable to all parties concerned.

The Committee concur in the said memorandum and submit the same for your Excellency's sanction.

WM. H. LEE,
Clerk of Privy Council.

WATER ENGINES.

Various plans have been tried to utilize water power at a distance from the site of the fall, the most successful of which heretofore has been by means of compressed air. The power of the water is used to compress the air which is then conducted in pipes to the location where needed, and in quantities to suit. In this way says the *Portland Argus* power is transmitted with certainty and safety for considerable distances, and may thus be utilized for a variety of manufacturing purposes. Steam power can also be transmitted in properly protected pipes, for short distances, with much less loss than is experienced in transmitting it by power shafts, belting &c. But a new invention, patented a few weeks ago, promises great things in this regard.

It is called the water engine. Three of these engines have been in operation in Watertown, New York, since the 1st of October last and have given entire satisfaction. At least those who have used them certify to this fact. One is a coffee grinding establishment using water through a one-fourth inch pipe, one in a bakery establishment using water through a half inch pipe and one in a printing establishment using water through an inch pipe. With this supply of water the proprietors say the engines have operated to their complete satisfaction, accomplishing more than steam, at full two thirds less cost than steam.

We have seen no description of the construc-

tion of these engines, but have no doubt they operate on a principle similar to those for using compressed air. It is not stated what the head of water is, for the engines in use above referred to, but it is claimed that with 150 feet head of water a three-eighths of an inch pipe will give 145 horse power while a one and a quarter inch pipe will yield 1,206 actual horse power. Assuming that something near those results may be obtained, the invention promises to be of great advantage. Its freedom from danger of explosion, with the great economy in running, will cause it to take the place of steam wherever water can be obtained with sufficient head, as may be done in this city through the direct pipes to Lake Sebago. The head of water from this source is more than 150 feet, and if a three-eighths of an inch pipe, with one of these engines (which of that size costs only \$200,) will give 145 actual horse power, as claimed, it will be altogether the cheapest that can be procured here, and will afford another means of utilizing Lake Sebago. It seems to us that those wishing power for manufacturing purposes would do well to examine thoroughly the merits of this water engine.

SOCIETY FOR THE PROPAGATION OF INTELLECTUAL GIRDLES—THE "EUROPEAN MAIL."

The following humorous, but flattering notice of the *European Mail* appeared in an Adelaide journal.—Pythagoras was of opinion that intelligence advanced in cycles—culminated at a certain point of splendor—overbalanced the stamina of mortal ability—and again retrograded with vast rapidity until the natural baseness and depravity of the human mind had regained its pristine position and blank native ignorance. Mr. P and I are at one on this and nearly all other metaphysical questions. Napoleon the Little says, the French Empire means peace and progress—a very pardonable error on his side, seeing that the little man doesn't know peace or progress from pea soup. A Frenchman can dance, chatter, shrug his shoulders, and gesticulate, after that, his "unexpended balances" are used up. If you ask for more, he offers a revolution as a last resource. Mr. N and I are at two on every kind of subject. Morgan affirms that the general state of creation is salubrious and satisfactory but that it should fall into another periodical stagnation, he proposes to throw, as it were, an "intellectual girdle around the civilized world," the machinery for which, society already knows, is in existence under the captivating and exhilarating title of the *European Mail*. "But who is Morgan?" says Jones. Morgan, sir, is, I may say, without consideration, a—Morgan, sir, is, in fact, a credit to humanity—a benefactor to society—one of the most enterprising of—Well, hang it, sir, Morgan is in short—Morgan—who the devil else?—don't bother with absurd questions—how should I know who Morgan is?—let me tell my story in my own way. When a statement is made, accept it without inquiry. Why disturb the happiness of society by wanting to know? Mr Morgan is an Englishman of the period—well-spoken, intelligent, comprehensive in ideas, and quick at business arrangements—has seen the world, and, like the busy bee, has knocked its botanical superfluities about to a good purpose. He proposes to supply Australia and all the world that acknowledges British influence with a digest of European intelligence calculated to satisfy the philosopher, the statesman, and the cosmopolitan, together with the merchant, the men of professions, and those sons of toil who take the waste lands for their capital and the obstructions of democracy as a hindrance to their enterprise. The present *Home News* may well be supplanted by something more intelligent and progressive. It is a mere colonial organ—the production of a class, and of a class that every man in the "advance" regards with detestation. It is strongly sectarian, and, therefore, low and narrow-minded. The *European Mail* is conducted upon the modern phrase of principles and ideas—neither colonial nor antiquated, but approaching, like all the educated world, to the tenets of Arab philosophy. Mr Morgan, I think, will be perfectly successful in the colonies at large. He must not accept this one as a specimen. He will find on reaching Melbourne, that we have adopted the "waiting game," while all the others are shaking off the morphia of mediocre intelligence. We are snug in our beds drowsily reading the *Register* and *Advertiser*, and, in something between a snore and a hic-cough, muttering our idiotic admiration of the tinpot. Something to wake us up is sadly wanted, and I have a strong suspicion the managers of the *European Mail* may disturb our wooden slumbers.

PETROLEUM IN EUROPE.—A meeting of the petroleum importers of Bremen, Hamburg, Antwerp and other cities was held at Bremen on November 18th. Resolutions were passed recommending the adoption by American shippers of the custom of branding casks with weight and tare and the allowance of two pounds for absorption of the liquid by the woodwork. The resolutions were ordered to be sent to New York, Boston and Philadelphia.

The petroleum trade at Bremen is largely on the increase, and every year assumes proportions of greater magnitude. From the official statistics, just published by the Board of Trade in that city, we find that the quantity of petroleum arrived there from January 1st to September 30th was 679,822 centners against only 569,000 in the corresponding nine months of 1863. The deliveries for the interior of Germany and local consumption are found to have increased in a similar ratio.

PROGRESS IN RAILWAY BUILDING.

THE railway agitation that has been extended to every part of the Dominion is of the greatest consequence to the welfare of our people. It involves their future prosperity to a very large extent, and should, therefore, be closely watched and wisely regulated. The progress being made in railway building is such that it will soon change the entire aspect of the country, by opening remote and inaccessible sections, and bringing them practically within easy distance of all the centres of trade. Townships, shut out by mud and mire from access to market during four or five months of the year, are being provided with the best facilities for travel and transit that the ingenuity of man has yet devised. Canada has passed through a first era of railway construction, and has now entered upon a second, that promises to be far exceed the first in importance as the means and wants of the country now surpass that of the last decade.

Activity and enterprise in railway construction is not limited to Canada. In the United States the people are thoroughly imbued with the railway spirit. A competent authority says—"There never was so large an amount of mileage in progress in the United States as at the present moment." In 1843 they had but 7,978 miles in operation, in ten years the mileage increased to 24,068, and last year it was 43,000 in round numbers. It is estimated that the mileage at the end of 1870 will reach over 140,000 miles. In the Southern States there is a good deal of railway building going on, a most favorable indication for the future of that depressed and desolate country.

We had in Canada proper, at the date of the latest returns, about 2,300 miles of railway built, at an average cost of \$24,573 per mile. 2,500 miles of railway gives one mile to every 1,677 inhabitants, according to the census of 1861. New York State, at the same time, had 3,025 miles of railway, which gives one mile for every 1,243 inhabitants. As compared with the Empire State, taking population as the basis of comparison, Canada was therefore ahead. A comparison with some other States would show a different result, and taking the whole of the United States together they are slightly in advance of us. New Brunswick has one mile to every 7,234 of population, and Nova Scotia but one mile to every 3,579.

