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THE TRADE REVIEW.

VOL. II.

MONTREAL, FRIDAY, APRIL 6, 1866.

No. 12.

ANGUS & LOGAN,
PAPER MANUFACTURERS AND
WHOLESALE STATIONERS, 354 St. Paul st.
1-ly

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

MUNDERLOH & STEENCKEN,
IMPORTERS OF STAPLE AND
FANCY DRY GOODS, 236 St. Paul st., corner
of Custom House square, Montreal. 1-ly

EDWARD MAITLAND, TYLER & CO.,
WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS.
3-ly 10 Hospital st.

M. LAING,
PRODUCE AND COMMISSION
MERCHANT, 97 Commissioners st., Montreal.
1-ly Bacon, Lard, Tallow, Butter, Flour, &c. 3-ly

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

DAVIE, CLARKE & CLAYTON,
SUCCESSORS TO
BACON, CLARKE & CO.,
Importers of Wines, Spirits, Cigars, &c.,
St. Peter Street, opposite St. Sacrament Street,
5-ly MONTREAL.

JOHN DOUGALL & CO.,
PRODUCE and LEATHER COMMIS-
SION MERCHANTS, Montreal.

FOR SALE,—
Barrels and Half-Barrels primo split Labrador
and Canso Herrings, and Cod Oil of superior quality.
ALSO,
Preserved Salmon, (Catch 1865,) in tins.
January 4th, 1866. 1-ly

A. McK. COCHRANE,
COMMISSION MERCHANT & Agent
for Woollen Manufacturers, 491, 496 and 498 St.
Paul st., corner of St. Peter st., Montreal. 1-ly

SAUNDERSON & CO.,
TEAS, TOBACCO, LIQUORS, and GENERAL
Groceries, Wholesale, 23 HOSPITAL STREET.
6-ly MONTREAL.

HENRY & SWAIN,
TOBACCO, Cigar and Snuff Manufacturers.
45-2, 19 276 St. Paul st., Montreal.

W. GALT HILL & CO.,
General Merchants and Commission Agents,
4-ly 609 St. Paul st., Montreal.

WITHERS, JOY & CO.,
WHOLESALE GROCERS, WINE, SPIRIT, and
General Merchants
50-ly 24 AND 26 ST JOHN STREET E

GREENE & SONS,
LADIES' STRAW GOODS, MEN &
CHILDREN'S do (See next Page.) 1-ly

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

A. RAMSAY & SON,
IMPORTERS OF WINDOW GLASS,
Oil, Paints, &c., 21, 23 & 25 Recollet st., Montreal.
1-ly

BAUKHAGE, BEAK & CO.,
IMPORTERS OF
BRITISH, FRENCH AND GERMAN
DRESS GOODS,
481 Saint Paul Street, Montreal.
French and German Trimmings.
STAPLES. Large Assortment in
Hoylo's Prints, Dress Goods,
French Silks, Ribbons,
Kid Gloves, Flowers,
Plain and Printed Feathers,
De Laines, Straw Goods.
And a complete Assortment of
FANCY GOODS, &c., &c
Our SPRING STOCK will be completed in all
departments by 15th March.
French & German Tweeds, and Silk Mixed
Coatings.
1-ly

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

THOMAS W. RAPHAEL,
AGENT FOR HAMILTON POWDER COMPANY,
15 St. NICHOLAS STREET.
1-ly MONTREAL.

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN BOOTS AND SHOES
306, 308 & 310 St. Paul st., Montreal.
We invite the attention of Merchants, East and West,
to our large and varied stock of Boots and Shoes now
on hand, and in process of manufacture for the Spring
trade. Goods in every conceivable style will be found
in our establishment, from the finest Kid or Sain
Gaiter, to the strongest Stoga or Hungarian Boot,
Men's, Boys', Youth's, Ladies', Misses' and Children's
wear, in over 200 different patterns. Special notice is
requested to the fact that all our goods are hand-made,
and of the very best material. The introduction of
Pegging Machines having thrown a large number of
workmen out of employment, and consequently re-
duced the cost of labor, we are thereby enabled to
manufacture neater and more substantial Boots and
Shoes, at no greater cost than if made by machinery;
and are prepared to offer the choicest goods at the
very lowest possible figures.
Orders personally or by Post, will have our immedi-
ate and most careful attention. 1-ly

