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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, JUNE 25, 1869.

No. 26.

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

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

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

**GEORGE CHILDS & CO.,**  
 (IMPORTERS.)

**WHOLESALE GROCERS,**  
 Nos. 20 & 22 St. Francois Xavier st.,  
 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—SILK HATS.**  
 See next Page. 1-ly

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

**S. H. MAY & CO.,**  
**IMPORTERS OF STAR & DIAMOND**  
 STAE 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:—52 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

**CARGO OF MOLASSES FOR SALE.**  
 THE Subscribers are now receiving, and  
 offer for sale, the cargo of the  
 Brig "B. L. GEORGE."  
 (Just arrived from Trinidad)

CONSISTING OF:  
 Hhds } Choico Bright Trinidad Molasses.  
 Tierces }  
 Bbls }  
 ALSO IN STOCK.  
 3,000 packages of new fresh Green and Black Teas.  
 Ex "Pallas," "Annie," and "Chinaman." from  
 Yokohama and Shanghai.  
 With our usual and general assortment of Groceries.  
**TIFFIN BROTHERS.**  
 Montreal, 20th May, 1869 21

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

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

**ROBERT MITCHELL,**  
**COMMISSION MERCHANT AND**  
**BROKER, 24 St. Sacrament st., Montreal**  
 Drafts 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, in-**  
 cluding TABLE LINEN, SHEETING, &c  
 have removed to the Corner of McGill and St. Joseph  
 Streets, Montreal. 1-ly

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

**JOHN HEARTHUR & SON,**  
**OIL, LEAD & COLOR MERCHANTS,**  
 Importers of  
**WINDOW GLASS, &c.,**  
 No. 13 L'Academe Street, facing St. Helen Street,  
 MONTREAL. 1-ly

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

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

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

**ALWAYS ON HAND**  
 A large and well-assorted stock of Stamped and  
 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. 33-ly

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

**B. HUTCHINS & CO.,**  
**IMPORTERS of TEAS & GENERAL**  
**GROCERIES, No. 103 McGill Street, Montreal.**  
 B. HUTCHINS. 6-ly EWD. LUSKER.

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

**NELSON, WOOD & CO.,**  
**IMPORTERS and WHOLESALE DEALERS in**  
 European and American FANCY GOODS,  
 Paper Hangings, Clocks, Looking Glasses, and  
 Plates, Stationery, Combs, Brushes, Mats, Toys  
 &c., &c., &c.  
**MANUFACTURERS OF**  
 Brooms, Matches, Painted Pails, Tubs, Wash-  
 Boards, and Dealers in  
**WOODEN-WARE of every description.**  
 29 St. Peter Street, Montreal.  
 AND  
 74 York Street, Toronto. 36-5m

**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, Laying Tiles, Garden Vases, Chimney Tops, &c., &c., &c.  
 Manufacturers of CROWN Sofas, Chair, and Bed SPRINGS. 12-1y

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

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

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

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

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

ASSURANCES effected on the different systems suggested and approved by a 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 HEDDATH, Esq.,** Vice-President Bank of Montreal.  
**ALEX. M. DELISLE, Esq.,** Collector of Customs.  
**LOUIS BRAUDRY, 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 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.

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

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

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

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

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

**ANGUS R. BETHUNE,** General Agent  
 104 St. Francois Xavier Street  
 Active and Influential Agents and Canvasers throughout the Dominion. 6

**GREENE & SONS**  
**STRAW GOODS & FELT HAT MANUFACTURERS.**

We are now prepared with our New Styles, in all descriptions of

**MEN'S, BOYS' and CHILDREN'S FELT and STRAW GOODS,**

**SILK HATS, CLOTH CAPS &c., &c**

Close buyers will find strong inducements to purchase of us.

TERMS LIBERAL.  
 517, 519, 521 and 523 St. Paul Street,  
 1-1y Montreal.

**THE YEAR BOOK**  
 AND  
**ALMANAC OF CANADA**  
 For 1869  
 IS NOW PUBLISHED.

Contains 161 pages of reading matter, of the greatest interest.

Contains facts necessary for the whole Dominion to know of the separate Provinces.

PRICE 12 1/2 CENTS.

Edition on Superior Paper with Cover 25 cts.

Will be sent by post to any address.

Liberal discount to Booksellers. 60

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

**STIRLING, McCALL & CO.,**  
 IMPORTERS OF

**BRITISH AND FOREIGN DRY GOODS, WHOLESALE,**

Corner of St. Paul and St. Sulpice streets,  
 7-1y MONTREAL.

**O. H. BALDWIN & CO.,**  
 IMPORTERS AND WHOLESALE DEALERS  
 IN  
 WINES, GROCERIES, AND LIQUORS,  
 2 St. Hel Street. 21-1y

**J. C. MAKENZIE & CO.,**  
 Importers of  
**BRITISH AND FOREIGN DRY GOODS,**  
 231 & 233 St. Paul Street,  
 MONTREAL. 8-1y

**ROBERTSON, STEPHEN & CO.,**  
 MONTREAL,  
 Are now receiving their  
**FALL IMPORTATIONS,**  
 which will be fully completed by the  
 20th INSTANT,

When they will be prepared to exhibit a large and varied selection of  
**STAPLE AND FANCY DRY GOODS.**  
 5-1y

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

**STAPLE AND FANCY DRY GOODS.**  
**SPRING IMPORTATIONS 1869**

**LEWIS, KAY & CO.,**  
 Have now received the bulk of their Spring Goods, and from the 10th to the 15th will be prepared to show one of the  
**BEST STOCKS IN THE DOMINION.**  
 March 3, 1869. 1-1y

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

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

**SUTHERLAND, FOEGE & CO.,**  
 Importers of  
**BRITISH & FOREIGN DRY GOODS**  
 420 St. Paul Street,  
 Montreal. 14-1y

**JAMES MITCHELL,**  
 IS NOW RECEIVING AND OFFERS FOR SALE:  
 Hhds. Extra Bright Porto Rico and Barbadoes SUGAR.  
 Puns. Choice Demerara MOLASSES (New Crop).  
 Brls. } Choice Labrador & Canso HERRINGS  
 Hk-Brls. } Splits and Round.  
 Choice Newfoundland Green CODFISH.  
 sags. } Prime Jamaica COFFEE  
 Brls. }  
 Boxes LOBSTERS, and ARROWROOT, in tins.  
 Hhds. United Vineyard BRANDY. Vintage 1868.  
 Very fine. No. 7 St. Helen Street.  
 Montreal, Feb 25, 1869. 1-ly

**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. 6-ly.

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

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

Agent for French and German Manufacturers of  
 Window Glass, Glass Ware, Fancy Goods, &c., Bir-  
 mingham Hardware, Sheffield Electro-Plate Goods,  
 Tools, Cutlery, Files, Steel, &c. 33-ly

**WHEELER & WILSON,**  
 Awarded, over eighty-two competitors, at the Paris  
 Exhibition, 1867, the HIGHEST PREMIUM, the  
**GOLD MEDAL,**  
 For perfection of  
**SEWING MACHINES.**  
**S. B. SCOTT & CO., Agents,**  
 345 Notre Dame Street, MONTREAL.

ALSO,  
 AGENTS for the celebrated LAMBE KNITTING  
 MACHINE. 5-ly

**REFRIGERATORS & ICE CHESTS**  
**MEILLEUR & CO., Manufacturers,**  
 526 CRAIG STREET,  
 Also IMPROVED COOKING RANGES,  
 Family and Hotel Sizes. 15-5

**W. CLENDINNING,**  
 (Late Wm. Rodden & Co.)  
 FOUNDER, & MANUFACTURER OF STOVES, &c.  
 Works, 165 to 179 William Street,  
 City Sample and Sale Room, 118 and 120 Great St.  
 James Street,  
 and 532 Craig Street,  
 MONTREAL, P.Q. 9

**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 pre-  
 pared 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.**

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

**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, JUNE 25, 1869.

Purchasing Department of the **TRADE**  
**REVIEW.** See Advertisement.

**BANK CHARTERS.**  
**P**ENDING any final settlement of the banking and  
 currency question, an Act has been passed, con-  
 tinuing the charters of certain Banks until the first  
 day of June, 1870, and thence until the end of the  
 session of Parliament commencing next after the said  
 day. The following are the banks whose charters are  
 thus continued:—  
 The Quebec Bank, City Bank of Montreal, Banque  
 du Peuple, Bank of Toronto, Commercial Bank of  
 Canada, Ontario Bank, Bank of Brantford, Canadian  
 Bank of Commerce, Royal Bank of Canada, Banque  
 Nationale, Gore Bank, and Bank of Nova Scotia.

**THE INTEREST QUESTION.**  
**T**HE good sense of a majority of our representatives  
 has averted a threatened danger. Mr. Rose, on  
 Saturday last, moved the House into Committee on  
 the subject of the rate of interest, to consider his Re-  
 solution. The motion was carried by a majority of one,  
 but a motion was immediately made that the House  
 should rise, which was carried by a majority of two.  
 The Committee accordingly rose, and the Interest  
 Resolutions were of course dropped.  
 The Government has a strong working majority to  
 support it, and enable it to carry most of its measures,  
 but it is unable to use that majority to make laws  
 which would tend to check progress and renew obso-  
 lete and useless laws for the limitation of the rate of

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

interest. We do not know what motive Mr. Rose had  
 in bringing forward his Resolutions; possibly, if his  
 real sentiments were made public, he would be found  
 to rejoice that he failed. Generally speaking, our  
 Minister of Finance is progressive in his ideas, and it  
 sets people to talking when they find him ranged  
 alongside the short-sighted, narrow-minded people  
 who oppose all change and all novelty. We hope Mr.  
 Rose will in future let the rate of interest alone to  
 take care of itself; we can assure him that no Usury  
 Law will prevent the taking of usury, and that with  
 free trade in money we are much more likely to have  
 cheap money than with any legislative enactments  
 which may interfere with such free trade, and prevent  
 the competition which of itself will bring interest down  
 to the level of the value to the borrower of the ac-  
 commodation he seeks to obtain.

**THE IRISH CHURCH BILL.**  
**T**HE success of Mr. Gladstone's measure to remove  
 from Ireland one cause of complaint on the part  
 of the majority of its people is now assured. After  
 passing through the Commons by large majorities, it  
 was sent to the House of Lords, where it was supposed  
 it would be thrown out. Contrary to expectation,  
 however, the Lords spiritual and temporal moved by  
 various influences, have passed the Bill through a  
 second reading by a vote of 179 against 148. Modifi-  
 cations will undoubtedly be made, and the bill re-  
 turned with some amendments, but in its main features  
 its final success is now certain.

It is not easy to over-estimate the important effect  
 which the passage of this Act will have not only on  
 Ireland but on England and Scotland. It is the  
 death blow to the Irish Church as a state establish-  
 ment; it is the death knell of the connection which  
 now exists between the churches of Scotland and  
 England and the state. To discuss the religious and  
 moral effects of disestablishment lies beyond our pro-  
 vince, and we will simply state our belief that the  
 true friends of the churches whose very existence is  
 supposed to be threatened, are those who wish to see  
 swept away the enervating and demoralizing influence  
 of external support; are those who fain would have  
 the spreading tree taken out of the hot-house which  
 may have been useful or even necessary, but which  
 now serves only the purpose of weakening its life and  
 hastening its decay.

To Ireland, the measure is one of simple, though un-  
 happily, of tardy justice. Given now, as it has been  
 given, it will be received as if wrested from the fears  
 of Englishmen, and if intended as conciliatory will  
 we fear, fall of its effect. Years ago, a similar act of  
 justice, at a time which might have been chosen when  
 there was less spirit of rebellion against English rule,  
 would, if freely done, have had a marvellous effect in  
 depriving Irish demagogues of a dangerous power.  
 Now, the probability is the chief effect will be to em-  
 bolden those to whom the concession has been granted  
 to demand further and greater concessions. It has  
 now become impossible for the English Government  
 to stop in its policy of conciliation. Arguments which  
 have been used to prove that the Irish Church estab-  
 lishment was an injustice in Ireland, will also be  
 brought forward, and their force must be acknow-  
 ledged, to demonstrate that the possession of large  
 estates by English proprietors is also an injustice and  
 must be abolished. Ireland for the Irish, will be  
 found a powerful cry, and before long its sound will  
 be heard in high places and amongst the leaders of  
 English opinion.