In the matter of cost the figures are against these Provinces. The railways of Canada proper cost \$26,543 per mile, New Brunswick \$21,62 per mile, of Nova Scotia \$16,446 per mile. The average cost of all the railways of the United Kingdom is put at \$11,123 though this is probably under the mark.

A leading idea in the present railway movement is such a limitation of the cost of construction as shall give at least a reasonable prospect of dividends on the subscribed stock. Railway property in Canada has never paid a fair return on the money put into it, and may not do so in future. It is therefore the wisest and most honest course to seek a large portion of the capital directly as a free gift upon which no return is either promised or expected. In this way no one will be disappointed or distressed.

When the roads now being proceeded with shall have been completed our exhibit both as to cost and mileage will be very much more favorable than that given above, and will, we are confident enable us to point to a higher state of development in this matter of railway property than in any other country on this continent.—*Toronto Telegraph*.

MILWAUKEE AS A GRAIN MARKET.

IT is now a well-established fact that the United States has within its limits the principal wheat market of the world, and that this is to be found in a city that, thirty years ago, could scarcely claim the dignity of a respectable-sized town. We refer to Milwaukee, the principal lake port of Wisconsin, a city now numbering over 100,000 inhabitants. The following abstract of the wheat trade of Milwaukee for the year ended December 31st, which we quote from the *Daily Wisconsin* of that city is highly interesting and important:—

"We give to-day the receipts of wheat and flour for the year 1863. The figures show that Milwaukee still maintains the reputation she has so long enjoyed of being the great primary wheat market of the world. It is with no little pride that we give the figures, for they show the proud position which Milwaukee holds as the great commercial city of the lakes.

"During the year 1863 the receipts of flour by rail and steam have been a grand total of 765,042 barrels. The total receipts of wheat for the same period have been 17,795,567 bushels. Reducing flour to wheat, we have a grand total of 21,623,777 bushels of wheat as the receipts at the port of Milwaukee for the year 1863.

"The shipments for the year 1863 have been 1,210,194 barrels of flour and 14,271,890 bushels of wheat. Reducing flour to wheat, we have a grand total of shipments for the year of 20,322,810 bushels. There are in store to-day 1,553,000 bushels of wheat, and at the beginning of the year there were on hand 617,761 bushels."

This statement shows that the receipts of a year reach the surprising total of nearly 22,000,000 bushels; a business which has attained its present gigantic proportions within a quarter of a century. Nor does there seem any likelihood of its falling off, as the probabilities are all the other way. The present year has opened auspiciously, and the receipts of wheat up to the present time show a large increase over those of the same period last year. The railroad enterprises of the State are prospering beyond any former precedent, and the indications are that their business will constantly increase in a ratio proportionate to the increased production of the grain growing districts of the North-west.—*American paper*.

ST. JOHN, N.B., SHIPPING INTELLIGENCE.

(From Cullip & Saldor's Annual Circular.)

St. John, N.B., Jan. 1, 1869

WE have, as usual, at this season, compiled for transmission to our correspondents abroad an annual report of the lumber trade from this port to Great Britain and elsewhere, and such other information bearing upon the shipping trade of the Province, as comes within our reach. We include also the shipments to Great Britain from the other principal shipping ports of the Province.

The past year has employed from this port to Great Britain 262 ships, 181,072 tons, against 258 ships, 231,177 tons, in 1868, 212 31 tons in 1867; 213,009 tons in 1866—showing a falling off in tonnage, as compared with 1868, of 48,105 tons, and in deals of over 1 million superficial feet. Both timber shows an increase of 2,110 tons, and pine timber of 1,743 tons. The deficiency in shipment of deals from this port has been covered in part by an excess from the North Shore ports, reducing the falling short to 10 millions superficial feet from the whole Province. The falling short from this port to Liverpool in shipments of deals amounts to 19 millions superficial feet—and London nearly 17 millions superficial feet—only 1,469 standard having been shipped to the latter port in 1868, yet these short shipments do not appear to have influenced these markets favorably—a strong evidence of the odds that we have to contend against of cheap deals and cheap freights from the Baltic; and year by year forcing upon us the conviction more strongly that we must look for nearer and better markets.

The total shipments from St. John to all ports have been—

	1869.	1868.
Sawn Lumber—Spruce and Pine—superficial feet	213,284,490	214,731,797
Palms, Teak, &c.	3,296,000	1,589,000
Laths, Box	65,899,000	86,684,000
Sugar Box Shooks—Boxes	1,011,128	1,121,149
Besides staves, clapboards, railway sleepers, spruce poles, and other wood goods.		

The above shipments of sawn lumber have been divided as follows:—

	1869.	1868.
Great Britain.....	Sup'l feet. 185,213,000	Sup'l feet. 185,213,000
United States.....	49,189,697	11,721,682
Spanish West Indies.....	6,926,572	10,249,226
River Platte.....	6,129,526	2,788,589
British West Indies.....	2,756,227	1,654,412
Valparaiso.....	2,310,411	2,424,834
Teneriffe.....	99,284	317,176
Other Ports.....	55,762	22,778
	213,284,490	214,731,797

Although, of the above quantity of lumber, the shipments to Great Britain show an excess in superficial feet over other countries; yet, being of spruce, and of low value, we find on analyzing the statement, that adding thereto the box shooks to Cuba, and laths, clapboards, &c., shipped to the United States, that the sawn lumber, being of pine, and of a higher cost than spruce, the total value of our exports in wood goods to foreign countries, largely exceeds that to Great Britain.

The shipments to Great Britain, notwithstanding the moderate freights paid, have been barely remunerative, leaving but a small amount to cover first cost of logs and their manufacture which is costing much or more than when these goods brought better prices.

The shipments of sawn lumber to the United States have increased in amount during the year, but these have been made up largely of lumber cut on the American territory, which, passing down the River St. John, has been manufactured by American citizens at mills within the Province, and owned by them, is admitted into the United States duty free. Of the whole quantity, 49,189,697 feet shipped, there were of the American article 33,344,372, making 15,845,325 of provincial growth and manufacture exported to meet a duty of 20 per cent in the United States. It would be of vast advantage to our trade if we had a near and ready market free from vexatious duty for our cheap and small lumber, which will not bear the high cost of transport to Europe or other long voyages. Although much dissatisfaction has been expressed, that American citizens should be privileged to carry on a trade under more advantageous circumstances than residents of the provinces, we are not disposed to take this view of it, as the manufacture gives employment to a large number of our people, gives freight to a large amount of tonnage owned in the provinces engaged in carrying it, and if it had not this privilege would be thrown more directly into competition with our shipments to the West Indies and South America—as from its very superior quality and higher cost, but a very limited quantity of it could meet a high duty and find a remunerative market in the United States. We have also shipped very largely of laths to the United States (upwards of 90 millions), and these, with palings and sawn lumber, show an export value considered rather under the mark of \$167,000, against \$699,000 in 1868. The total exports of lumber and other merchandise to the United States in 1869 amounted in value to \$1,209,000, against \$1,035,900 in 1868. These include the value of the American lumber manufactured in and shipped through this port. In addition to this, there is a large amount shipped from St. Stephen of 40 million superficial feet of American growth lumber. We have the actual returns from the Consular office of certified invoices of shipment of 33,888,021 superficial feet having issued from it as shipped at St. Stephen in nine months of 1869—and, strange to say, we do not find any provincial report of duty paid thereon into the provincial chest.

Next in order of amount and value are the shipments to the Spanish West Indies, which in sugar box shooks have continued quite up to those of 1868; notwithstanding the incursion in Cuba, and the expectation on the part of many that this trade would be materially interfered with.