J. TIFFIN & SONS,
GENERAL MERCHANTS, IMPORT-
ERS OF TEAS, SUGARS, and GENERAL GRO-
ceries, WINES, BRANDY, &c. Nos 184 and 186 St
Paul st., and 49 and 50 Commissioners st.
Offer for sale several Invoices fresh Teas just received
per Steamers, consisting of
Imperial Gunpowder. Japan, Colored
Old Hyson. and Uucolored.
Young Hyson. Oologs.
Hyson Twankay. Souchoing
Twankay.
Also several Invoices FRESH TEAS, just received
per Steamer via Portland, together with a full assort-
ment of other STAPLE and GENERAL GROCERIES.
Also 200 hlds. Choice Porto Rico Sugar; and
200 hlds. Prime Retailing Molasses.
60 tierces } 1-ly

A. KIN & KIRKPATRICK,
A GENERAL COMMISSION MERCHANTS do
an exclusively Commission business, and possess the
amplest experience, and facilities for its efficient man-
agement. Consignments of GRAIN, FLOUR, ASHES,
POPK, BUTTER, and general produce, receive per-
sonal attention. Sales effected, and returns made with
the utmost promptitude. Liberal advances made on
goods for sale in this market, or shipment to Britain.
Charges the lowest adopted by the responsible houses
in the trade.
1-ly Corner William and Grey Nun streets.

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

REUTER, LIONAIS & CO.,
WINE MERCHANTS, Importers of
WINES, SPIRITS, SEGARS, &c., 14 and 16
Hospital st., Montreal. 1-ly

BROWN & CHILDS,
MANUFACTURERS OF BOOTS, SHOES AND LEATHER,
Montreal. (Established 20 years.)
OFFICE & WAREHOUSE—Cor. St. Peter & LeMoine sts.
MANUFACTORY—Corner Queen and Ottawa sts.
FANNERY—Corner Bonaventure and Canning sts.
All departments of the Boot and Shoe business are
comprised in this establishment, and every satisfaction,
both in quality and prices, may be relied on. 1-ly

GREENE & SONS
INVITE the attention of close buyers to
their Fall Stock of Hats, &c. (See next Page.)
1-ly

J. A. & H. MATHEWSON,
IMPORTERS AND WHOLESALE
GROCERS. A complete and extensive assort-
ment of General Groceries. Special attention to TEAS.
1-ly

HALL, KAY & CO.,
YOUNG'S BUILDINGS, MCGILL STREET,
Montreal.

HAVE FOR SALE—
Charcoal Tinsplates, Ingot Copper,
Coke Tinsplates, Ingot Tin,
Terno Tinsplates, Caku Spelter,
Galvanized Iron, Sheet Copper and Brass
Copper, Brass, and Malleable Iron Tubes,
and every description of Furnishings suitable for Tin-
smiths, Plumbers, Brassfounders, and Gasfitters.
1-ly

GREENE & SONS,
HATS, CAPS, STRAW GOODS, &c.
See next Page. 1-ly

do B. MACDONALD & CO.,
MANUFACTURERS OF CRINO-
LINE WIRE and HOOP SKIRTS, FELT
HATS, STRAW GOODS, &c., &c., No. 19 St. Helen
street, Montreal. 1-ly

McMILLAN & CARSON,
CLOTHING.
WHOLESALE.
148 & 150 MCGILL STREET, Montreal. 6-ly

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS,
Importers of Window Glass, &c.,
1-ly 118, 121 and 122 McGill st., Montreal.

BOOTS AND SHOES.
JAMES POPHAM & CO. (late Popham
& Sinclair), Manufacturers and Wholesale Dealer
in every description of Boots and Shoes, expressly
adapted to the wants of the Trade in all the Provinces
of British North America. Our travellers are now
out and will wait on buyers with our Spring Samples
of Boots and Shoes, as usual.
Orders received by post or personally, will receive
our best attention
Office, Warehouse and Manufactory,
60-ly No 491 and 493 St. Paul Street.

CHOICE LABRADOR HERRINGS
IN HALF BARRELS,
For Sale by
SCHNEIDER, BOND & CO.,
491 & 493 St. Paul Street.
50-ly

SUGAR! SUGAR! SUGAR!

386 hhd's } Bright Grocery and Superior Refinery
282 brls } Sugar,

Received ex "Wild Hunter" and "Jane Bell," from Demerara, and "Express," from Barbadoes.