## RECIPROCITY.

**A** TELEGRAPHIC despatch from Washington states that on the 12th inst., "Secretary Fish addressed an official letter to the British Minister, informing him of the action of the House of Representatives, at the last session of Congress, recommending the renewal of negotiations for arrangement of trade with Canada, and inviting Mr. Thornton's co-operation with a view to the negotiation of a convention covering the interchange of products, free navigation of the St. Lawrence, freedom of the Gulf and in-shore fisheries, and such other matters as may be embraced in the general subject of trade relations between the United States and Canada. The British Government has given the Canadian authorities the practical control of these subjects, so far as they are concerned, and it is expected that the Canadian Commissioners will arrive here immediately to confer with and assist the British Minister in the consideration of the proposed convention."

The foregoing despatch has the appearance of being true, although a good many unfounded rumours have been circulated on the same subject. If the Government of the United States are really disposed to open negotiations with a view to establishing a fair reciprocity of trade, we hope our Government will meet them half way, and that the result of a convention will be a renewal of that free trade—partial it is true—that was so profitably carried on during the last treaty. We trust however, there will be no "knuckling under" to the United States, or giving up of the great natural and artificial advantages we possess for anything less than a full equivalent. We have done very well deprived of the freedom of the United States markets; we can continue to prosper without it; and it is not worth our while to give too much for it.

The strong probability that Newfoundland and Prince Edward's Island will shortly be admitted as additional Provinces of the Dominion, has doubtless taught the Washington authorities to place a still higher value on the fishery privileges which it will be within our power to give or withhold, and the extension of our territory has no doubt not escaped the attention of a people seldom blind to what appears to be for their advantage. To supply the wants of the Red River Settlement is probably an object to be coveted by the Western States; and although our production is small as compared with that of the United States, it is rapidly growing, and the markets afforded by the Dominion, embracing all the colonies of British North America, will neither be small nor despicable. And although it is customary for Americans to consider that the markets of their entire population are thrown open to our products under reciprocity, it must be remembered that we could under any circumstances supply but a very small portion of the territory chiefly of the States contiguous to us, and between whom and us as regards population, there is not the great disparity claimed.

Reciprocity is valuable and to be desired, but anything short of true reciprocity will be found to be hurtful to our interests; and we rely on our Government to see that nothing will be given away for which an equivalent is not received.

## COAL AND CANAL TOLLS.

**A**N Order in Council appears in the last official Gazette, by which it is ordained that coal passing upward through any of the Dominion Canals shall be exempt from the payment of Canal Tolls.

This step has been taken in order to give Nova Scotia every possible facility, unchecked by any unnecessary impediment, to send the products of her coal measures to the Provinces of Ontario and Quebec, which now receive most of their supplies from the Pennsylvania mines. We hope—though the hope hardly amounts to expectation—that the markets of these upper Provinces may be commanded by the coal of Nova Scotia, at least until we can have a reciprocal interchange of commodities with the United States, when of course it will be more natural for coal from Nova Scotia to be sent to the New England States and for Pennsylvania coal to come to the country to the west of us at all events.

We think the moderate and thoughtful people of Nova Scotia must, by this time see how far from the desire of Canadians has been any intention to do them an injustice. It is, so far as our readers in the old Province of Canada are concerned, quite needless to say that wilfully or ignorantly the Repeal party of Nova Scotia have erred grossly towards us. They have

gully of. We were robbers and plunderers, and instead of being animated by the purest patriotism and desire for the progress and welfare of our common country through confederation of its several colonies, we offered friendship and a brother's grasp, only to be able more easily and securely to pick our brother's pocket. We are hardly willing to believe that our fellow-countrymen think of us quite so badly as they profess to do. We rather incline to the belief—it is more gratifying to us—that the abuse was to serve a purpose, that of sustaining the repeal agitation. That now is at an end, and only a few of the anti-confederates, who hanker after annexation, now keep up the cry against us. We can well afford to have them do so. Our consciences are clear of offence towards them; and in them will be the responsibility of endeavouring to keep up and excite a causeless enmity between those whose every interest and whose every feeling should lead them to act in harmony for the common good.

## PROROGATION OF PARLIAMENT.

OTTAWA, June 22.—The Speaker took the chair at 11 a.m.

After some conversation on the subject, it was understood that Government would have a number of copies of Russell's book on the Northwest published, and distribute five to each member.

A message was received from the Senate that they had passed the Supply Bill without amendment, after which the House adjourned at 12:15.

OTTAWA, June 22, 1869.

This day, at 4 o'clock p.m., His Excellency the Governor-General proceeded in state to the Chamber of the Senate in the Parliament buildings.

The members of the Senate being assembled, His Excellency was pleased to command the attendance of the House of Commons, and that House being present, the following bills were assented to in Her Majesty's name by His Excellency the Governor-General, viz:—

An Act respecting Patents of Invention.  
Respecting Immigration and Immigrants.  
Canada Joint Stock Company's Clauses Act.  
To avoid the necessity of having documents engrossed on parchment.

Respecting certain offences relative to Her Majesty's Military and Navy Stores.

Respecting the Department of Finance.

Respecting offences relating to the coin.

Respecting Forgery.

For the better preservation of peace in the vicinity of public works.

Respecting cruelty to animals.

Respecting vagrants.

Respecting offences against the person.

Act for the gradual enfranchisement of the Indians; the better management of Indian affairs, and to extend the provisions of Act 31, Vic. chap. 42.

Act to confirm and give effect to certain agreements between the Government of Canada and the G. W. R. R. Co.

To alter the limits of the counties of Joliet and Berthier, for electoral purposes.

To place all Canadian vessels on an equal footing, as regards pilotage in the port of Quebec, and for other purposes.

Respecting Pilotage in the Port of Quebec, and for other purposes.

Respecting Pilotage.

To amend the Act 23 Victoria, chap. 123, being an Act incorporating the Corporation of Pilots for and below the Harbour of Quebec.

To amend the Act of Incorporation of the Board of Trade of the City of Toronto.

To further amend the Charter of the Gore Bank.

Respecting the International Bridge Company.

To incorporate the Dominion Bank.

To naturalize Eli Clifton Glank.

To incorporate the Canada and European Telegraph Company.

To authorize an addition to the Capital Stock of the Canada Bank of Commerce and for other purposes relating to said Bank.

To authorize an addition to the Capital

Stock of the Bank of New Brunswick and for other purposes connected with said Bank.

To increase the Capital Stock of the Clifton Suspension-Bridge Co.

To enable holders of influence shares in G. W. R. Co. to convert them into ordinary shares at their option.

To unite the Beaver and the Toronto Mutual Fire Insurance Companies.

To incorporate the Dominion Mutual Life Guarantee Assurance Co.

To incorporate the St. Thomas and Ontario Board of Trade.

To amend the Act passed by the Legislature of the late Province of Upper Canada, entitled an Act to incorporate a Company under the style and title of the British American Fire and Life Assurance Company.

Respecting Joint Stock Company incorporated by letters patent to detach the county of Doncaster from the county of Montcalm, and to attach it to the county of Terrebonne for electoral purposes.

Respecting perjury.

Respecting the ocean mail service.

To incorporate the Canada Marine Insurance Co.

Respecting malicious injury to property.

Respecting larceny and other similar offences.

To amend the Consolidated Acts respecting the St. Lawrence Tow-boat Co.

To incorporate the Merchants Bank, of Halifax.

To amend the act to incorporate the Union Bank of Lower Canada,

To amend the act respecting the improvement and management of the harbor of Quebec.

Respecting insolvency.

To remove doubts as to legislation in Canada regarding offences not wholly committed within its limits.

Respecting criminal law, and to repeal certain enactments therein mentioned.

Respecting procedure in criminal cases, and other matters relating to criminal law.

Respecting certain fee funds in the Province of Ontario.

For the more speedy trial in certain cases of persons charged with felonies and misdemeanours in the provinces of Ontario and Quebec.

For the temporary government of Ruperts Land, and the North Western Territory when United with Canada.

To amend the charter of the Bank of Quebec.

To amend the charter of the City Bank

To amend the charter of the Bank of Toronto.

To provide means for improving harbors and channels at certain ports in the provinces of the Dominion.

To amend the charter of the Ontario Bank

Respecting the trial and punishment of juvenile offenders.

Respecting inquiries and investigations into shipwrecks and other matters.

Respecting contagious diseases affecting animals.

Respecting the duties of Justices of the Peace out of sessions.

In relation to summary convictions and order.

To enable James Blanchfield Smith to obtain an extension of patent of a certain inventor.

Respecting the office of Queen's Printer and the public printing.

To amend the act respecting the inspection of steamboats, and for the greater safety of passengers by them.

Respecting the prompt and summary administration of criminal justice in certain cases.

Respecting the duties of Justices of the Peace out of sessions in relation to persons charged with indictable offences.

To amend chapter 67 of the Consolidated Statutes of Canada, intitled "An Act respecting Electric Telegraph Companies"

To amend the act incorporating the Royal

Canadian Bank, by extending, if necessary, the time for resumption of specie payment, and also to authorise, if necessary, the amalgamation of said bank with any other bank or banks, and for other purposes.

To amend the charter and increase the capital stock of the North Shore Loans Protection Company.

To continue for a limited time the charter of certain Banks.

Respecting Nova Scotia.

To amend the Act of the late Province of Canada, 12th Victoria, chap. 114.

To consolidate the law relative to the powers and duties of the Trinity House of Quebec, and for other purposes.

Respecting Juvenile Offenders within the Province of Quebec.

An Act to amend the Act 31st Victoria, chap. 33, and to make further provision with respect to the salaries and travelling allowances of Judges.

An Act for granting to Her Majesty certain sums of money required to defray certain expenses of the public service for the financial years ending respectively the 30th June, 1869, and the 30th June, 1870, and for other purposes relating to the public service.

After which, His Excellency the Governor General was pleased to reserve the following bills for the signification of Her Majesty's pleasure thereon:—

An Act respecting the salary of the Governor General.

An Act for the relief of John Horace Stevenson.

GOVERNOR GENERAL'S SPEECH.

OTTAWA, June 23rd.

Hon. Gentlemen of the Senate,

Gentlemen of the House of Commons:

The time has come when I am able to release you from your labours, and I have the greater pleasure in doing so in as much as the session, of which the opening was delayed for the reasons you are cognizant of, has necessarily been protracted to a period somewhat later than suits the general convenience. Satisfaction may, I think, be expressed at the result of your deliberations. In addition to the long list of measures and amendments on subjects of internal policy which have passed under your notice, your records show that memorable steps have been taken towards the accomplishment of the great scheme of uniting the whole of British North America in a single confederation.

You have sanctioned the arrangement entered into in London by the Imperial Government in reference to the North West territory; that wide expanse will I hope, ere long be opened to settlement and become the abode of myriads of thriving and industrious immigrants.

The terms to which the delegates from Newfoundland agreed, and which it may be expected will prove acceptable to the people of that island, have met with your concurrence. The basis has been laid for negotiations with the Government of Prince Edward Island. Moreover what is not of less importance seeing that the good will of the people already within the Dominion, is a matter perhaps of greater, at the least of equal concern with the acquisition of new territories, you have adopted the precautions of timely and well considered liberality, in order to satisfy reasonable demands and conciliate attachment in Nova Scotia.

The Acts rendering the criminal laws uniform will ensure an exact and equal procedure, and cannot fail to be conducive in the highest degree to the public advantage.

Gentlemen of the House of Commons:

In Her Majesty's name I thank you for the supplies you have granted for the public service, though the revenue accruing from import duties has not reached the expected standard. I rejoice to think that a vigilant supervision of the public expenditure has ob-

viated the necessity of imposing any fresh burdens on the people.

Hon. gentlemen and gentlemen, I will not detain you further than to express the hope that in returning to your homes you will find the country blessed with every prospect of an abundant season, and that you will continue your services to the State by encouraging industrial pursuits diffusing contentment and upholding the authority of the law in your respective neighbourhoods.

THE OTTAWA SHIP CANAL.

In the House of Commons on Friday Mr. Wright (Ottawa) presented the first report of the select committee on the improvement of the River Ottawa.

The Select Committee appointed to investigate the petition of the Rev. C. Guillaume and praying for the improvement of the Ottawa river navigation and other references, beg leave to present the following as their second and final report:—

In view of the advanced period of the session at which the Committee was obtained, it has not been thought expedient to endeavor to collect new evidence to show the practical need of opening an unbroken line of navigable communication from Montreal by way of the Ottawa to Lake Huron.

Your Committee, therefore, trusting that the investigation will be resumed in the next session of Parliament, would desire their report to be considered as preliminary to a more thorough and searching examination of the very important subject with which it deals. Meantime they have limited their labors to collecting from the documentary evidence at their command such evidence as would enable them to present a general summary of the leading features of what is known as the "Ottawa and French rivers project," showing the extent and estimated cost of the works involved in the undertaking, and the advantages in point of distance and time of transport to be derived from its completion.