The shipments of shooks from 1st January to 31st December amounted to 1,011,128, against 1,121,149, a slight decrease, but commencing the season as usual in the trade on the 1st September the shipments have been 571,110 in 1869 against 575,976 in 1868, a slight increase, and with the tonnage, import, loading and the engagements made, we anticipate that there will be rather an increase than a falling off by the time the shipping season closes. The manufacturers have had to submit to a concession of about 10 per cent, on their sales this year as compared with last, and freights having ruled fully 20 per cent lower, the market has been a steeper, and a safer business has been done by those engaged in it. The shipments of sawn lumber have fallen off as compared with 1868 about three millions superficial feet; but this has arisen more from a scarcity of the article of a suitable quality and price than from any other cause.

The shipments to the River Platte have more than doubled the past year, having been 6,129,526 superficial feet, against 2,788,589 in 1868. They have been met by competition, with heavy shipments from Quebec and Montreal, pressed too rapidly and too much at once upon the market, which has reduced the sales' value. But this evil will cure itself, more especially as our port is open for shipment all the year round, whereas the St. Lawrence is closed from November to May.

The business of the country, generally, has been quiet dull throughout the year, with a tendency on the part of those in trade to buy sparingly and avoid speculative purchases. So it has tended to a sound state of trade, but has curtailed profits. The tonnage now owned, to a large amount, at this port, carried a good deal of money abroad, and remitting their earnings in hard cash or its equivalent has tended to keep up an easy state of money matters; and, in addition to this, our coasters have, in the aggregate, earned a large amount in carrying lumber to the United States, and their earnings are being re-invested in tonnage to the same purpose, giving employment to our mechanics at home.

The tonnage of new ships registered at this port in 1869 amounts to 63 vessels—20,731 tons—of which 31 vessels were under 100 tons register; 12 from 100 to 200; 9 from 200 to 600; 9 from 600 to 1200; and 6 over 1200 tons. The Custom House official returns of the whole tonnage standing in their register book at the close of 1869 have not been made up; but the amount will exceed 200,000 tons, showing a steady increase from year to year. The amount standing recorded 31st December, 1868, was 186,018 tons, and on 31st December 1867, 186,413 tons.

About 18,000 tons of new ships are now building under inspection of French Lloyd's; and there has been classed under their inspection, in the year 1869, 21,354 tons, against 13,514 tons in 1868, showing a steady increase of confidence on the part of owners and underwriters in the efficiency of their survey. Its thoroughness and practical character, and the absence of vexatious and useless restrictions, commend it in preference to English Lloyd's, which we learn has not a single vessel now building under their survey in this port or its neighbourhood.

Our ship builders have entirely ceased to build hematic ships—their cost being so large that they are no adequate or remunerative market for them in Great Britain, where the demand is now mainly for iron ships. For the purpose of our own trade, as well as for general freighting purposes, our ship owners find that a well built and thoroughly fastened spruce ship is more profitable, and quite as competent to do her work as well and carry dead weight better than heavy wooded ships. Of the tonnage building here the greater portion is for account of parties resident in the city. Of late years those engaged in business have found it to their advantage to invest in tonnage, which, when well managed, has proved remunerative to themselves, and of advantage to the general interests of the province, in giving employment to the mechanical interests engaged in building, and returning into the community the ship-earnings made abroad.

The reduction in the mercantile navy of the United States, by shipwreck and otherwise, and the high cost of building there preventing its being replaced, tends to favor our ship owners by giving them employment from West Indies and other foreign ports into the United States, in addition to the large quantity of lumber carried on to these.

FREIGHTS.—The year just closed has exhibited a lower range of freights than we anticipated at the opening of it, and below those of 1868. Dull markets in Britain have had an influence on the minds of shippers in lowering their offers, as tonnage has not been by any means abundant, or pressed heavily upon the market. At the beginning of the year the rate was 7s 6d for Liverpool, and dull at that, although but few ships were offering. During the months of January, February and March they rather drooped, and ruled at 70s; and towards the end of March engagements were made at 68-9d. Towards the middle of April, a considerable amount of tonnage pressing upon the market, they receded to 6s, and in May to 63-9d, and early in June 62-6d was accepted; but towards the end of the month they rallied, and 6s was paid—which, throughout July, with a firmer feeling early in August, when they further advanced to 6s 3d and 6s 6d, and these rates ruled throughout September. In October they rather drooped, and 6s 3d was the outside rate. In November they advanced to 6s and 6s 6d, and in December to 7s 6d at which figure the year closed, although they may be considered dull at that, as there is an impression on the minds of shippers that some of the idle ships at the cotton and other American ports will be looking this way for employment. We have given above the Liverpool quotations only of freights. For Ireland

and other ports in the United Kingdom they rose and fell with them. Some very fair charters have been effected during the year for River Platte and Valparaiso. Cuba freights for box shooks have ruled low as compared with last year. Present rates, 30 under deck, and 70 upon deck—a falling off of fully 20 per cent, from same date in 1868. It is difficult to arrive at a reliable conclusion as to the course of deal freights during the coming season; but judging from the moderate stocks held, and the disposition of shippers to meet more of late than in past years not to press their goods forward upon a rising market, we incline to the belief that a moderate, if not low range of freights, will rule through the early part of the season, at all events, and with the reduction of gold in the United States, it is probable our mill owners will turn their attention more to manufacturing for and shipping to that quarter. St. Stephen has long done so to advantage, shipping little or nothing to Great Britain; and a fall of 1 per cent in the value of gold should surely make it worth our while to follow their example.

HALIFAX MARKET REPORT.

HALIFAX, N. S., Jan. 13

BUSINESS has been rather more active the past week. The imports have been light, but the exports are heavier than for two or three weeks past. Among the imports in addition to those given under the different headings below, are 222 1/2 M lumber, 4 M hoops, 310 bags malt, 100 bbls rosin and 10 blds lead tobacco. Exports, 200,000 ft lumber, 251 M shingles, 6 M hoops and 400 bxs candles.

BERADSTOFFS.—Flour has again declined and the market is extremely dull. There is hardly any demand for Canadian or Extra State flour, but Southern flour is in fair request for exportation to the West Indies. Cornmeal continues in fair demand at previous rates. Rye flour and Oatmeal quiet and unchanged. Receipts, 5,469 bbls flour, 760 bbls cornmeal, 200 bbls oatmeal, 624 bxs wheat and 0,492 bush corn. Exports—447 bbls flour.

FISH.—The market is more active for dry fish. Some parcels of Labrador cod sold during the week at \$3 40 per quintal cash from the vessel, and some lots of Shore Talqual as high as \$4 40 and \$4 60 cash from store. Mackerel are in fair demand, and several large parcels have changed hands during the week at \$17 60 for No 1, \$14 for No 2, and \$7 75 for large 3's. Herrings dull and nominal. Alewives and Salmon quiet and unchanged. Mackerel and 1's are in moderate demand at quotations.

	RECEIPTS.			
	Qus.	Bbls.	Hf-Brls.	Tres
Codfish.....	610	—	—	—
Herring.....	—	333	—	—
Mackerel.....	—	89	—	—
Tongues and Souds.....	—	10	—	—

	EXPORTS.			
	Tres	Bxs	Hf-Bxs	Qus
Codfish.....	863	102	475	379
bealish.....	194	—	—	200
Ling.....	—	25	25	—

	Bbls.	Hf-Bbls.	Kits.
Herring.....	3843	50	—
Alewives.....	324	3	—
Salmon.....	48	1	2
Mackerel.....	1162	9	7
Fish Bones.....	1083	—	—

OILS.—No change to note. Receipts: 5 casks and 17 bbls cod oil. Exports: 57 cks cod oil.