ALSO, IN STORE,

Brls No. 1 EXTRA FAT SPLIT HERRINGS

Hhds United Vineyard Proprietors' BRANDY, PALE and DARK, in Bond

Bags PIMENTO, &c., &c., &c.

For Sale by

MITCHELL, KINNEAR & CO.

Montreal, January 25, 1866. 1-ly

HENRY J. GEAR,

COMMISSION MERCHANT,
Importer and Dealer in Teas, General Groceries Havana and Gorman Cigars. Agent for Duvalville's Belfast Old Irish Whiskey, 43 St. Peter st., Montreal. 4-ly

LEWIS S. BLACK & CO.,

(Late with W. & R. Muir.)

IMPORTERS OF DRY GOODS,
20 Lemoine Street, Montreal,
Opposite Messrs. Wm. Stephen & Co. 9—Gm.

CRATHEEN & CAVERHILL,

IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES, &c., WINDOW GLASS, PAINTS & OILS, 197 St. Paul st., Montreal. Agents, Victoria Rope Walk, Vieille Montagne Zinc Company. 2-ly

EVANS & EVANS,

WHOLESALE HARDWARE MERCHANTS, MONTREAL.

AGENTS FOR

HARE'S CELEBRATED PAINTS AND COLORS.

AGENTS FOR

CURTISS & HARVEY'S POWDER. 7-ly 233 St. Paul street, Montreal.

BRITISH AMERICAN COMMERCIAL COLLEGE.

LOCATED IN TORONTO AND HAMILTON,

DESIGN to educate young men for business, and prepare them for the duties of Practical Accountants.

The Proprietors of this Institution take great pleasure in announcing to the young men of Canada, that they have opened a Branch of their College in the City of Hamilton, C. W., where the same course of Practical Instruction which has met with such success in Toronto will be given. This course of instruction combines practice with theory, and embraces everything necessary for the book keeper and business man. The branches taught consist of Book-keeping by Double and Single Entry, adapted to all kinds of business, such as Mining, Milling, Manufacturing, Wholesale and Retail Merchandising, Forwarding and Commission, Foreign Exchange, (a set where the books are kept partly in sterling money), Railwaying, Steamboating, Banking, Commercial Law, Commercial Arithmetic, Commercial Correspondence, Spelling, Telegraphing, and Phonography.

To the young man just setting forth into the business world, a thorough knowledge of these branches is a sure means of rapid promotion. To the man in business, or to the one about commencing, a knowledge of these branches is indispensable necessary to a successful business career.

The actual Business Department is furnished with a Bank, conducted on the same principles as our favorite Banking-houses, where the Students make their deposits of money, and Notes for Collection and Discount, and on which they draw their Cheques, Drafts, &c. A Merchant's Emporium or Wholesale Establishment, where the first purchases of Merchandise, Groceries, &c., are made. This is a representative of one of the largest Wholesale Houses in the City of Toronto; the books, ten in number, being kept on the same principle; and an Exchange Office for the buying and selling of a depreciated currency. A thorough knowledge of this branch has become absolutely necessary to almost all classes of business men and accountants. This Department is under the charge of a Teacher who has had years of experience as a Practical Accountant.

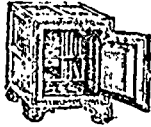
Our Board of Examiners is composed of practical business men, whose names to a Diploma are sure guarantees of efficiency and employment. Students can enter at any time.

For Monthly Circular, Specimens of Writing, &c., address (enclosing stamp):

MUSGROVE & WRIGHT,

At Toronto or Hamilton.

KERSHAW & EDWARDS,



ESTABLISHED YEAR 1833.

IMPROVED FIRE PROOF SAFE.

The favor these Safes have won by their many and severe trials during the last quarter of a century, from the fact that not one has ever failed in preserving its contents, thoroughly establishes their reliability, and with recent improvements made during the past two years, we offer them as the most perfect Fire Proof security extant, and free from dampness.

Our Burglar Proof Specie Boxes made of combined iron and steel in a manner peculiarly our own, the steel so highly tempered and placed as to be beyond the reach of, and defy the tools of the most ingenious burglars, and when placed inside of one of our Fire Proofs produce a most perfect Fire and Burglar Proof security. Merchants having large amounts of silver on hand should not be without one.