The waters comprising the proposed line of navigation are as follows:

Ottawa river, Montreal to Matawan	305 miles
Matawan river and Summit Ridge	46 "
Lake Nipissingue	30 "
French river	49 "

Total distance from Montreal to Lake Huron..... 430 "

This chain of waters having been used by those engaged in the fur trade from the earliest days of discovery as the safest and most direct route from Montreal to the Great Lakes has naturally, and for a long time, attracted attention as possible to be made available for the wider range of commerce so rapidly developing in the West; and according in the year 1856, the Commissioner of Public Works obtained from the Legislature an appropriation for the purpose of exploring and surveying the route, a task which they entrusted to Mr. Walter Shanly, Civil Engineer who made a general exploration of the entire line of communication, and actual surveys of the Mattawan River and of those portions of the Upper Ottawa where the greatest difficulties in the way of improvement are to be encountered.

The appropriation having been insufficient to meet the expenses of a complete survey of the whole route, an order to suspend the work was issued in May, 1857; but a further appropriation having been asked and obtained the following year, the survey was resumed under Mr. T. C. Clark, Civil Engineer.

The reports of Messrs. Shanly and Clarke are on record, and the facts they establish may be summed up as follows:—

That the distance from the mouth of French River to Montreal is.... 430 miles

That the saving in distance by this route, as compared with that by the Welland Canal, between Chicago and Montreal is..... 368 miles

That it is possible to obtain a con-

tinuous navigation throughout with a depth of water according to Mr. Shanley's report of..... 10 feet And according to Mr. Clark of.... 12 feet

That the Bay of the French River affords safe and accessible harborage for the largest vessels navigating the Upper Lakes.

That an abundant supply of water for all possible purposes of lockage can be obtained at the summit.

That the total ascent and descent to be overcome by lockage is 698 feet.

That the total length of canal required to improve the several obstructive portions of the route, and including the enlargement of the Lachine Canal, will not exceed 58 miles.

And that the highest estimate (Mr. Shanly's) for the completion of the whole scheme of navigation, providing for locks of 250 in length, by 50 feet in width, with 10 feet depth of water, is \$24,000,000; while the lower estimate (Mr. Clarke's) places the entire cost for a 12 feet navigation at not much over half that amount.

It is also shown by the engineering reports referred to, that the saving in time in the round trip of a propeller between Chicago and Montreal, would be about ninety hours less than by the circuitous lake route; and that the cost of transport, not taking into account the great saving in insurance, would be less by fully 10 per cent on the Ottawa route than on that by Lake Erie.

It is also satisfactorily established that there are no extraordinary Engineering difficulties to be overcome in constructing the several canals needed as connecting links between the long stretches of deep water which form the leading feature on the entire length of the chain. At the summit dividing the upper waters of the Matawan from those of Lake Nipissingue, a cut of 20 feet depth and scarce three quarters of a mile in length, would cause the former, now tributary to the Ottawa, to change their course and flow through the French River to Lake Huron.

Another feature deserving of remark is that the improvements required are made up of a number of small canals no fewer than 21 separate links in a total of 58 miles; the largest link in the chain being the Lachine canal, 84 miles long; and while it is admitted that in some places the excavations will be of hard rock. It is also shown that there are no very deep or long cuttings and that the dams which will enter largely into the system of construction can be generally constructed without damage to the surrounding country.

Your Committee think that enough has now been said to show the practicability of the route, and with the growing necessity for doing something to improve our system of interior navigation, they respectfully submit that the Ottawa route is deserving of special attention, not alone as affording the most direct water communication between the sea ports of the Dominion and the great Western lakes, but also because of the benefit to be derived from its construction in ending to open up and make known so large an extent of the interior of the country, thus inducing settlement of our wild lands, and stimulating manufacturing industry, the water of the Ottawa and its tributaries, as well in quantity as in facilities for ready application, being, perhaps, unrivalled in the world. From a defensive or military point of view, the advantages of such means of communication with the lakes, if, unfortunately, they should ever require to be tested, need hardly be remarked upon. In conclusion, your Committee reiterate the hope that this most important national question may soon engage the attention of Parliament, and that it may be consistent with the public interests to complete at an early day the surveys of the needed improvements, so that perfect maps and charts of the route may be available to the public.

ALONZO WRIGHT,  
Chairman.

**SUMMARY OF MUNICIPAL RETURNS FOR QUEBEC, 1867.**

Name of Municipality.	No. of Acres assessed.	No. of Rate-payers assessed.	Assessed Value of Real Estate \$
Argenteuil.....	276,499	2,529	1,319,126
Archabaska.....	39,259	3,366	1,438,224
Bagot.....	232,625	3,450	3,036,827
Beauce.....	3,000,000	4,501	3,000,000
Beauharnois.....	1,1,131	2,226	1,205,259
Bellechasse.....	338,051	2,864	2,099,870
Berthier.....	217,030	3,181	3,233,129
Bonaventure (estimate).....	18,000	2,500	2,000,000
Brome.....	282,001	2,547	1,979,193
Chambly.....	112,845	1,008	1,408,693
Champlain.....	368,211	3,949	2,090,661
Charlevoix (estimate).....	4,000,000	3,000	2,500,000
Chateauguay.....	203,001	3,317	1,414,147
Chicoutimi, 1st and 2nd Divisions.....	50,000	2,000	1,000,000
Compton.....	671,313	3,920	3,503,846
Dorchester.....	400,000	2,500	2,000,000
Drummond.....	361,716	2,913	1,818,249
Gaspé.....	400,000	3,000	1,500,000
Hochelaga.....	64,162	2,991	2,797,564
Huntington.....	212,770	2,980	1,907,715
Iberville.....	143,639	2,635	1,587,985
Jacques Cartier.....	58,134	2,198	2,184,032
Joliette.....	218,525	3,657	1,035,502
Kamouraska.....	185,924	3,847	1,165,538
Laprarie.....	107,551	1,650	2,117,193
Laval.....	66,651	1,771	1,724,315
L'Assomption (estimate).....	150,000	3,000	2,000,000
Levis.....	232,986	3,918	3,361,736
L'Islet.....	129,032	2,344	1,119,109
Lothbinière.....	428,364	3,326	2,079,540
Maskinonge (estimate).....	220,000	3,000	2,000,000
Megaantic.....	288,192	2,970	1,512,690
Missisquoi.....	221,181	3,073	3,592,138
Montcalm.....	229,538	3,271	1,907,533
Montmagny.....	106,097	2,110	1,627,033
Montmorency, 1st and 2nd Divisions.....	297,906	3,081	2,799,292
Napierville.....	103,000	2,574	1,534,708
Nicolet.....	332,141	4,571	2,782,115
Ottawa.....	556,026	5,438	2,411,661
Pontiac.....	3,5,466	2,311	1,093,369
Portneuf.....	201,637	4,133	2,382,454
Quebec.....	300,000	4,000	3,500,000
Richelieu.....	143,890	2,643	1,276,604
Richmond.....	314,616	2,044	1,257,125
Rimouski.....	247,661	4,167	1,986,634
Rouville.....	203,379	3,176	2,400,802
Saguenay.....	100,000	2,000	1,000,000
St. Hyacinthe.....	203,856	4,877	2,347,545
St. John's.....	126,633	1,863	1,175,477
St. Maurice.....	254,847	2,735	2,196,705
Shefford.....	337,084	4,993	2,443,039
Soulanges.....	101,765	1,712	1,697,030
Stanstead.....	218,471	2,269	2,512,602
Témiscouata.....	362,966	4,141	1,885,788
Terrebonne.....	287,169	4,660	1,985,461
Two Mountains.....	143,074	2,885	1,787,148
Vaudreuil.....	129,530	1,866	1,171,779
Vecheux.....	157,507	3,064	2,593,064
Wolfé.....	252,329	1,894	721,364
Yamaska.....	181,830	3,087	2,716,554
Totals—Counties.....	14,379,378	182,411	118,466,685
Adm—Cities.....	15,500	36,787	56,511,489
Totals—1867.....	14,394,878	219,198	174,978,174
1866.....	13,373,211	201,653	168,924,711
1865.....	13,148,069	200,919	162,407,966

**THE SUPPLEMENTARY ESTIMATES.**

The following are the Supplementary Estimates for the year ending 30th June, 1870:—

Category	Amount
<b>PENITENTIARIES, &amp;C.</b>	
Two years' salary as gratuity to warden of Kingston Penitentiary, on his resignation, as per order of Council.....	\$ 5,200
<b>MARINE HOSPITAL.</b>	
Contribution in aid of mariners and sick seamen to St. Catherines Hospital.....	500
<b>PUBLIC WORKS.</b>	
Intercolonial Railway.....	2,500,000
For opening communication with North West Territories, establishing Government and providing for settlement thereof..	1,460,000
<b>LIGHT HOUSE AND COAST SERVICE.</b>	
Towards the reconstruction of a light-house at Rondeau.....	2,000
Towards the construction of a light-house at Byng Inlet, Georgian Bay.....	700
Construction of Fog Whistle, Seal Islands.....	3,200
<b>FISHERIES.</b>	
For the promotion of artificial Fish.....	8,000

**EMIGRATION.**

Further Estimates for expenses...	8,000
<b>COLLECTION OF CUSTOMS.</b>	
To provide for amount omitted for out-door service at the Port of Halifax.....	20,000
<b>MISCELLANEOUS.</b>	
For purchase of Red River Territory.....	1,460,000
Special grant to widow Perry whose husband lost his life in the performance of public duty.....	500
To meet claims of Representatives of Dr. Hogan, killed on railway in Nova Scotia.....	2,775
To enable Government to make good certain claims, of the Town of St. Catherines, connected with advances during Fenian Raid in 1866, still in litigation.....	800
<b>Supplementary Estimates of the Dominion of Canada, for the year 1868-9, not provided for, but partially paid:—</b>	
<b>ADMINISTRATION OF JUSTICE.</b>	
Miscellaneous Justice.....	3,000 00
<b>PENITENTIARIES AND PRISON INSPECTION.</b>	
Penitentiary, Kingston, maintenance, additional.....	20,000 00
Rockwood Asylum, additional for capital and construction.....	6,700 00
Penitentiary, New Brunswick, including arrears before July 1, 1867, and maintenance of local prisoners.....	20,000 00
<b>ARTS, AGRICULTURE, AND STATISTICS.</b>	
Statistical Office, Nova Scotia, additional.....	3,590 00
<b>EMIGRATION AND QUARANTINE.</b>	
Additional Agencies, per Order of Council, of Jan. 28.....	2,700 00
<b>PUBLIC WORKS.</b>	
Fort Garry Road, per Order in Council of 21st September, 1868, and 9th April, 1869.....	15,739 79
Additional Expenditure, on do T. Begly, per Order in Council of 12th November, 1868.....	1,486 67
Intercolonial Railway.....	98,000 00
<b>OCEAN AND RIVER STEAM SERVICE.</b>	
Repairs of steamer Druid.....	3,372 00
<b>LIGHT-HOUSES AND COAST SERVICE.</b>	
Buoys and Beacons, New Brunswick.....	1,000 00
<b>MISCELLANEOUS.</b>	
Towards cost of Confederation Medal.....	2,000 00
<b>CIVIL GOVERNMENT.</b>	
To provide for the salaries of certain Deputy Heads, and the Secretary of the Treasury Board, part of whose salaries have hitherto been charged to separate services, and in lieu of such separate payments..	3,700 00
<b>COLLECTION OF REVENUE FROM PUBLIC WORKS.</b>	
Maintenance Nova Scotia Railway, additional.....	30,000 00
Maintenance New Brunswick....	10,000 00
<b>POST OFFICE.</b>	
Additional.....	15,000 00
<b>\$250,288 46</b>	
<b>Balances of appropriations carried on, to be voted.</b>	
Pictou and Truro Railway construction.....	\$65,000 00
Barrack fittings, balance.....	8,000 00
Militia service, Nova Scotia, to October 22 1868.....	145 01