PRODUCE.—In moderate demand only, but firmer, with a small advance on previous rates. Potatoes quiet, but firmer, and advancing. Barley nominal. Butter quiet and lower. Lard unchanged. As no further arrivals of sprats and potatoes can now be expected until the spring opens, prices will probably rule higher. Receipts: 124 pkgs butter. Exports: 181 pkgs butter, 152 lbs oats, and 674 bbls potatoes.

PROVISIONS.—Pork is quiet with a declining tendency, the English market ruling low. Beef quiet and unchanged. Exports—123 barrels pork. No receipts.

SALT.—Unchanged. No exports. Receipts—Ex brig. "Arthur," 1 Hf brls.

WINE & LIQUORS.—Molasses quiet and lower, buyers holding off for the new crop of Antagoes, which will soon be coming along. Some new crop of Demerara is already in the market, and lots have been sold at 42c to 43c duty paid. Sugar quiet, and less firm. Rum unchanged. Exports—116 blbs and 4 barrels Sugar, and 35 puns, 4 turces and 14 barrels Molasses. No receipts.

	Molasses.		
	Puns.	Tres.	Bbls.
Total to date.....	173	0	0
Same date last year.....	0	0	0

	Sugar.			
	Hlds	Tres	Bbls	Bxs
Total to date, 245.....	5	125	0	0
1869.....	0	0	16	0

—Continued.

GREAT WESTERN RAILWAY.

Traffic for week ending Dec. 21, 1863.

Passengers.....	\$20,269 61
Freight.....	60,657 81
Mails and sundries.....	2,637 44

Total receipts for week.....	\$7,564 76
Corresponding week, 1863.....	\$2,379 89

Increase.....\$5,184 77

ST. JOHN, N.B., MARKET REPORT.

St. John, N.B., Jan. 11, 1870.

MONEY.—The market has been quite animated during the past week, with a large amount of general business doing in the city. Owing in some measure to the moderate rates existing, our merchants are already forwarding their remittances to England, with a view to Spring importations, which are expected to be far above the average.

There has been a considerable amount of Bank Exchange sold for the present mail. The rates remain unaltered, although indications to an immediate rise.

BREADSTUFFS.—The market continues very dull. Demand almost nil. Buyers make their own prices, owing to absence of demand, and large stock in store, coupled with the morbid desire of some dealers to make sales entirely regardless of the question of profit. Our quotations which are as follows, are entirely nominal. Superfine, \$5 to \$5 20; Choice \$5.20 to \$5 40.

CORNMEAL \$4.50.
SUGAR AND MOLASSES.—There is nothing doing in sweets. The stock is getting slowly reduced, and in the face of nothing arriving we do not anticipate any reduction in prices.

FREIGHTS.—The freight market is quite inactive, with no improvement in rates. For deals there have been chartered:—

The new barque "Belle Vue," 679 tons, for Liverpool, at 7s 6d, and the "Eva," 498 tons, for Cork, at 7s. 9d.

West India Freights are very quiet, at a slightly lower rate than at our last report. We hear of the following charters:—

"Janet" — North side Cuba, 20c and 17c; "Florence," 238, same voyage, 19c and 16c; "Valeria," 409, Havana, 19c and 16c.

Coastwise Freights without change in rate and little offering.

South American Freights are unchanged. Bark "Isabel," 395 tons, River Plate, on owner's account. —News.

LIVERPOOL MARKETS.

LIVERPOOL, Wednesday, Dec. 29.

THE weather was wet and cold up to Thursday evening last, when it turned to hard frost, and up to time of writing is bitterly cold, this has given the corn markets of the kingdom a start, and with small deliveries from farmers, wheat is quoted from 1s to 1s 6d per qr. higher in most of the country towns.

At the London corn market on Monday last the few samples of English wheat offering were sold readily at an advance of 1s per qr. Foreign was also in better demand at an advance of 1s per qr. Flour 6d per bbl dearer; other articles firm without change in value.

There was no corn market held here on Friday. At our corn market yesterday, there was a good attendance of country millers and dealers who all bought more or less of wheat. Spring American sold at 2d, and winter 3d to 4d, and white sorts fully 4d cental advance on the price of that day week. Flour was 6d per sack dearer, but no change in barrels. Indian corn was 8d per qr higher, and in better request. Oats, Oatmeal and Barley were about the same. Peas 1s per qr lower.

Deliveries of British wheat for week ending 25th inst:—49,911 qrs, against 64,171 qrs in 1868, and 40,929 qrs in 1867.

Imports into this port from 20th to 25th Dec:—Wheat, 48,715 qrs; oats, 1,822 qrs; peas, 1,663 qrs; Indian corn, 3,358 qrs; oatmeal, 587 loads; flour, 2,738 sacks, 8,724 barrels.

Exports into this port from 21st to 27th Dec:—Wheat, 8,889 qrs; oats, 125 qrs; peas, 60 qrs; Indian corn, 863 qrs; oatmeal, 203 loads; flour, 566 sacks, and 628 barrels.

Provisions—The late frost had little effect on the butter trade, which is again flat; large arrivals of Hungarian lard has made the market rather easier. Cheese, little doing this week. Bacon is rather lower, receivers having no confidence in present high rates. Hams, no change.

Ashes—Sales 150 barrels for the week, chiefly Pots at 30s. 8d.

Copper Ore—Being Christmas week, but little has been done.

KENNETH DOWIE & CO.

STATEMENT OF BANKS

Acting under Charter, for the Month ending December 31st, 1869, according to the returns furnished by them to the Auditor of Public Accounts.

NAME OF BANK.	CAPITAL.		LIABILITIES.				TOTAL LIABILITIES.
	Capital authorized by Act.	Capital paid up.	Promissory Notes in circulation not bearing interest.	Balances due to other Banks.	Cash deposits not bearing interest.	Cash deposits bearing interest.	
ONTARIO AND QUEBEC.	\$	\$	\$	\$	\$	\$	\$
Bank of Montreal	1,800,000	1,800,000	836,831	43,370	684,678	1,094,783	2,659,668
Quebec Bank	3,200,000	1,300,000	427,101	43,948	497,581	798,408	1,756,298
City Bank	1,200,000	1,000,000	55,963	1,188	6,678	14,028	76,857
Gore Bank	1,000,000	485,568	55,963	1,188	6,678	14,028	76,857
Bank of B. N. America	1,600,000	1,600,000	69,109	24,965	390,346	354,380	717,989
Banque du Peuple	400,000	378,091	253,821	34,100	145,329	114,219	373,700
Niagara District Bank	1,000,000	1,000,000	125,117	350,465	155,761	455,127	1,085,473
Molson's Bank	2,000,000	800,000	1,050,296	51,474	421,915	1,281,190	3,104,975
Bank of Toronto	2,000,000	800,000	1,050,296	51,474	421,915	1,281,190	3,104,975
Ontario Bank	400,000	400,000	196,893	7,858	82,391	94,466	381,506
Eastern Townships Bank	1,000,000	1,000,000	106,660	4,493	256,146	646,655	1,093,969
Banque Jacques Cartier	6,000,000	4,521,455	2,220,592	86,789	1,329,068	2,736,256	6,402,616
Merchants Bank	2,000,000	1,132,375	615,902	7,176	314,324	346,737	1,083,040
Royal Canadian Bank	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Union Bank of L. C.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mechanics Bank	2,000,000	1,552,728	1,690,353	99,719	1,165,540	1,498,837	4,414,412
Bank of Commerce	2,000,000	1,552,728	1,690,353	99,719	1,165,540	1,498,837	4,414,412
NOVA SCOTIA.							
Bank of Yarmouth	1,000,000	300,000	103,080	40,561	124,121	112,146	390,231
Merchants Bank	1,000,000	300,000	103,080	40,561	124,121	112,146	390,231
People's Bank	1,000,000	300,000	103,080	40,561	124,121	112,146	390,231
Union Bank	1,000,000	300,000	103,080	40,561	124,121	112,146	390,231
Bank of Nova Scotia	1,000,000	300,000	103,080	40,561	124,121	112,146	390,231
NEW BRUNSWICK.							
Bank of New Brunswick	200,000	2,000	109,745	2,989	283,903	61,461	393,779
Commercial Bank	200,000	2,000	109,745	2,989	283,903	61,461	393,779
St. Stephens Bank	200,000	2,000	109,745	2,989	283,903	61,461	393,779
People's Bank	200,000	2,000	109,745	2,989	283,903	61,461	393,779
Total Liabilities							

NAME OF BANK.	ASSETS.							TOTAL ASSETS.
	Coin, Bullion, and Provincial Notes.	Landed or other property of the Bank.	Government Securities.	Promissory Notes or Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted.	Other debts due to the Bank not included under the foregoing heads.	
ONTARIO AND QUEBEC.	\$	\$	\$	\$	\$	\$	\$	\$
Bank of Montreal	511,770	88,388	148,433	137,068	261,774	2,836,991	250,724	4,343,461
Quebec Bank	274,906	44,530	138,539	162,044	64,729	2,369,071	83,998	3,110,170
City Bank	28,590	14,761	82,733	29	109,855	251,773	116,491	604,238
Gore Bank	28,590	14,761	82,733	29	109,855	251,773	116,491	604,238
Bank of B. N. America	217,967	55,217	100,364	35,840	84,000	1,872,071	25,258	2,491,148
Banque du Peuple	90,533	12,877	46,720	14,615	86,396	632,358	34,311	917,341
Niagara District Bank	333,354	86,127	1,025,533	108,631	150,794	1,275,473	114,619	2,169,776
Molson's Bank	534,906	42,901	147,155	136,79	291,771	3,168,532	57,274	4,378,922
Bank of Toronto	534,906	42,901	147,155	136,79	291,771	3,168,532	57,274	4,378,922
Ontario Bank	61,658	17,000	67,833	31,108	92,062	577,909	5,000	853,168
Eastern Townships Bank	55,217	100,364	35,840	84,000	1,872,071	25,258	2,491,148	
Banque Jacques Cartier	87,927	101,226	27,371	49,131	1,936,383	1,396,590	23,340	3,311,818
Merchants Bank	2,295,689	363,851	533,506	254,625	267,840	6,837,725	1,396,590	11,851,730
Royal Canadian Bank	322,899	12,353	128,066	49,597	96,790	1,386,569	23,340	2,311,818
Union Bank of L. Canada	31,361	15,568	30,849	16,314	373,897	39,168	546,960	646,960
Mechanics Bank	1,336,627	55,093	162,189	231,228	439,774	3,964,162	39,168	6,219,175
Bank of Commerce	1,336,627	55,093	162,189	231,228	439,774	3,964,162	39,168	6,219,175
NOVA SCOTIA.								
Bank of Yarmouth	209,949	25,000	8,341	10,351	310,349	189,432	758,277	758,277
Merchants Bank	209,949	25,000	8,341	10,351	310,349	189,432	758,277	758,277
People's Bank	209,949	25,000	8,341	10,351	310,349	189,432	758,277	758,277
Union Bank	209,949	25,000	8,341	10,351	310,349	189,432	758,277	758,277
Bank of Nova Scotia	209,949	25,000	8,341	10,351	310,349	189,432	758,277	758,277
NEW BRUNSWICK.								
Bank of New Brunswick	19,785	4,264	18,320	19,085	309,465	82,194	449,145	449,145
Commercial Bank	19,785	4,264	18,320	19,085	309,465	82,194	449,145	449,145
St. Stephens Bank	19,785	4,264	18,320	19,085	309,465	82,194	449,145	449,145
People's Bank	19,785	4,264	18,320	19,085	309,465	82,194	449,145	449,145
Total Assets								

NOTE—Blanks are left opposite to the names of those Banks from which statements have not been received.

AUDIT OFFICE, Ottawa,

JOHN LANGTON, Auditor.

An important decision has been rendered in our courts respecting the responsibility of steamboats as guardians of the personal luggage of passengers. A gentleman named Machin, in August, 1865, took passage in the steamboat *St. John* and going on board deposited a small value in the stateroom apportioned to his use. He then went on deck to bid good-bye to his sister, and on his return the valise was gone. So he sued the company, and obtained judgment; but they alleged that they had given notice in printed placards about the ship that luggage must be consigned to the baggage-room, and that they had officers on the stair leading to the staterooms to warn passengers of this obligation on their part. Therefore, they appealed. But Mr. Machin replied that he never saw such notice, nor had he ever been notified to that effect. In the Court of Common Pleas on Tuesday, the jury reconsidered the case, and reaffirmed the previous judgment, as we said, on the ground that a passenger must have a certain reasonable amount of personal luggage always on hand in his stateroom, and that the company were clearly liable to pay damages in case of loss or injury to the same. —*American paper.*

A NOVEL ENTERPRISE.—The schnr. "St. Hubert," is now loading at Phelan's wharf, for L'Orient, in the west of France. Her cargo consists of 1,400 brls of roes of mackerel, codfish and herring. Those have been collected from our fishermen during the summer and autumn, and used formerly to be thrown overboard. The use to which they are applied by the fishermen in Brittany is to catch sardines, in which employment from twelve to fifteen hundred smacks are employed from June to November in each year. The person who has originated this enterprise belongs to New York, and proposes, we learn, prosecuting the business extensively. This is an instance in which the superior business enterprise of outsiders enables them to step in and benefit the Province and themselves, while our merchants overlook altogether the opportunity. —*Hal. fax Reporter.*

A magnificent furnace, costing \$250,000, has lately been erected at Port Oran, by a new stock company, known as the Port Oran Iron Company. —*Et.*

It is probable that the forthcoming report of the Special Congressional Committee on Navigation interests will prove to be a document of unusual importance and value. Beside the testimony taken before the committee at Washington, Boston, Portland, New Bedford, Philadelphia and this city, it will contain a large number of letters from shipowners and builders, and reports specially prepared by request of the chairman from our consuls at principal shipbuilding and commercial cities in Great Britain, France, Germany and Denmark, and also those in the new Dominion. It is intended to show the rise and decrease of our ocean carrying and commercial interests during the last two decades. The facts to be presented are of an important character. Examination shows the French steam marine to be comparatively of recent creation and growing rapidly. There are now employed in the ocean carrying trade of Great Britain nearly 3,000 steamships, having a capacity of about 2,000,000 tons. There are 134 regular lines, carrying mails and trading with every quarter of the globe. About 400 of the subsidized mail steamers are available for naval purpose, being required by English law to be so fitted as to be easily convertible into cruisers, or troop ships, or both, as occasion may require. —*New York paper.*

IRELAND'S LINE FOR THE SEASON OF 1869.

The Line for LAKES ERIE and HURON, is composed of Propellers CITY OF LONDON and GEORGIANA, which will run regularly on the route.