Militia service, New Brunswick; to October.....	25,270 65			
<b>\$130,415 66</b>				
<b>GRAIN STATISTICS.</b>				
The shipments of wheat from the Lake Ports for the week ending 5th inst., were 1,497,000 bush; the largest of any week at this season of the year of which we have any record. These figures give the shipment by Lake only; what was sent forward by railroad from Chicago is not included. To show the magnitude of these shipments, compared with those for a corresponding period in 1868, we give the movement for the past three weeks in both years:—				
1869 Bush.				
Shipment of wheat.....	3,648,700			
Shipment of flour reduced to wheat.....	254,500			
<b>3,803,200</b>				
1868.				
Shipment of wheat, bush.....	976,800			
Shipment of flour, &c., bush.....	166,160			
<b>1,142,960</b>				
Increase.....		2,660,200		
The quantity of wheat estimated to be afloat on the Erie Canal bound to tide water, most all of which, it is said, has been sold to arrive, is 1,408,600 bush; nearly double what was afloat the week previous, and 1,100,000 bush in excess of the quantity afloat in 1868. The exports of flour and grain from New York for the week and since Sept. 1, are thus stated:—				
For the week. Since Sept. 1.				
1869. 1868. 1868. 1867.				
Flour, bbls.....	32,400	18,600	827,600	857,400
Wheat, bus.....	599,900	106,100	6,726,900	6,804,900
Corn, bus.....	30,100	157,900	2,606,500	7,120,000
The receipts at New York for the corresponding periods, are thus stated:—				
For the week. Since Sept. 1.				
1869. 1868. 1868. 1867.				
Flour, bbls.....	79,100	40,000	2,484,900	2,533,800
Wheat, bush.....	431,200	264,200	12,651,200	11,676,900
Corn, bush.....	252,700	571,000	9,857,900	14,209,000
Oats, bush.....	61,700	261,800	8,119,800	8,875,900
Rye, bush.....	40,900	4,100	769,400	1,020,600
Barley, bush.....			2,205,500	2,948,600
The receipts of flour and wheat at the Lake ports for the week ending June 5th, were 115,400 bbls flour, and 4,498,900 bush wheat, against 67,300 bbls flour, and 698,700 bush wheat for the corresponding week in 1868, showing an excess in favour of 1869 equal to 1,289,700 bushels of wheat. The receipts of flour and grain at the Lake ports since August 1, 1867 and 1868, are thus stated:—				
1868. 1867.				
Flour, bbls.....	4,881,900	3,704,300		
Wheat, bush.....	34,131,000	30,889,000		
Corn, bush.....	25,465,700	28,755,600		
Oats, bush.....	17,609,600	14,836,800		
Barley, bush.....	2,629,400	2,757,800		
The shipments eastward from Chicago, Milwaukee and Toledo, by lake and rail, for the week ending June 5th, compared with the movement for the corresponding week in 1868, show an increase in flour and wheat, and a falling off in corn, oats and rye. The shipments were 86,600 bbls flour, 1,471,000 bush wheat, 700,100 bush corn, 190,500 bush oats, 2,800 bush rye, and 400 bushels barley. The shipment during the week is equal to about 2,797,700 bushels of grain. The aggregate movement eastward by lake and rail since the opening of navigation to June 6th, is thus stated:—				
1869. 1868.				
Flour, bbls.....	490,200	440,000		
Wheat, bush.....	5,906,800	3,369,000		
Corn, bush.....	4,426,000	7,616,800		
Oats, bush.....	1,649,800	2,451,900		
Rye, bush.....	22,100	10,300		
The quantity of flour and grain on the Erie Canal destined to tide water, estimating the clearances at 14 days from Buffalo and 9 from Oswego, is thus stated by the Buffalo Commercial Advertiser. To the figures showing the movement for 1869, we have added those for a corresponding period in 1868:—				
1869. 1868.				
Week ending.....	June 12. June 5. June 13.			
Flour.....	4,000	2,000	400	
Wheat, bush.....	1,406,670	787,100	290,600	
Corn, bush.....	298,700	270,400	840,800	
Oats, bush.....	226,800	171,100	666,400	
Rye, bush.....				
Barley, bush.....	13,900	70,800	5,800	
The stock of wheat in store at Chicago and Milwaukee in 1867, 1868 and 1869, was near upon the following figures at this date:—				
1867. 1868. 1869.				
Bush. Bush. Bush.				
Chicago.....	175,000	594,700	512,400	
Milwaukee.....	308,000	638,000	923,000	
<b>Total.....</b>		<b>473,000</b>	<b>1,222,700</b>	<b>1,286,400</b>
The receipts of corn at the lake ports for the week ending June 5, show a decrease compared with the receipts for the corresponding week in 1868, of 12,000 bushels, the figures for the week being 737,100 bushel in 1869 and 749,300 bushels in 1868. The aggregate receipts since the 1st of November, 1868, are 15,475,800 bushels, against 14,066,700 bushels from the 1st of November, 1867, to the 30th May, 1868. The stock of corn in store at Chicago on the 21th of May was 766,800 bushels, on the 31st of May, 794,800 bushels, and on the 7th of June, 749,900 bushels. The stock on June 18th, 1869, was 837,100 bushels.				

## BRICK MAKING BY STREAM.

"THE CANADA MACHINE"—PATENTED, 1868.

Since the days when the children of Israel made bricks in Egypt, under Pharaoh's taskmasters, brick-making has been one of the settled industries of mankind; and proficiency in the machinery and modes employed, for this purpose, have exhibited one test of civilization. There are, at present, many patents for brick making machines in the United States; some of which are successful, and some, like Ericsson's monitors and caloric engines, ingenious and expensive failures. On the continent of Europe also, there have been some ingenious inventions of late years, one kind of which, exhibited in Paris and recently introduced into this country, we described in these columns as being successfully working at the Glen.

We have since had our attention drawn to a Montreal patent of a self-acting machine, perfected by Messrs. Bulmer and Sheppard, and this spring put into operation on a large scale for the first time. It is called the "Canada Brick Machine, patented, 1868." The patent consists of an ingenious application of machinery, propelled by steam or horse-power, to a common method of moulding bricks, six at one time. The clay is wheeled to the top of the mill, dumped in, mixed, and forced down into the moulds by means of screw knives. When it finds its way down into a square box, in which the moulds are set, it is forced and fitted into them by a heavy pressure obtained by an eccentric motion from a steam-driven shaft. One set of moulds is put in as the other is forced out; the moulded bricks are moved forward for removal as fast as finished; and as rapidly as a man can slide in the empty moulds, and turn out filled ones on a constantly revolving board or turn table. When we saw these machines at work, we were told that each was making 12,000 bricks a day; but we were assured that these machines will mould 15,000 bricks per day with the attendance of one man to put in the clay, one man or smart boy to attend to the moulds, three strong boys to wheel off the bricks and hack them up, and a small boy to sand the pullets. We were told, however, that to make "slop bricks" less attendance would be required, and much greater speed obtained.

The bricks as they come out of the moulds from this machine are smooth and sharp on the edges and much more regularly formed and perfect than can be moulded by hand, from the clay being worked much stiffer, and forced to the exact shape of the mould by great pressure. It is claimed that this pressure gives more solidity and strength to the bricks, and that they retain their best character and dry much quicker than those moulded in the ordinary way. The pressure can be regulated momentarily, without interfering with the work going on, so as to admit of the clay being moulded either soft or stiff. All that is required is to lengthen the connecting rod, which can be done from the one-eighth of an inch to six inches. To overcome the difficulties in the way of obtaining the exact requisite pressure on clay exposed to all kinds of weather, has been the chief study of inventors of self-acting brick machines, and great stress is, we are informed, laid upon the perfection, which is attained in this respect.

The machine itself is certainly very simple and inexpensive. A cog wheel connected with the driving shaft turns the clay mill, while another moves an eccentric action, which presses the clay into the moulds, and then forces the moulded bricks from under the lever to the front of the mill for the attendant to lift away. It is provided with an ingenious arrangement, by means of a spring, by which it will unship, instead of breaking in case a stone should happen to get into the moulds. After the obstruction is removed the moulding process goes on as before.

This machine is said to be admirably adapted for pressing peat and we understand it is to be used for that purpose.

Having said this much of the "Canada" machine, it may not be uninteresting to give a brief description of the well ordered brick yard in which eleven of them are in operation. This yard, if we are not misinformed, is by far the largest in the Dominion of Canada, and the second largest on the continent. It is situated at the head of Fullum street, about half a mile from Hochelaga Bay, thus being favourably placed for receiving the very large supplies of fuel required. The premises altogether are 30 acres in extent. And the yard has been for some years effectively worked by Messrs. Bulmer and Sheppard, who have made from nine to ten millions of bricks a year, but yet have been unable to supply the constantly increasing demand called for by the rapid progress of the city.

The clay is dug out of the bank in the winter and left to pulverize by the action of frost. In this state it is arranged in a long bank at the head of the drying yard. The mills are arranged along this bank, at regular distances apart to prevent crowding, and driven by a line of pretty heavy iron shafting 750 feet long, in the centre of which is placed a steam engine sufficiently powerful to turn the whole.

The drying ground gradually slopes down from the mills to the kilns, which are built of large size, the arrangement being such that the wheeling of either the green or the dried bricks involves the minimum of labour. They are left in the kilns, when burnt, until delivered, and the space and facilities for delivering are so ample, that the average delivery during the building season is from sixty to one hundred thousand *per diem* without crowding or any waste of time, with only two men to assist the carters in the delivery. In burning the kilns vary in size from 200,000 to 1,000,000 according to circumstances. The larger size is preferred owing to the economy arising from the intense heat of so large a mass of almost molten clay. The whole process of burning a kiln occupies, on an average, five days. The fire is first slow until the bricks are fully prepared for it, when they are forced up to a white heat at which they are kept, until sufficiently burnt.

It is calculated that about 12,000,000 bricks will be made and burnt in this yard this summer with the facilities afforded by the "Canada" machine. The wood used for burning is principally soft—costing, we are told, from \$2 to \$3 per cord at the wharf—and that one cord burns on an average 3,000 bricks. Between 50 and 60 horses are employed in the business. Thirty of these are owned by the firm, and are provided with good stabling, and are in good condition. The number of hands employed is about 150. We are told that as many as 15,000,000 of bricks might be made in one season, without any additional machinery, with an enlargement of the drying space; and that the "Canada" machine more than answers the expectations which were formed of it.

To those taking an interest in mechanical operations, this establishment is well worth a visit. We are sure that they will be afforded every opportunity for inspecting it by Mr. Sheppard, one of the partners, who may, we believe, generally be found on the works.

RECIPROCIITY.—The New York Commercial Advertiser, in commenting on reciprocity with Canada, says:—

"A genuine reciprocity treaty with Canada would be a good thing, but if it is restricted to the natural products of the soil, we take everything from Canada and send her nothing in return. She is agricultural, we manufacture. Why not exchange these products also?"

The Buffalo Courier, referring to this, humourously and somewhat poetically says:—

"There was a time, a blessed time," when we were fresh and young, when praises of our government through every land were sung. But now our disadvantages and taxes are so great, that for a time we think we must submit to the hard fate of losing trade with Canada. If it were brought about, our men and money would go there, and drain our workshops (and factories) out."

## SOUTHERN AND WESTERN CONVENTION AND GRAIN MOVEMENT.

THE convention just held in New Orleans is fraught with important results if the parties interested are in earnest and intend to carry through the work they have thus undertaken. The natural alliance of the South and West as parts of the same geographical district, the great Mississippi Valley, is at once apparent; and if among the many causes which led to the downfall of the Southern Confederacy one was more specially influential than another, it was probably the interruption of the Mississippi commerce and the embargo laid by Mr. Davis and his Cabinet on the Western trade and traffic. From this lesson of history men have gathered wisdom, and an alliance, offensive and defensive, of the South and West against the East and Northeast is in process of formation. The material welfare of the parties to the treaty is one and the same, and assuming that the parties to the compact are in earnest, it will require all our energy and no little public spirit and organization to counteract the movement and to maintain our present commercial pre-eminence.

The rapid growth and development of the West, and of the great cities of Chicago, Cincinnati and Pittsburg, have stimulated Eastern enterprise, and the result has been a grand system of railway and canal communication, by which the products of the West have been transferred to the Atlantic seaboard, thereby fostering our carrying trade and helping to build up our Atlantic cities to their present wealth and magnificence. Meanwhile the Southern staple of cotton found its way to the sea through New Orleans, Mobile and Savannah, and, as points of transshipment, these cities became in their turn lesser examples of the theory already illustrated by Great Britain and Holland, that the carriers of the world belong to the profits of commerce. The war put an end to this era of Southern prosperity, but the return of peace, the altered relations of agriculture and labor in the South, the jealousy of St. Louis, stimulated into activity by the unparalleled growth and prosperity of Chicago, the opening of the Pacific Railroad, with the vast district of inexhaustible natural wealth and fertility thus brought into the brotherhood of nations, have revived the dreams of Southern supremacy, and the first outcrop of this sentiment is the convention which has passed a set of resolutions thanking the national government for the little done, and urging it to do a great deal more, especially in the dredging out of the bars at the mouth of the Mississippi river. But the main question, the great "grain movement" alliance, seems to have received but little notice. The "grain movement" is in part the subject of a separate and independent organization, but the noteworthy fact in the Southern Convention, was the presence and action of Western delegates, urging in concert with Southerners the improved way to the ocean through the Mississippi.