The Line for LAKE ONTARIO is composed of five first class Propellers, between MONTREAL, TORONTO, HAMILTON and ST. CATHERINES.

H. W. IRELAND, & Co., Agents.

MULHOLLAND & BAKER,
Importers of

HARDWARE IRON STEEL TIN PLATES CANADA PLATES, GLASS, &c. &c., 119 & 121 St. Paul Street.

Yard Entrance—St. Francois Xavier Street,

McINTYRE, DELOON & FRENCH,
Montreal,

HAVE RECEIVED BY LAST STEAMER SILK MANTLE VELVETS, 24 27 and 30 inch, TARTANS and TARTAN POPLINS

Which they offer to the trade cheap, And KNITTED WOOLLEN GOODS of all descriptions

November 3, 1869.

1-ly

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

KINGSTON.

JOSEPH BAWDEN,

(Successor to the late Eben MacEwen, Esq.)

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

LONDON—ONT.

BOWLAND & 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.

BOSTON.

W. C. WILLIS,

COMMISSION MERCHANT, SHIPPING AGENT, &c., No. 41 City Exchange, BOSTON. 11

PORT HOPE, C. W.

R. S. HOWELL,

Forwarder, General Commission Merchant, and Shipping Agent,

WALTON STREET, PORT HOPE, C.W. 2-ly

BRANTFORD, ONT.

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

N. S. WHITNEY,

IMPORTER of Foreign Leather, Elastic Shoes, Prunellas, Linings, &c.,

11 St. Helen Street.

MONTREAL.

1-ly

AKIN & KIRKPATRICK,

GENERAL COMMISSION MERCHANTS

COR. COMMISSIONER & PORT STREETS,

MONTREAL.

EXCLUSIVE application is given to the COMMISSION BUSINESS, and personal attention bestowed on each transaction. The utmost promptness in sales and returns uniformly observed. The lowest scale of Commissions consistent with responsibility is adopted, and due care taken to avoid incidental 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 the several descriptions of Country Produce will have prompt and careful attention. Sales will be effected with all prudent despatch, and returns made with promptness and regularity. 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 & PORT 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.

THE AETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN

RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1820.—Commenced business in Montreal in 1859.

Accumulated Funds, over	\$10,000,000
Policies issued in 1857	15,251
Amount insured in 1857	\$4,733,322
Receipts for 1857	\$5,123,447
Surplus Fund (over all liabilities)	1,884,768
Deposited with Canadian Government.	100,000
Daily income in 1858, nearly	20,000

The best facilities for the insurance of Healthy Lives.

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

S. PEDLAR & CO., Managers.

Montreal, 15th August, 1858. 25-ly

M. H. SEYMOUR,
LEATHER COMMISSION MERCHANT

57 St. Paul street, Montreal.

References:

Wm. Workman, Esq., Montreal, Prov. City Bank.
Henry Starnes, Esq., Montreal, Mans. 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.
Samuel McLean, Esq., Park place, do. 2

FERRIER & CO.,

IRON & HARDWARE MERCHANTS

St. Francois Xavier Street,

MONTREAL.

Agents for.

Windsor Powder Mills.

La Tortu Rope-Walk.

Burrill's Axe Factory.

Sherbrooke Safety Fuse, 1-ly

A. RAMSAY & SON,

IMPORTERS of WINDOW GLASS,

Lineed Oil, White Lead, Paints, &c.,

37, 39 & 41 Recollet street, MONTREAL.

And Agents for

A Fourcault, Frison & Cie, Glass Manufacturers, Dainprey, Belgium

Joseph Lane & Son, Varnish Manufacturers, Birmingham and London.

Sharratt & Newth, Makers of all descriptions of Glaziers' Diamonds, London.

Hainemann & Steiner, Patenters of Magnesia Green and Manufacturers of Colours, New York and Germany. 1-ly

DOMINION METAL WORKS,

(ESTABLISHED 1825).

CHARLES GARTH & CO.,

Manufacturers and Importers of

PLUMBERS, ENGINEERS & STEAMFITTERS,

BRASS, COPPER & IRON WORK,

GAS FITTINGS, &c., &c.,

EVERY DESCRIPTION OF WORK FOR

SUGAR REFINERIES, DISTILLERIES, BREWERIES, GAS, WATER WORKS, &c., &c.,

Warming of PUBLIC and PRIVATE BUILDINGS,

CONSERVATORIES, VINERY, &c., &c.,

By Hot-Water, Steam, or Warm Air.

Office and Manufactory: Nos. 538 to 542 Craig Street,

MONTREAL.

1y-17

EAGLE FOUNDRY, MONTREAL.

GEORGE BRUSH, Proprietor.

Builder of Marine and Stationary

STEAM ENGINES,

STEAM BOILERS of all descriptions

MILL and MINING MACHINERY,

All kinds of CASTINGS in BRASS and IRON

LIGHT and HEAVY FORGINGS, &c.

PATTERNS AND DRAWINGS FURNISHED.

33-ly

LARIVIERE & CIE.,

IMPORTERS OF SHELF AND HEAVY HARDWARE, PAINTS, &c.,

Agents for the Longueuil Stove Works, the Montreal Bolt and Latch Factory, and Lariviere & Ricard Patent Churns.

Good terms to the trade.

WAREHOUSE AND OFFICE.

233 AND 235, ST. PAUL STREET,

and

12 & 14 St. Amable Street.

MONTREAL

MONEY MARKET.

WE have no change to note in the condition of the money market. Sterling Exchange is quite unchanged, and only a small amount of business transacted. Demand drafts on New York payable in gold are not much wanted, and are quoted at par to 1 per cent discount.

Gold in New York has had little fluctuation recently, chiefly between 121 and 123, closing at 121. Greenbacks are worth 82 to 82½. Bank Exchange payable in currency 82½ to 82½.

Silver is in fair supply, with a somewhat better demand than has previously existed, but prices remain with little variation.

Shipments to New York are still being made by Mr. Weir, and since the 1st of November last, \$220,000 have been reported, there still remain \$31,000 to be sent forward to complete his contracts.

The amount which has so far been taken out of the country, though large, and exercising a marked influence on the current value of what still remains, has not extinguished the nuisance altogether, and with a view to more thorough measures, Mr. Weir has entered into negotiations with the Government. In a circular issued by him, he states that he has received from the Finance Minister a definite statement of the terms on which he is prepared to remove, or "recommend the Government to remove the surplus silver," terms which Mr. Weir deems will be satisfactory to the country. We believe, however, the co-operation of bankers and merchants will be a *sine qua non*, and if the silver is felt to be a nuisance, those who are suffering from it, will have to bear a portion of the burden of getting rid of it.

The following are the latest quotations of Sterling Exchange, &c:—

Bank on London, 60 days sight	108½ to 109
Private, " 60 days sight	109
Bank in New York, 90 days sight	108½ to 108½
Gold Drafts on New York	108½ dis. to par
Gold in New York	121
Silver, large	8 to 2½ dis.

THE GROCERY TRADE

Baldwin, C. H. & Co. Mitchell, James
Chapman, Fraser & Tylos. Robertson, David
Cole, George, & Co. Allen, Bro.
Hutchins, H. & Co. Thompson, Murray & Co.
Kingsau & Kilobach. Torrance, David, & Co.
Mathewson, J. A.

DURING the past week there has been a little more animation in business circles, although the actual transactions resulting have so far been only limited, and prices, though somewhat firmer, are not quotably higher.

TEAS—Are generally inactive. A small demand has existed for Uncolored Japans, and a few hundred packages have been placed at rates varying according to quality.