From her competition with Chicago, St. Louis soon after the war, made overtures to Boston for increased facilities in railroad communication, which, however had small results; though we may remark, parenthetically, the activity displayed by the Boston merchants in their intercourse with New Orleans, to which they run a line of steamers, and the lively favour shown in the New Orleans market for Yankee goods which fully hold their own against New York merchandise although the "liberal" political sentiment of New York city might be supposed to predispose Southerners towards New York dealers. This negotiation with Boston led, as we say, to no results, the lake and canal water to Chicago, the network of railroads converging at that point, and the wealth and extraordinary vigor of her commercial magnates defying for the present all opponents. Now, however, that the South is recovering herself, that one good has been accomplished, with fair prospects of another, and that political agitation has somewhat subsided, the immense natural advantages of the Mississippi as a means of transport for produce and bulky merchandise between the seaboard and the trans-Mississippi States, and even for those regions on this side which possess ready access to the river, is again present to the commercial mind.

The tonnage of the Mississippi River before the war used to be reckoned by millions. As many as 800 vessels at the New Orleans levee, of all classes and sizes, river and ocean, were no uncommon spectacle in the shipping season. This enormous traffic with its attendant opulence steadily declined from the day that Louisiana joined the Confederacy and it has never yet revived. The levees are bare of goods, the magnificent river highway deserted and the Crescent City is no more the resort of merchants. The comparatively few steamers are owned by Western men, who, with characteristic pluck, have continued to run them in spite of many discouragements, low freights, light traffic, ruinously destructive fires, and loss and disappointment in every form. But while New Orleans and the South seemed beaten down by continuous calamity, the Western men held on, and it is to their irrepressible vigor that this grain movement is now due, and that the good time so long coming shall, when it does come, bear a full reward.

The old river trade of the Mississippi used to be done by flatboats, one of which may now and then be seen on the broad bosom of the river, drifting slowly down from the sea—a memorial of the days before railroads, steamboats or telegraphs, when time was counted by weeks and months, and not as now by minutes and hours. The steamboat put an end to these Noachian wayfarers, but the steamboat, by a kind of poetic justice, has now to contend with the canal barge. "The Yanks," during their occupation of New Orleans introduced the steam tug with its fleet of heavy, deep-laden barges; and coal, grain, lumber, ice, and other Western produce are now carried down in bulk by these heavy craft, and thus the steamboat freights have been depressed far below the paying point for those elegant and costly vessels.

Already an elevator has been constructed in New Orleans, and grain has been delivered in the port of



New York by steamship that has been brought via the Mississippi from the far West. Shipments of grain have also been made in the same way direct to Liverpool, and the only question remaining is that of comparative cost. To St. Louis, Chicago and other Western cities this is a matter of supreme moment, but it is of no slight significance also to New York. The data on which to build up a reliable estimate are of difficult attainment, involving, as they do, a variety of calculations and considerations, but *prima facie*, we know that, under equal conditions water traffic and freight are cheaper than land transportation. The Hudson River steamboat, the canal and seaboard propeller are much cheaper, though less speedy, than the railroad. And although the Mississippi and New Orleans route may be double the distance of the direct railroad line between the seaboard and the Mississippi, it is asserted that the facility of shipment, the ease of handling, the cost of rolling stock, and the amount of loading expenses will be in favor of distance against time. Here, however, the matter does not end; the other point that touches New York is the produce of the far West and its destination. That other Chicagoan outlet, the lakes the Welland Canal and the St. Lawrence, of which trial was made, seems not to have been a success. This route, under any circumstances, would only be found available during the summer months. And as the Mississippi, in four fifths of the year, is open to Cairo, and all the year below that point, allowing only for a decreased depth of channel, the natural facilities in competition with winter railroad traffic, even in point of speed, are not to be overlooked.—*American Paper.*

**THE ROUTE TO RED RIVER.**

WE see by our Canadian Exchanges that the subject of a road to this country is being agitated, a good deal. Meetings have been held in Montreal and Toronto for the discussion of the matter and three projects seem to have been laid before the public on these occasions.

1st.—To open a waggon and water communication at once.

2nd.—To canal the portages as far as is feasible, and to build railways upon the rest of the land route, thus making a rail and water route and

3rd.—To build a railway from Lake Superior to this point at the earliest possible moment.

It is evident that this immense territory will be of little use to the Dominion unless strenuous efforts are made to open up communication direct with the East as soon as possible. We have the land ready for the plough, we have the mineral wealth ready for the miner and the climate far more inviting and healthy than the United States can offer and what we want is population. We want 100,000 people within five years, and they can be had if good easy, practicable routes are opened between this and Ontario.

By running a railway direct to the nearest stretch of navigation and by canning around the chute at Fort Francis, and with another railway from the Lake of the Woods to Winnipeg there would only be three changes of freight all the way through from any part of the Dominion or from England.

The estimated cost of the combined railway and water route is said to be \$4,500,000 or about £225,000 sterling. When the immense freight and passenger traffic over such a route is properly taken into account, we trust that the amount will soon be subscribed among the monied men of Canada. This country has remained a *terra incognita* so long, that the immense natural wealth it possesses is very imperfectly understood. In fact we do not doubt but many people even in Canada, believe one-half of the reports now circulated regarding its natural resources are a matter of moonshine; but such ideas will soon be dispelled, and if the Dominion Government adopt a good sound emigration policy—some such system as that of the United States—she will soon possess one or two provinces in the great North West which will vie with Ontario in both population and wealth.

By all means let the waggon and water route be finished this year; and let the railways be put upon the connections at each end in 1879, and not only will our own supplies of merchandise be brought over by the Lake Superior road, but we shall see the merchants of Northern Minnesota and Decatur coming here to find a cheap market in which to buy their stock of goods.—*Nor' Western.*

**NOVA SCOTIA RESOLUTIONS**

THE resolutions introduced by Mr. Rose, on the 5th, provide

1. That it is expedient to add to the sum payable to the Province of Nova Scotia, under the British North America Act, 1867

2. That it is expedient to provide that Nova Scotia shall be liable to Canada for the amount, if any, by which its public debt at the Union exceeded one million, one hundred and eighty-six thousand, seven hundred and fifty-six dollars, and shall be chargeable with interest on such excess only, and shall be entitled to interest on any amount by which its public debt then fell short of that sum, as if the said sum was mentioned in sections one hundred and fourteen and one hundred and sixteen of the British North America Act, 1867, instead of that of eight million dollars.

3. That it is expedient to provide that Nova Scotia shall receive from Canada for the period of ten years from the first day of July 1867, an allowance of eighty-two thousand, six hundred and ninety-eight dollars per annum, in addition to all other sums payable to the said Province under the British North America Act, 1867, and such allowance shall hereafter be paid by half-yearly payment in advance, from the first day of July, one thousand eight hundred and sixty-nine

being capitalized, either in whole or in part, as the Governor in Council may determine, and the interest on the part capitalized being payable until the end of the said ten years, when the principal shall be paid.

4. That it is expedient to provide that Nova Scotia shall from the date of the completion of the new Province building, be debited in account with Canada, with interest at the rate of five per cent. per annum on the cost of that building, until it shall have been placed at the disposal of the Dominion.

5. That it is expedient to provide that all sums mentioned in the Act shall be currency of the former Province of Canada and shall be a charge upon, and payable out of the Consolidated Revenue Fund of Canada.

**NEWFOUNDLAND RESOLUTIONS.**

THE *Ottawa Times* says.—The resolutions for the admission of Newfoundland to the Union, provide

(1) that Canada shall be liable for the debts and liabilities of that Province; (2) that the debt of Newfoundland will be placed on the same footing as that of the other Provinces; (3) that Newfoundland shall receive interest at the rate of five per cent. per annum on the sum by which its debt falls short, per head, of the debt of the other Provinces; (4) that Newfoundland shall receive \$35,000 per annum as subsidy, and an annual grant of 50 cents per head, to be paid in proportion to population, until the same reaches 400,000 at which amount it will thereafter remain; (5) that the Province will reserve \$100,000 per annum, in case it shall consent to surrender to the Dominion of its wild lands, *vide*, &c.; (6) that it shall be optional with Newfoundland to accept the proposal in the preceding resolution; (7) that the fisheries of Newfoundland shall be encouraged as fisheries in other Provinces; (8) provides for special arrangement regarding water rates in St. John's; (9) binds the Dominion government to provide for mail service with the United Kingdom, and other portions of the Dominion; (10) provides that Canada shall assume the same burden of expense for public service towards Newfoundland as towards other Provinces; (11) no exceptional tax shall be imposed on the exports of Newfoundland; (12) eight members of the House of Commons shall be assigned to Newfoundland until next census; (13) the Union shall take effect by proclamation from her Majesty; (14) Local Constitution shall be preserved, subject to future action of Provincial government; (15) provides that provisions of the British North America Act shall apply to Newfoundland the same as if the Province had been in the Union from the beginning.

The following is too important to be condensed. We are glad to notice the manifest "cropping-out" of sound free trade principles, therefore we copy it entire.

The foregoing resolutions were agreed to as the basis of the Union, to be submitted for the approval of the Parliament of the Dominion, and to the Legislature of Newfoundland, after a general election.

With reference to the subject of Export Duties and Defence, the following minutes were also agreed to

a. With reference to the 7th resolution of the Legislature of Newfoundland, by which it is asked that "no tax shall be imposed on the exports of this colony unless a similar tax be levied on all the staple products of the other Provinces of this Dominion" it is understood that the general imposition of export duties on the staple products of any Province is contrary to the policy of the Government of Canada, and a contingency not to be contemplated; but it is agreed that taxation, in whatever form it may be found necessary hereafter to impose it, shall be so adjusted as to bear equally on all the Provinces, and that no scheme would be proposed which might in its effect operate with undue pressure on oil, fish, or any other staple export of Newfoundland.

b. Encouragement will be given for the establishment of a Naval Reserve Force and for giving greater efficiency to the Volunteer Militia organization in Newfoundland, and that any modification which may be needed, will be made in the militia law of Canada, to adapt its provisions to the circumstances of the inhabitants of Newfoundland.

c. The influence of the Dominion Government will be used to the fullest extent to procure the continued maintenance of a garrison of her Majesty's forces at St. John's.

**A RAILROAD MONARCH.**—The result of the final appeal in the English courts on the long litigation between the Northeastern Railroad Company and Mr. George Hudson, was to confirm the reversal of the decision of the Master of the Rolls, and reduce Mr. Hudson to a state of penury. He is now in France, and said to be getting destitute. In addition to a subscription to meet present wants, and in the belief that the "Railway King" was as much "sinned against as sinning," a large shareholder has intimated his intention to ask his co-partners in the Northeastern Company to grant to Mr. Hudson an annuity of £2,000 a year. Mr. Hudson's fate is full of warning to some of our American Railroad Kings.

THE *Star* says a New York dispatch has leased one of the best offices in San Francisco, Cal., for a general ticket office of the Erie road, and has sent out six picked men to take charge. His purpose is to immediately commence the sale of through tickets from California to New York and Boston, over the Erie Railroad and connections.

The English Government consider the African slave trade extinct, and have withdrawn the squadron which they have maintained on that coast at great cost for many years. For a time the expense was

**FISCAL MISMANAGEMENT OF THE AMERICAN GOVERNMENT.**

THE striking and instructive speech delivered by General Alcorn, in the recent Commercial Convention at Memphis, furnishes a fresh occasion for inculcating a lesson which cannot be too deeply impressed upon the public mind. The fact that General Alcorn is a radical in politics, that he is a Republican Senator-elect from the State of Mississippi, that he is no speculating theorist but an enterprising business man, that he is the largest or next to the largest cotton planter in the South, ought to command for his statements a degree of attention from the party in power, which they would hesitate to accord to the representations of political opponents or to mere theorists or alarmists. The facts so impressively marshalled by General Alcorn, are supported by such an array and such a variety of overwhelming evidence as to render it impossible to dispute their authority. His statements accord with, and are borne out by, all the information on the same subject which we gather from other sources. The last number of the *London Economist*, for example, says that the cultivation of cotton in other parts of the world has not only held its own, but has been steadily extended in the face of American competition since the close of our civil war. This is a pregnant and alarming fact, the importance of whose consequences to our fiscal prosperity can hardly be overrated.

We need not adopt the peculiar coloring which Gen. Alcorn put upon his view as to proper counteractive measures. He insists with much acrid emphasis, that the extension of cotton culture in other regions of the globe is the result of a concerted and formidable "conspiracy" by foreigners hostile to our interests. His view of this odious epithet does not strengthen his case. It ought to have been foreseen from the beginning, that foreigners would be thoroughly alive to their own interests on this great subject. The heavy calamities which they suffered by the stoppage of the cotton supply during our civil war, made it a reasonable measure of self-protection to guard, if possible, against the recurrence of so great an evil. We ought to have known, without waiting for experience to teach us, that they would not again, if they could help it, be dependent upon a single source of supply for the raw material of so important an industry. It is ridiculous for us to wake up, at this late day, and suddenly discover that we are the victims of a foreign "conspiracy." We are the victims of our own stupid blindness, of our own want of forecast, of the sectional hatred and revengeful passions, which made it seem a more consequence to humiliate and cripple the conquered South than to re-establish its prostrate industry. Nothing has occurred which men of common judgment might not have predicted, and after allowing the time to go on without the faintest attempt at prevention, we degrade ourselves by setting up a whim about a foreign "conspiracy." The only fault for which foreigners have had the sagacity to see, and the vigor to prosecute, their interests, while ours have been neglected by the pre-occupation of our Government with a mischievous agitation.

It is now at length discovered, that at the beginning of the fifth year of peace, that the chances of recovering our old supremacy as cotton-growers are all but desperate, but no Republican, not even General Alcorn, seems yet aware of the portentous consequences which must result from so great a loss. When the war closed there were three capital objects which require immediate attention as means of rehabilitating our financial condition. Three of the most important foundations of our national prosperity had been struck by the war and shattered—our currency, our production of cotton, and our shipping. The restoration of the currency to soundness ought to have been the chief object of governmental solicitude; the currency being the hinge on which the business of the country turns. But the currency question could not, with any chance of success, be treated apart. The restoration of specie payments depended upon the balance of foreign trade. Until our staple and ordinary exports should equal our ordinary imports, there will be no possibility of specie payments; for, with a redeemable currency, and a foreign balance against us, a run would be made upon the banks, draining them of the gold to send abroad and forcing them into suspension. The restoration of specie payments, though first in the order of importance, and the first which should have occupied the attention of the Government, can never be accomplished except as the result of great preparatory measures. It required to be kept steadily in view, not as a thing to be speedily achieved, but as the chief end towards which the financial policy of the Government should be directed. The prime condition of its attainment—the fundamental preliminary—was a revival of the export industry of the country, to prevent heavy balances against us in our foreign trade. Our great staple export is cotton, the demand for which makes the foreign demand for other products of our agriculture, does not depend on the fluctuating harvests of Europe. If we could monopolize the market, as we did before the war, if we could export a hundred million dollars' worth of cotton per annum, as we did before the war, our financial condition would be comparatively secure. With this main reliance to give steadiness to our exports, we could stand the variations in the foreign demand for grain, the deficiencies of some years being compensated by the extra demand of others, and the oscillations being no greater than the ordinary gold reserve in our banks would suffice to meet without deranging the currency.

The shipping interest, if it could be revived, would be the most important steady auxiliary to the cotton crops as a means of turning the balance of foreign trade in our favour. If our cotton and grain exports were to be increased by the value of an equal amount of word freights, and if American ships brought back our imports, the debit side would be diminished by the

would be a steady resource, and it would constantly expand with the growth of our foreign trade.

Our Government, instead of attempting to rebuild these shattered pillars of our prosperity, has done all it could to keep them broken and prostrate. At a time when it should have bent all its energies to crush the foreign competition to our cotton crop, and recover for its old supremacy, it burdened it with a heavy excise duty, and it has kept the South for four whole years in so unsettled and uncertain a condition as to shut out the capital which that exhausted section needed for the revival of its industry. Our prostrate shipping interest has been treated in a manner almost equally absurd. By exorbitant taxes on everything that enters into the construction of vessels, we have enabled foreigners to keep and extend the advantages they gained over us during the war, in this great branch of the national industry, as they have kept and extended the advantages they gain in the cultivation of cotton. One consequence is, that instead of approaching specie payments, we have been rendering a return to them constantly more difficult ever since the close of the war.

The only reason why we have gone on so long without a great financial crash is, that the exportation of Government bonds, to be sold in foreign markets at ruinous discounts, has enabled us to incur heavy debts and postpone the evil day. When there are no more bonds to be exported in such prodigal abundance, the convulsion will inevitably come, unless we can meanwhile re-establish our great exporting industries; and the severity of the storm will be in proportion to the length of the postponement. Every hundred million of bonds that we export creates a necessity of annually sending abroad six millions of gold to pay the interest on them; and sooner or later, we must send money abroad to pay the principal. When we stop exporting bonds we shall not only have the annual adverse balance of trade to meet, but the postponed obligations which result from the policy we have so long pursued of paying out current debts by incurring permanent ones. Unless American cotton recovers its old supremacy, and American shipping its former prosperity, the wisest among us can see no way out of the financial embarrassments which are beginning to press close upon us.—*N. Y. World.*

COMMERCIAL TRAVELLERS.

THE facilities afforded by the growth of our rail road and telegraphic systems for rapid and extensive travel and communication between all parts of the country, has effected many important changes in modes of conducting commercial transactions and in buying and selling merchandise. Among the most noticeable of these changes is the prominence that has been acquired by a class of salesmen known as "commercial travellers," whose occupation is selling goods by sample throughout the interior sections of the country, in the interest of wholesale dealers and jobbers of the principal commercial cities of the East. A few years ago Western merchants were compelled to make tedious and expensive trips to New York, Boston, Philadelphia or Baltimore, for the annual replenishing of their stock in trade; but the introduction of the new system of which we have spoken has almost entirely removed this necessity. Under the new and improved order of things the commercial traveller has become an indispensable agent of merchants in every department of business, but particularly to dealers in dry goods and other commodities that can be sold as well by sample as in the original packages. There was some prejudice against this class of salesmen at one time, but it gradually died out and there are now but few houses that do not employ them to a greater or less extent in extending their trade throughout the interior States. Where the line of goods offered do not admit of their being sold by sample, it is customary to furnish travellers with books containing handsomely executed engravings of the articles, such as hardware, ornamental iron work, &c., by means of which the purchaser can select what he requires, have them ordered by telegraph and forwarded by rail, in less time and at far less expense than he could make the journey himself. So general has this method of transacting business become and so important are the benefits it confers that, until merchants are willing to come back to the old system of buying and selling goods that was in practice at the time when they received their letters by weekly mails, it will be impossible to dispense with commercial travellers.—*New York Bulletin.*

ENGLISH GRAIN MARKETS.

THE Mark Lane Express thus reviews the English Markets for the week ending June 5th:—  
Though it has occasionally been very fine, the general character of the week has, from its excessive wet and cold, been unfavourable to the crops, more especially of wheat which is much in want of steady warmth to give chance of even a moderate yield. Old and experienced farmers begin to note the signs of the times, and the expectation of a second heavy crop has ceased. Oats have by far the best chance, as they bear more rain and cold than anything else; so of this grain we may yet have plenty. Hay also may be moderately abundant, if the sun should return in its strength. We are by no means desirous to anticipate evil; but the irregular course the weather has taken from the commencement of the year forbodes no good. The same apprehensions are beginning to be entertained in Europe; the Rye in many places has been heavily laid, and prices have consequently risen. Wheat has begun to feel the influence of this, so that Paris and most parts of France show a moderate upward movement. Belgium, Holland, Hambro, and Dantzic have done the same; and so strong has become

the opinion that Wheat has about seen its lowest, that a large speculative business has taken place this week at rather improved rates, while London on Friday, with the later markets was 1s. per quarter dearer, and business was limited only for want of samples. Last year's prices were certainly no rule, but an exception; but they now present such a contrast to the present currency, as at least to suggest safety to buyers who operate largely in the trade. The recent heavy failures will suggest the utmost caution however, and without notable disasters transactions are yet likely to be slow. The blooming time is beginning doubtfully in some parts of France, and it will be well if it should yet be deterred in England till a more settled and favourable temperature occurs. At New York moderate shipments have commenced; but the prices paid do not promise any advantage to importers, unless they find rising markets here; and by the facility of cable advices, everything is so fully anticipated, that the new transatlantic business will be one of unusually smart competition and haphazard.

LARGE LUMP OF COPPER ORE.—A huge mass of copper ore, weighing twenty-two thousand two hundred pounds, passed over the Great Western Railway per "Blue Line," from Lake Superior to Boston. This is the largest and purest lump of copper ore ever sent from the North-west to the Eastern market.—*Hamilton Times.*

HALIFAX MARKET REPORT.

HALIFAX, June 15.

THE weather during the week has been favourable for business.

BRANDSTUFFS.—The stock of No 1 Canada Flour has been very much reduced, none of any account remaining in first hands. Prices have stiffened a little and towards the latter part of the week holders were asking a slight advance on previous quotations. Canada No 1 \$5 75 to \$5.40. Strong Bakers, \$5 40 to \$5 50; Extra State \$5 25. Rye, still continues dull at \$4 50 to \$4 60. Oatmeal dull, at \$6 to \$6 65. Corn Meal, dull, \$3 65 to \$3 70 for kiln dried, and \$3 50 to \$3 60 for fresh ground. Imports from January 1st to June 15th, 1869 and 1869:—

	Flour.	Cornmeal.
	Bbls.	Bbls.
1869	70562	14880
1868	80907	27313

FISH.—Without any material change. Stocks of Cod light. Large Codfish may be quoted at \$4.50; Small \$3 75 to 4.00; Labrador, none; Haddock dull and unchanged at \$2 25 for good hard cured Arichat. Mackerel, no fat in market; new No. 3, large, \$6.00. Magdalen Island Herring are selling at 75c. to 80c. in bulk. Shore Split Herring none offering. Round dull at \$3. Bay Island Round in little demand at \$3. Salmon—none in market. Exports from January 1st to June 15th, 1868 and 1869:—

	Codfish.			
	Tons	Drums	Boxes	Hf-Boxes
1869	18433	3939	9821	7021
1868	22009	10435	12720	6659

	Scale Fish.			
	Tons	Drums	Boxes	Hf-Boxes
1869	3872	3891	568	407
1868	4333	3100	631	510

	Salmon, Mackerel, Herring, Alewives			
	Bbls	Bbls	Bbls	Bbls
1869	1986	13994	23845	2196
1868	2069	33214	23988	4292

OILS.—Cod, scarce at 55c. Kerosene, American firm at 48c to 50c for Standard White. Canada dull at 35c.

PRODUCE.—Butter 21c to 22c. for Nova Scotia new and choice. Canada, old 16c to 17c. Oats, P. E. Island Black 46c. Lard 16c. to 17c.

PROVISIONS.—Pork in good demand at quotations, \$25.00, for P. E. Island Mess; Prime Mess \$19 50 to \$20; Nova Scotia \$14 to \$15. Beef dull and without change, at \$10 00 for American Mess, and \$7 00 for Prime Mess.

WEST INDIA PRODUCE.—Molasses and Sugar in good stock, quite equal to the demand. A cargo of Trinidad Molasses, sold at auction at 28½ to 31c. Vacuum Pan Sugar in bond 7½ to 8c; Porto Rico 7½c; Cuba 7c; Barbadoes 6½ to 6c in bond. Molasses Cienfuegos 34c to 34½c; British Island good color, 30c in bond. Imports from January 1st to June 15th, 1868 and 1869:—

	Molasses.		
	Puns.	Tons.	Bbls.
1869	6971	766	695
1868	8314	925	764

	Sugar.			
	Hhds.	Tons.	Bbls	Puns.
1869	3132	348	1234	60
1868	4833	588	2311	771

FINANCIAL.—Bank Drawing rates London 60 days 13 per cent. prem. New York Gold drafts at sight 4 per cent. prem. Currency drafts 24 per cent. discount. Montreal sight drafts 4 per cent. New Brunswick sight drafts 3½ per cent. prem. Newfoundland sight drafts 5 per cent. prem. Private bills ½ to 1 per cent. lower than Bank rates. Discount on American in voices at Customs this day, 27 per cent.

TOBIN & CANNING.

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

ST. JOHN, N.B., June 15, 1869.

MONEY.—This week the market has not been quite so brisk as for some weeks preceding, although there has been an average business doing. The lull, however, is merely temporary, and must very speedily give place to the activity which has characterized the season so far.