COFFEES—Nothing doing, beyond supplying local consumptive wants.

SUGAR—Grocery sorts are unchanged, though the market is scarcely so firm as previously. No large transactions reported, the business passing being chiefly in lots of 5 to 10 hogheads. Of low grade Haws for refining purposes there have been some sales, footing up three or four hundred packages, tierces and hogheads, but prices have not been made public. Refined sugars are in fair request. Yellows are unchanged at a decline of 1c is announced on all whites.

MOLASSES—Is without much enquiry, and no business is reported. Syrups are unchanged.

FLOUR—In consequence of a slight advantage found in purchasing here, as compared with the New York market, a demand from the West has sprung up for Raisins, and several thousand boxes Layers have been bought on Chicago account, at about ½ in bond. This has tended to reduce stocks considerably, and prices are now very firm, although no actual advance can be noted. Little doing in Currants.

RICE—Has had little or no enquiry, beyond the mere retail.

SALT—Is without alteration in either price or demand.

SPICES—There is a fair steady demand for the various kinds, but nothing special to note.

WINES AND LIQUORS—Very little to report. No demand exists, and all kinds are very difficult of sale. Gin in wood, offering at \$1.40, without buyers. Several car loads of High Wines, Fitcher, Hoag & Co.'s, have been placed at \$1.75. Gooderham & Worts very scarce, and held at about 10c higher for prompt delivery. No prices named for forward delivery.

MONTREAL PRODUCE MARKET.

WHEAT—During the fore part of the week there was no business to report rates continuing nominal. The crossing of the river having been established within the past few days, there has been rather more show of demand for consumptive use, and more business to be noted, rates, however, being unaltered. Sales of Extras have been of a retail character. A few reported transactions in *Fancies*, latest sales at \$4.20 to \$4.25. Transactions in *Superfines* have been within quoted range, ordinary from \$4.05 to \$4.10, medium strong \$4.10 to \$4.20, and choicest up to \$4.35. Casual transactions in No 2 may be noted at \$3.60 to \$3.65, and in *Prime* and lower grades within quoted range. *Trigs* are lower, choice having sold at the close at \$2. No change to note in *Oatmeal*, either as to price or demand.

GRAIN—No transactions on the spot, some enquiry for good Red Winter and Canada Spring, 83c has been offered and refused, holders asking 90c. No transactions in *Pease* beyond small street deliveries. Transactions in *Barley* also confined to farmers' deliveries, and rates irregular according to sample.

PROVISIONS—The recent decline in the West had an unfavorable influence on our market, and holders of *Fowl* press sales selling down to \$26 for Montreal inspected *Mess*. The leading Western markets, however, having partially recovered the decline, holders are now firm at some advance, \$26.50 to \$27 being asking rate, according to quality; most holders firm at \$27. Small sales of Thin *Mess* within quoted range. No transactions in other grades. *Hogs*—Arrivals are moderate, and a large proportion of receipts are sold for delivery. Rates have had a general downward tendency, on account of the liberal offering for sale to arrive. Latest transactions have been at \$8.75 to \$9 for averages of 200 to 225 lbs.; averages to 250 lbs. ranging to \$9.50, and selected parcels bringing a trifle advance in exceptional cases. At the close, buyers seem disposed to hold off in view of the large offerings, and few transactions can be noted. *Lard* generally unchanged; sellers of tierces at 14c, and of tins at 14½c; demand confined to consumptive wants. *Butter*—Holders continuing to press sales as buyers can be found, rates have further receded. Any late transactions of original parcels have been at about 16c, selected packages ranging up to 18c. *Cheese* unchanged. No excess of supply, and a fair consumptive demand.

MEATS—*Pots* slightly easier; sales at the close at \$5.25 to \$5.30, according to tares. *Pearls* steady, and in fair demand. First Sor., good tares, worth \$5.70; Seconds, \$5.25.

THE DRY GOODS TRADE.

Greenfield, S. Son & Co. Guelve & Co.
Lewis, Kay & Co. Phoenix, Warwick & Co.
McIntyre, Denison & French. Roy, Jas. & Co.
MacKenzie, J. H. & Co. Sterling, McCall & Co.
Sutherland, Force & Co. Thomson & Co.

WE are not yet in possession of complete returns of stocks on hand in this city, but we believe they are much lower than at the same time in any previous year since the imports began to run up to the excessive figures which have characterized them now for some time. We trust this will turn out to be the case, and that the present year, the first of a new decade, will be marked by moderation, so necessary to general success.

THE HARDWARE TRADE.

Craib & Coverhill. Leitch & Co.
Frans, John Henry. Merland, Watson & Co.
Fraser & Co. Mathewson & Baker.
Hall, Kay & Co. Robertson, Jas.

BUSINESS continues exceedingly dull in this branch of trade, and in the absence of any but trifling transactions, prices are altogether unchanged, although generally speaking firmly maintained for all heavy goods.

THE LEATHER TRADE.

AKIN & Kirkpatrick. N. S. Whitely. Stronach, M. H.
THERE has been more doing in this branch of business during the past week. Still there is no decided activity as yet. Stock is coming forward more freely, and the amount of most kinds of Leather on hand is fair. Prices are unchanged.

THE BOOT AND SHOE TRADE.

THERE is still a general quiet in this department of trade. Orders received for the week have been limited, and prices remain about the same as last quoted.

HAVANA MARKET REPORT.

HAVANA, Jan. 8, 1870.

SUGARS—The past week has been more active than the previous one, sales covering over 10,000 boxes, but orders are not yet coming forward with much urgency. The question on *tere* still impedes operations, but it is supposed that increased stores and necessity for funds will soon compel the planters to accede to the merchants' demands. New sugars are arriving very freely. Our quotations are: Clayed, No. 13, D. S. 9 rs., both grades for Spain, in demand and dear, No. 17 to 20 at 11 to 12 rs. Centrigrual, Nos. 11 to 12 at 8½ rs., Nos. 14 to 16 at 8 to 9 rs. Muscovadoes, nominal, common to fair refining 7 to 7½ rs. Good to superior refining, 7½ to 8½ rs. Grocery 8½ to 8½ rs., with good demand and small stock. Molasses sugars dull. Stocks of all grades in Havana, 16,693 boxes and 29,000 hds, against 29,070 boxes and 425 hds last year. Total shipments from here 5,232 bxs and 563 hds, against 200 bxs last year.

MOLASSES—In demand. We quote Clayed at 6½ rs, and Muscovado at 7½ rs for keg of 5½ gals.

EXPORTS—The forward movement of sugars has now commenced and our quotations for the United States, show an advance with good demand, and a fair supply of tonnage, as new sugars are arriving very freely we anticipate a still further advance. No quote: Falmouth, from here, 87s 6d to 40s. Outports, 42s 6d to 47s 6d. North of France, 43 to 50 francs. Mareilles 45 francs. North Hatteras, from here, 5½ box, and 56 per hhd sugar, \$31 to \$4 for 110 gallons molasses. Outports, \$11 per box, \$7 per hhd sugar, and \$4½ to \$4 for 110 gals molasses.

EXCHANGES—London, 60-days 13 to 13½ per cent. prem. Paris, 3 per cent. prem. New York, 60-days, 2½ to 2½ per cent. prem. New York, 3 days, gold, 4½ to 4½ per cent. prem. New York, 60-days currency, 16½ to 16 per cent. discount. New York, 3 days, currency, 13½ to 13 per cent. discount. Spanish doubloons, 2½ to 2½ per cent. discount.

LAWTON BROS.