The rates for Exchange remain without material alteration. Sterling Bills are not in much demand. The rate for 60-day's drafts remain at 109½. Our latest New York advices note Sterling Bills as steady at from 9½ to 9¾ for first class bank drafts.

We quote:—

BUYING RATES.	
Sterling Bills, 60-days sight	8½ premium.
Do. 90-days sight	8½ " "
Drafts on Canada	¾ dis. to par
Do. Halifax	¾ dis.
Drafts on New York and Boston	28 par discount.
Currency do. do.	28 " "
Nova Scotia Notes	3 " "
Prince Edward Island Notes	5 " "
St. Stephen Bank Notes	4 " "
Commercial Bank Notes	10 " "

SELLING RATES.	
On London, 60-days	9½ premium.
On London, short sight	10½ " "
New York and Boston, sight	4 " "
Halifax, sight	2½ discount.
Canadian Cities	4½ premium.
Currency drafts on N. Y. and Boston	27½ discount.
Nova Scotia Notes	3½ " "

BRANDSTUFFS.—We do not change quotations of flour trade this week, though trade is duller, and some concession from our rates would be made if there were buyers, but the demand keeps on a very limited scale. Arrivals are in excess of the demands, and no improvement being expected, holders are anxious to sell. The United States now offers competition with Canada in supplying the Lower Provinces, and the low rates now ruling are likely to be succeeded by lower. Superfine \$5; Fancy \$5.10 to \$7.25. Cornmeal \$3.50 to \$3.60.

SUGAR AND MOLASSES.—We note no new arrivals since last report. The bulk of importations has arrived. But little stock is known to be on the way to this market. It is probable that present rates will be maintained for some time to come, although they may rule higher later in the season; this, however, will be affected by the American and Foreign markets. This week's quotations show the prices lower than those of last.

COAL.—We note arrival of brig "Union T." with 300 tons "Cow Bay or Garvie Coal," and schooner "Native Lass," with a smaller cargo of same description which were offered by Mr. McDonald, at \$5 per chaldron. The brig "Choice," which we noticed loading at Sydney some time since, has also arrived with 320 tons of Old Mines Sydney Coal, which is being offered retail at \$5 80 per chaldron, a lower rate than it was sold at any time last year.

FREIGHTS.—We note but few changes in freights since last week's report. But a limited quantity of tonnage is offering, and very little is now required by shippers. Coastwise freights are dull, and are ruling lower.—*News.*



GOVERNMENT HOUSE, OTTAWA.

Monday, 7th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

WHEREAS it has been represented to His Excellency in Council that it is advisable and expedient that no Tolls should be levied or collected on Coal passing upwards through the St. Lawrence, Chambly, St. Ours, Burlington Bay or Ottawa Canal, or St. Ann's Lock, or either of them;  
And whereas by the 5th section of the Act 31 Vic. Cap. 12, intituled: "An Act respecting the Public Works of Canada," it is in effect enacted, that the Governor may, by Order in Council, impose and authorize the collection of dues or tolls on Canals and other Public Works vested in Her Majesty, and from time to time, in like manner, may alter or change such dues or tolls, and may declare the exemptions therefrom.  
His Excellency on the recommendation of the Honorable the Minister of Customs and under the authority aforesaid, has been pleased to order, and it is hereby ordered, that from and after this day, Coal passing upwards through the Public Works of this Dominion, known as the St. Lawrence Canal, the Chambly Canal, the St. Ours Canal, the Burlington Bay Canal, the Ottawa Canal or St. Ann's Lock, or the several sub-division or sections of the same respectively, shall be, and is hereby declared to be exempt from the payment of Canal Tolls.  
And it is further ordered that the Order in Council of the 24th day of May, 1869, be and the same is hereby cancelled.

(Certified.)

WM. H. LEE,  
Clerk Privy Council.

**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.,  
419 & 421 St. Paul Street.  
Yard Entrance—St. Francois Xavier Street, 1

**MCINTYRE, DENON & FRENCH,**  
IMPORTERS OF STAPLE AND FANCY DRY GOODS,  
Are in constant receipt of SEASONABLE GOODS.  
477 ST. PAUL STREET,  
Montreal 1-1y

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

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

**DOMINION METAL WORKS,**  
(ESTABLISHED 1828).  
**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, VISERYS, &c., &c.,  
By Hot-Water, Steam, or Warm Air.  
Office and Manufactory Nos 523 to 542 Craig Street,  
MONTREAL. 1y-17

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

**N. S. WHITNEY,**  
IMPORTER of Foreign Leather, Elastic Webs, Prunellas, Linings, &c.,  
14 St. Helen Street,  
MONTREAL. 1-1y

**P. D. BROWNE,**  
**BANKER & EXCHANGE BROKER**  
and Dealer in U. S. Securities.  
No. 18 St. James Street,  
MONTREAL.  
Cash advanced on all kinds of negotiable securities Silver, Greenbacks, and all kinds of Uncurrent Money, bought and sold at most liberal prices. Collections made on all parts of the Dominion. 1-6m

**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 is 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 best 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 1850.

Accumulated Funds, over.....	\$10,000,000
Policies issued in 1867 .....	15,221
Amount insured in 1867 .....	44,733,322
Receipts for 1867 .....	5,123,447
Surplus Fund (over all liabilities) ..	1,834,763
Deposited with Canadian Government.	100,000
Daily income in 1868, nearly	20,000

The best facilities for the Insurance of Healthy Lives.  
Head Office for the Dominion—20 Great St. James Street, Montreal, with Agencies in very city and town.  
**S. PEDLAR & CO., Managers.**  
Montreal, 16th August, 1868. 23-1y

**FERRIER & CO.,**  
IRON & HARDWARE MERCHANTS,  
St. Francois Xavier Street,  
MONTREAL.

Agents for:  
Windsor Powder Mills.  
La Tortu Rope-Walk.  
Burrill's Axo Factory.  
Sherbrooke Safety Fuse, 1-1y

**A. RAMSAY & SON,**  
IMPORTERS of WINDOW GLASS,  
Linseed Oil, White Lead, Paints, &c.,  
37, 39 & 41 Beccollet street, MONTREAL.

And Agents for  
A. Fourcalt, Frison & Cie, Glass Manufacturers, Dampremy, Belgium.  
Joseph Lane & Son, Varnish Manufacturers, Birmingham and London.  
Sharratt & Nouth, Makers of all descriptions of Glaziers' Diamonds, London.  
Hainemann & Steiner, Patentees of Magnesia Green and Manufacturers of Colours, New York and Germany. 1-1y

**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. 33-1y

**LABIVIERRE & CIE.,**  
IMPORTERS OF SHELF AND HEAVY HARDWARE, PAINTS, &c.,  
(SIGN OF THE SUN.)  
233 AND 235, ST. PAUL STREET,  
12 & 14 St. Amable Street,  
MONTREAL.

**WHOLESALE FUR MERCHANTS.**  
**JAMES GORISTINE & CO.,**  
Successors to  
G. LOMER & CO.  
471, 473, 475, 477, St. Paul Street.

Specialties of our own Manufacture:  
Ladies' and Gentlemen's Furs, Sleigh Robes, Lined Buffaloes, Buck, Kid, and Sheep Mitts and Gloves, Cloth Caps, etc.  
Dealers in Buffalo Robes,  
Importers of European Furs.

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

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

References:  
Wm. Workman, Esq., Montreal, President City Bank  
Henry Starnes, Esq., Montreal, Manager Ontario Bank  
Hon. L. H. Holton, Montreal.  
Messrs. Thomas, Thibaudou & Co., Montreal.  
" James, Oliver & Co., Montreal.  
" Thibaudou, Thomas & Co., Quebec.  
Hon. Wm. McMaster, Toronto, C. W.  
Messrs. Denny, Rice & Co., Boston, Mass.  
Austin Sumner, Esq., Boston, Mass.  
Henry Young, Esq., 22 John street, New York.  
Samuel McLean, Esq., Park place, do. 23-

**MONEY MARKET.**

P. D. Browne.

THE demand for money is somewhat less active, with a smaller amount of first class business paper offering for discount

Sterling Exchange remains about the same as last week, with only a moderate business at quotations.

Gold Drafts on New York are only saleable in round amounts at a discount of 1/4 per cent.

Gold in New York is somewhat lower, closing at 137 1/2.

Silver is only in average supply with buyers at 4 1/2 to 4 3/4, and sellers at 4 1/2 to 4 per cent. discount.

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

Bank on London, 60 days sight.....	109 1/2 to 109 1/2
Private, " 60 days sight.....	110 1/2 to 108 1/2
Bank in New York, 60 days sight.....	109 1/2
Gold Drafts on New York.....	1/4 discount.
Gold in New York.....	137 1/2
Silver, large.....	4 1/2 to 4 dis

**THE DRY GOODS TRADE.**

Greenshields, S., Son & Co. | Orlivly & Co.  
 Lewis, Kay & Co. | Plimwell, Wamock & Co.  
 McIntyre, Denoon & French. | Roy, Jas., & Co.  
 MacKenzie, J. G. & Co. | Robertson, Stephen & Co.  
 Sutherland, Force & Co. | Strirling, McCall & Co.

This department of the Wholesale trade presents no new features. Inactivity reigns, and employers and employed are for the most part doing simply nothing. We do not look for much improvement until after the crops are taken in and it is seen more clearly than at present what may be the prospects for trade throughout the country.

**THE HARDWARE TRADE.**

Crathern & Caverhill. | Morland, Watson & Co.  
 Evans, John Henry. | Mulholland & Baker.  
 Ferrier & Co. | Robertson, Jas.  
 Hall, Kay & Co.

BUSINESS has been very quiet during the past week, and will probably continue free from any noticeable activity until the Fall months. The dealings in heavy goods have been very limited, some few hundred tons of Pig having been taken for Detroit chiefly at about quotations, according to quality. Prices of all goods quite unchanged.

**THE GROCERY TRADE**

Baldwin, G. H., & Co. | Mitchell, James.  
 Chapman, Fraser & Tyles. | Robertson, David.  
 Childs, George, & Co. | Tiffin, Brox.  
 Hutchins, B. & Co. | Thompson, Murray & Co.  
 Kingan & Kinloch. | Torrance, David, & Co.  
 Mathewson, J. A.

THE business of the past week has been light, transactions reported being generally of rather limited amount.

TEAS.—Have been quiet, with few transactions to note. Several lots of Japans offering at low figures have sold but slowly. Holders seem disposed to meet buyers views as to prices, but are not anxious to make large sales.

COFFEES.—Transactions have been of the most limited character.

SUGAR.—Raws meet with but small demand. Stocks are arriving freely, and the supply is in excess of present wants. Holders, however, are still firm, and prices are well maintained. The Refineries have reduced their quotations for refined, all grades having been lowered 1/2c., but sales are not being pressed.

MOLASSES.—Have been in fair demand, although buyers and sellers seem to be a little apart in their views as to prices. A lot of very fine Muscovado was offered at auction on the wharf; a small lot sold at 48c., but the balance of the cargo was withdrawn, and subsequently disposed of at private sale on better terms. Syrups have been reduced 2c. per gallon.

FISH.—Herrings have been in fair request Cod have had good demand, and several parcels have been placed at full prices, holders being very firm in their views, and steadily refusing to lower their rates.

FRUIT.—Has had rather better enquiry, and holders are now looking for higher figures than those realized at auction. Valencia Raisins in good demand and held firmly at from 4 1/2c. to 5c. in round lots. But little doing in Layers or M.E.'s. Currants have been receiving good attention, and several lots have been placed at from 3 1/2c. to 5c. according to quality. Figs are enquired for, and stocks are now small.

RICE.—Has been well enquired for, and prices realized are more satisfactory to sellers than those obtained at the late sales. Pockets and half bags in demand, and moving off freely at an advance on recent quotations.

SALT.—Liverpool Coarse still held firmly at 7 1/2 to 7 5c. for round lots. Fine less enquired for, but stocks small.

SPICES.—Stocks are large, and holders are anxious to make sales even at prices reduced to tempt buyers.

WINES AND LIQUORS.—Have had very little attention since the recent sa'es. Highwines, however, in consequence of the burning of the Maitland distillery have changed hands more freely, although prices have not in any way changed.

**MONTREAL PRODUCE MARKET.**

Akin & Kirkpatrick. | Mitchell, Robt.  
 Dawes Brothers & Co.

THE market has been more active during the past week, and prices generally have advanced, owing to more favourable British advices. Some excitement exists in both flour and wheat, and further news from Britain is looked for with considerable anxiety.

FLOUR.—For a day or two following the date of our last report, the market continued dull, with transactions confined to single hundreds and broken lots for local use; but owing to more news from England by cable, there has been a rapid upward movement. Supers closing at \$5 for Welland Canal and City brands, as well as good brands of Canada No. 2, have sold at the close at prices ranging from \$4.50 to \$4.60, some holders asking as high as \$4.70 to \$4.75. Fine and lower grades have sold in about same proportion. Extras were sold at prices ranging from \$4.70 to \$4.80 on Tuesday, and on Wednesday sales were made at from \$4.90 to \$5. No Fancies offering; present nominal value about \$4.70 to \$4.75. Bags have steadily advanced, keeping pace with Supers. Latest sales have been at \$2.40, \$2.45 and \$2.50, as now asking. The market closes very firm and excited. Opinions are very divided as to prospects. Any turn in the English market, or even arresting of the upward tendency there, would in all probability cause a re-action here, and most holders are relieving themselves as buyers can be found. Oatmeal continues to sell in a retail way at \$5.75 to \$6—according to quantity and sample.

GRAIN.—Wheat.—Latest reported transactions have been at about \$1.06 to \$1.07, but the sudden advance at the close has quite unsettled the market, and holders are now asking \$1.12 1/2 to \$1.15. Any recent transactions have been on private terms. Pease have somewhat improved. Latest sales have been at 87c. to 88c. per 66 lbs. from store and afloat. Few new offerings, and market firm at closing rates. Oats.—Sundry parcels have been taken in the course of the week for Britain, which has in a great measure relieved the market of surplus stock. Holders of sound parcels are now asking 42c. to 43c. Some parcels in a doubtful condition are offered at about 40c., and not taken. Barley is nominal at late quotations. Rye.—None in stock.

PROVISIONS.—Pork continues to meet a steady consumptive demand, and late prices have been fully maintained; the supply is small and in few hands. Little doing in Cut Meats beyond sales on the market at prices according to quality. Lard continues as last quoted, there being only a retail demand for city use. Butter.—Not much coming in latterly on account of the uncertain state of the weather, but the supply is more than ample for the local wants, to which, from the absence of any shipping demand, it is restricted, and rates rule low, namely, 13c. to 14c. for fair to good store-packed and 14c. to 15c. for dairy. No disposition is manifested on the part of shippers to operate, and little can be expected to be done in that department till the fall months. Meanwhile, prospects are somewhat indefinite, depending principally on British advices.

ASHES.—Pots have met a steady demand, and prices are the turn upward, closing at \$5.45 to \$5.50. Pearls have continued at about \$5.80.

**THE BOOT AND SHOE TRADE.**

McLaren, W. & Co.

HERE continues to be a fair degree of activity in this branch of trade, with the demand in excess of the amount being made up by the manufacturers, so that a thorough clearance of Spring stock is being effected. Prices remain firm at previous quotations.

A grind-stone which was sent to England in a bale of foreign cotton has come back to the old plantation in a cask of sugar.

**STOCK MARKET.**

	Closing prices.	Last Week's Prices.
<b>BANKS.</b>		
Bank of Montreal	161 1/2 a 161 1/2	159 a 159 1/2
Bank of B. N. A.	108 1/2 a 108 1/2	108 a 108 1/2
City Bank	98 1/2 a 99 1/2	98 1/2 a 99 1/2
Banque du Peuple	108 1/2 a 108 1/2	108 1/2 a 108 1/2
Molson Bank	108 1/2 a 108 1/2	108 1/2 a 108 1/2
Ontario Bank	98 1/2 a 98 1/2	98 1/2 a 98 1/2
Bank of Toronto	100 a 101	100 a 101
Quebec Bank	108 1/2 a 107 1/2	108 1/2 a 107 1/2
Bank Nationale	38 a 38	37 1/2 a 38
Gore Bank	106 1/2 a 107	106 1/2 a 107
Banque Jacques Cardier	97 1/2 a 98	Books closed.
Eastern Townships Bank	109 1/2 a 110	Books closed.
Merchants Bank	98 a 98 1/2	98 1/2 a 98
Union Bank	40 a 40	40 a 40
Mechanics Bank	80 a 80	80 a 80
Royal Canadian Bank	14 a 15	13 a 14
Bank of Commerce	10 a 11	10 a 11
<b>RAILWAYS.</b>		
G. T. R. of Canada	80 a 85	80 a 85
A. & St. Lawrence	14 a 15	13 a 14
G. W. of Canada	10 a 11	10 a 11
G. & St. Lawrence	80 a 85	80 a 85
Do. preferential	80 a 85	80 a 85
<b>MINES, &amp;c.</b>		
Montreal Consols	\$3.00 a \$3.10	\$3.00 a \$3.10
Canada Mining Company	30 a 45	30 a 45
Huron Copper Bay	30 a 45	30 a 45
Lake Huron S. & C.	138 1/2 a 138 1/2	138 a 137 1/2
Quebec & Lk. S.	110 a 112	110 a 112
Montreal Telegraph Co.	120 a 125	119 a 120
Montreal City Gas Company	97 a 97 1/2	97 a 97 1/2
City Passenger R. R. Co.	105 a 109 1/2	105 a 109 1/2
Belohelieu Navigation Co.	60 a 60	60 a 60
Canadian Inland Steam N. Co'y.	80 a 85	80 a 85
Montreal Elevating Company	90 a 92 1/2	90 a 91
British Colonial Steamship Co'y.	92 1/2 a 95	92 1/2 a 95
Canada Glass Company	95 a 97	95 a 97
St. Lawrence Glass Co.	70 a 80	70 a 80
<b>BONDS.</b>		
Government Debentures, 5 p.c. stg.	90 a 92 1/2	90 a 91
" " 6 p.c., 1878, cy.	92 1/2 a 95	92 1/2 a 93
" " 6 p.c., 1878, cy.	103 a 104	103 a 104
Dom'nion 5 per cent. stock	107 a 107 1/2	107 a 108
Montreal Water Works 6 per cent.	96 1/2 a 97 1/2	96 1/2 a 97 1/2
Montreal City Bonds, 6 per cent.	95 1/2 a 96 1/2	95 1/2 a 96 1/2
Corporation 7 per cent. stock	108 1/2 a 110	108 1/2 a 110
Montreal Harbour Bonds, 6 1/2 p.c.	102 a 103	102 a 103
Quebec City 6 per cent.	80 a 90	80 a 90
Toronto City Bonds, 6 per cent, 1860	92 a 94	92 a 94
Kingston City Bonds, 6 per cent, 1873	92 1/2 a 95	92 1/2 a 95
Ottawa City Bonds, 6 per cent, 1860	95 a 97	95 a 97
Champlain R. R., 6 per cent.	70 a 80	70 a 80
County Debentures	109 1/2 a 109 1/2	109 1/2 a 109 1/2
<b>EXCHANGE.</b>		
Bank on London, 60 days	108 1/2 a 108 1/2	108 1/2 a 108 1/2
Private, with documents	108 1/2 a 108 1/2	108 1/2 a 108 1/2
Bank on New York	37 a 37 1/2	37 1/2 a 38
Private do.	37 1/2 a 38	38 a 38 1/2
Gold Drafts do.	4 1/2 a 4 1/2	4 1/2 a 4 1/2
Silver	137 1/2 a 138	138 a 138 1/2
Gold in New York	137 1/2 a 138	138 a 138 1/2

**GREAT WESTERN RAILWAY.**

Traffic for the week ending May 28, 1869

Passengers.....	\$31,349.13
Freight.....	36,779.27
Mails and sundries.....	2,442.36
Total receipts for week.....	\$70,580.76
Corresponding week, 1868.....	63,978.34
Increase.....	\$6,612.42

**NORTHERN RAILWAY.**

Traffic receipts for week ending June 5, 1869.

Passengers.....	\$3,461.87
Freight and live stock.....	14,492.81
Mails and sundries.....	670.04
Total.....	\$18,624.72
Corresponding week, 1868.....	16,187.63
Increase.....	\$2,440.09

**THE ONTARIO FUR TRADE.**

INSTEAD of the fur trade, the past winter throughout Ontario, being a failure, as has been thought, it is greatly on the increase. The firm of F. Ball & Co., of Detroit, deals extensively in furs, and thousands of skins are annually shipped from Canada to that firm, and by them to Europe. Mr. E. Raymond, of London, is agent for the above establishment, and has within the past month, purchased the largest number of furs ever before bought in that section. The following is a list of the different samples purchased by Mr. Raymond during the past month, all of which are being sent direct to London, England:—

Stunks	54
Deer in the hair	48
Mink	518
Cat, (including tame)	28
Red fox	389
Crossed fox	7
Beaver	2
Musk-rat	2,980
Coon	56
Beaver	4
Martin	3
Fisher	1
Deerskin	7
Wesael	9
Ground hog	15
Canadian wolf	1
Total	8,511

WEEKLY PRICES CURRENT.—MONTREAL, JUNE 24, 1869.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for Groceries, Fish, Fruit, Molasses, Rice, Sugar, Tea, Wines, and Spirits and Liquors.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for Tobacco, Hardware, Iron, Lead, Cordage, Drugs, Oils, Paints, and Candles.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for Glass, Soap and Candles, Boots, Shoes, and Furs.

MARKET PRICES OF COUNTRY PRODUCE.

Table with columns: NAME OF ARTICLE, MONTREAL, June 24. Includes sections for Grain, Poultry and Game, Meats, Dairy Produce, Vegetables, Sugar and Honey, Havana Prices Current, and various market prices.

**PURCHASING DEPARTMENT**

OF THE

**TRADE REVIEW.**

**T**HE Proprietors of the TRADE REVIEW AND INTERCOLONIAL JOURNAL OF COMMERCE have decided to establish, in connection with their Journal, a Department through which merchants may make their purchases in the Montreal market on the best terms, when it would be inconvenient to come to this city to make such purchases in person, or when, from the small quantity of goods desired at any one time, travelling expenses would be too heavy a charge.

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.

Every care will be taken in the selection of goods, competent judges of the various articles being employed, and the aim will always be to furnish the buyer the best possible goods, at the lowest market price.

Special arrangements may be made by Western shippers for consignments of flour and provisions, sale of which will be immediate and returns prompt.

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

Satisfactory references given on application.


All communications should be addressed


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

 Information concerning the Montreal markets will be furnished at any time without charge, on application personally, or by letter; and it is hoped that all intending purchasers will not scruple to avail themselves of the services offered.

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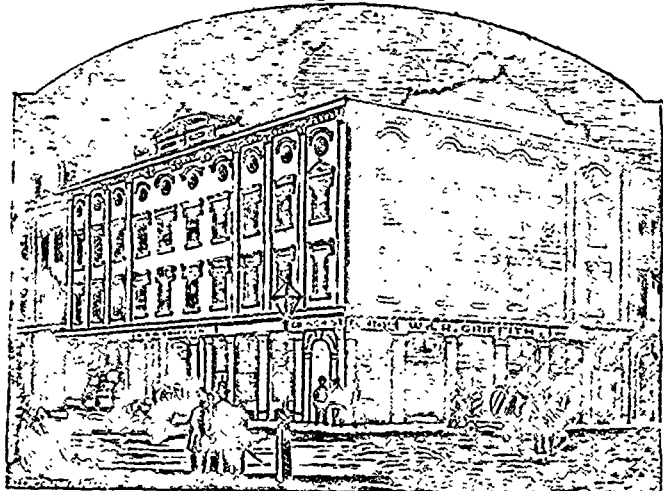
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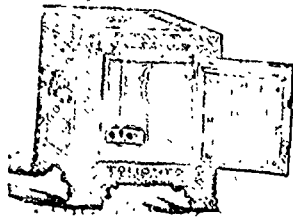
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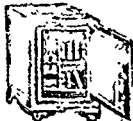
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AND

**INTERCOLONIAL JOURNAL OF COMMERCE**

Office No 78 St. Francois Xavier Street, (Up Stair

MONTREAL,

**PUBLISHED EVERY FRIDAY.**

TERMS OF SUBSCRIPTION:

To Mail Subscribers,

\$1 per Annum strictly in advance.

Delivered by Carrier, . . . . . \$2 per Annum

Registered letters at the risk of the Proprietors  
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**THE TRADE REVIEW,**

MONTREAL.

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of the CANADIAN ADVERTISING AGENCY,  
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receive Canadian-Advertisements for this paper. 23

The Trade Review and Intercolonial Journal of Com-  
merce, printed and published for the Proprietor  
every Friday, by the Montreal Printing and Pub-  
lishing Company, Printing House, 67 Great St.  
James Street, Montreal.