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Cochrane, George	Cobourg	Mar. 14
Connet, Alexander	Stourbridge	Feb. 18
Duffy, Elijah H.	Do.	Feb. 18
Richard, J. M.	Do.	Feb. 18

WRITS OF ATTACHMENT ISSUED.

DEBTOR'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
Jewell, Frs. St. Thomas	Henderson, John & Co.	Dec. 20

STOCK MARKET.

	Closing prices.	Last Week's Prices.
BANKS.		
Bank of Montreal	125 ¼	126
Bank of N. A.	104	105
City Bank	85	87
Banque du Peuple	114	114
Melons Bank	101	101 ½
Ontario Bank	79	79
Bank of Toronto	104 ½	105 ½
Quebec Bank	102 ½	103 ½
Bank Nationale	105 ¼	105 ¼
Gore Bank	60	60
Banque Jacques Cartier	107 ½	107 ½
Eastern Toronto Bank	106 ½	106 ½
Merchants Bank	105 ¼	105 ¼
Union Bank	105	105
Mechanics Bank	50	50
Royal Canadian Bank	62	63
Bank of Commerce	108	108
RAILWAYS.		
G. T. R. of Canada	14	15
A. & N. Lawrence	82	80
G. W. of Canada	6	17
C. & St. Lawrence	19	19
Do. preferential	85 ¼	85
MINES, &c.		
Montreal Consols	\$1.50	\$1.50
Canada Mining Company	20	20
Harro Copper Bay	20	20
Lake Huron S. & C.	20	20
Quebec & L. S.	105	105
Montreal Telegraph Co.	140	140
Montreal City Gas Company	140	140
City Passenger R. Co.	109	110
Stobell Navigation Co.	130	130
Canadian Inland Steam N. Coy.	90	90
Montreal Leasing Company	105	105
French Canadian Steamship Co.	100	100
Canada Glass Company	50	50
St. Lawrence Glass Co.	50	50
BONDS.		
Government Debentures, 5 per cent.	104 ¼	104 ¼
" " 6 per cent.	104 ¼	104 ¼
Do. do. 7 per cent.	104 ¼	104 ¼
Do. do. 8 per cent.	104 ¼	104 ¼
Do. do. 9 per cent.	104 ¼	104 ¼
Do. do. 10 per cent.	104 ¼	104 ¼
Do. do. 11 per cent.	104 ¼	104 ¼
Do. do. 12 per cent.	104 ¼	104 ¼
Do. do. 13 per cent.	104 ¼	104 ¼
Do. do. 14 per cent.	104 ¼	104 ¼
Do. do. 15 per cent.	104 ¼	104 ¼
Do. do. 16 per cent.	104 ¼	104 ¼
Do. do. 17 per cent.	104 ¼	104 ¼
Do. do. 18 per cent.	104 ¼	104 ¼
Do. do. 19 per cent.	104 ¼	104 ¼
Do. do. 20 per cent.	104 ¼	104 ¼
Do. do. 21 per cent.	104 ¼	104 ¼
Do. do. 22 per cent.	104 ¼	104 ¼
Do. do. 23 per cent.	104 ¼	104 ¼
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Do. do. 26 per cent.	104 ¼	104 ¼
Do. do. 27 per cent.	104 ¼	104 ¼
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Do. do. 83 per cent.	104 ¼	104 ¼
Do. do. 84 per cent.	104 ¼	104 ¼
Do. do. 85 per cent.	104 ¼	104 ¼
Do. do. 86 per cent.	104 ¼	104 ¼
Do. do. 87 per cent.	104 ¼	104 ¼
Do. do. 88 per cent.	104 ¼	104 ¼
Do. do. 89 per cent.	104 ¼	104 ¼
Do. do. 90 per cent.	104 ¼	104 ¼
Do. do. 91 per cent.	104 ¼	104 ¼
Do. do. 92 per cent.	104 ¼	104 ¼
Do. do. 93 per cent.	104 ¼	104 ¼
Do. do. 94 per cent.	104 ¼	104 ¼
Do. do. 95 per cent.	104 ¼	104 ¼
Do. do. 96 per cent.	104 ¼	104 ¼
Do. do. 97 per cent.	104 ¼	104 ¼
Do. do. 98 per cent.	104 ¼	104 ¼
Do. do. 99 per cent.	104 ¼	104 ¼
Do. do. 100 per cent.	104 ¼	104 ¼

WEEKLY PRICES CURRENT.—MONTREAL, JANUARY 20, 1870.

Main table of weekly prices current for Montreal, January 20, 1870. Columns include Name of Article, Current Rate, and Name of Article. Categories include Coffee, Tea, Tobacco, Hardware, Soap and Candles, Boots, Shoes, Produce, Drugs, Oils, Paints, and Wines.

MARKET PRICES OF COUNTRY PRODUCE.

Table of market prices for country produce in Montreal, January 20, 1870. Categories include Grain, Fowls and Game, Vegetables, Sugar and Honey, Meats, and Dairy Products.

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers) Havana prices Current of Imports, Jan. 3, 1870.

Table of Havana prices current for imports as of January 3, 1870. Lists various goods such as sugar, coffee, and other commodities with their respective prices.

NOTE.—5 per cent. War Tax to be added to amount of above duties. EXCHANGE.—London 60 days - 13 to 13 1/2 per cent. Paris - 15 1/2 to 16 per cent. New York 30 days - 13 1/2 to 14 per cent. etc.

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

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Attention will especially be given to purchasing goods at the Trade Sales of Groceries, which take place from time to time, and at which prices are generally below ordinary market quotations.

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Satisfactory references given on application.


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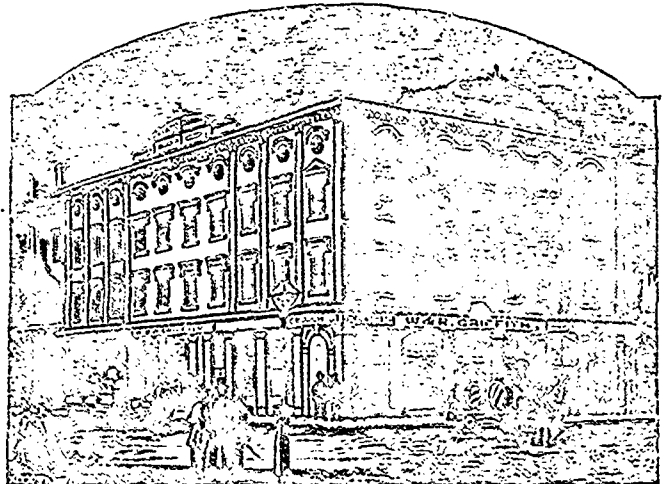
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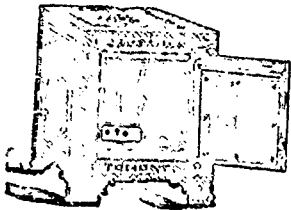
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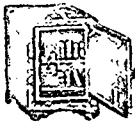
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19-3m



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Thursday, 23rd September, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

ON the recommendation of the Honourable the Minister of Customs, and under and in virtue of the 6th Section of the Act 31 Vic., Cap. 6, intituled: "An Act respecting the Customs" His Excellency has been pleased to order, and it is hereby ordered, that Sheet Harbour, situate in the County of Halifax, East in the Province of Nova Scotia, shall be and the same is hereby declared to be an Out Port of Entry, under the Survey of the Port of Halifax.

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

WM. H. LEE,

Clerk Privy Council.

3-42

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(Late Thos. Lowe & Co.)

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