We also manufacture Patent Combination Bank Locks, and the most modern Bank and other securities.

Lists of sizes and prices mailed on application

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

GREENE & SONS.

HATS, STRAW GOODS, &c.,

SPRING TRADE, 1866.

THE SUBSCRIBERS HAVE NOW

on hand, and are receiving a complete assortment of

WOOL HATS, LADIES' STRAW GOODS,
FUR HATS, MEN'S STRAW HATS,
CLOTH CAPS, TWEED HATS,
SILK HATS. BOYS' FANCY HATS,
HAT & CAP TRIMMINGS, &c.

Special attention of the Trade is directed to our

NEW SPRING STYLES,

embracing Steel Brim Resorte Hats, Cashemerite Hats in Russell, Cunard and Prince of Wales Shapes, French Steel Brim Tweed Hats, &c. Samples sent by Express.

Orders promptly executed.

GREENE & SONS,

1-ly Montreal.

KIRKWOOD, LIVINGSTONE & CO ,

Commission Merchants,

MONTREAL.

CONSIGNMENTS of Flour, Grain,

Ashes, Fork, Butter, Leather and General Produce receive personal attention. Sales effected to best advantage, and returns made with the utmost promptitude.

ON HAND, and for Sale—

Flour, all grades, comprising very choice and favorite Brands.

RYE FLOUR, fresh ground, in lots to suit purchasers.

CORNMEAL, do. do. do. do.

BUCKWHEAT FLOUR, fresh ground, do. do.

OATMEAL, Butter, Dressed Hogs, &c., on hand and daily arriving.

WHITE BRASS, Bran, Shorts, Fine Feed, &c.

Second hand Grain Bags.

Waxed Upper, Pebbled Grain, Splits, Waxed Calfskins, Rough Leather, Harness Leather, Spanish and Slaughter Sole Leather, and other descriptions.

Asphalte Roofing and Ship Sheathing Felt, Waterproof Inodorious Felt, Hair Felt for covering Boilers and Steam Pipes, manufactured by McTear & Co., Belfast.

"Tapper's," "Warner's" and "Morwood's"

brands Galvanized Sheet Iron, Window Glass, Brass, Annealed and Bright Iron Wire, Linned Iron,

F Horse Nails, Plug Basins, Cesspools, Water Meters, Putty, and other articles, being balance of Stock of Messrs. William Brown & Co.

KIRKWOOD, LIVINGSTONE & CO.,

33 St. Nicholas Street.

JEFFERY BROTHERS & CO.,

GENERAL MERCHANTS, 41 St. Sacrament st., Montreal. 2-ly

A. CHARLEBOIS & CO.,

IMPORTERS OF HARDWARE, CUTLERY, IRON, STEEL, &c., manufacturers of STOVES, CUT NAILS, &c., 433 St. Paul Street, Montreal. 4-ly

MULHOLLAND & BAKER,

IRON, STEEL AND GENERAL HARDWARE MERCHANTS,

419 AND 421 ST. PAUL STREET,

MONTREAL.

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

J. Y. GILMOUR & CO.,

(Late Gilmour, White & Co.,)

IMPORTERS OF

BRITISH AND FOREIGN DRY GOODS,

WHOLESALE,

NO. 375 ST. PAUL STREET,

MONTREAL.

62-ly

ANDREW MACFARLANE & CO.,

WHOLESALE DRY GOODS IMPORTERS,

253 & 250 St. Paul and 92 & 93 Commissioners Streets,

MONTREAL.

1-ly

F. SHAW & BROS.

14, LEMOINE STREET.

TANNERS AND LEATHER MERCHANTS.

Our Leather is tanned at the well-known Roxton Falls and other Tanneries, under our own superintendence, thereby enabling us to produce an article of superior quality at the least possible cost, which we are prepared to offer to the trade at lowest market prices. All orders promptly attended to. 4-ly

HUA & RICHARDSON,

LEATHER IMPORTERS AND

COMMISSION MERCHANTS, have always in Stock an excellent assortment of FRENCH CALFS, KIDS and PATENTS, &c. Also a large supply of O. L. Richardson & Sons' Spanish Solo and Slaughter Leather, for which they are agents in Canada.

Consignments of leather respectfully solicited. Sole Agents for Alexander's Kid Gloves.

HUA & RICHARDSON,

1-ly St. Peter st., Montreal.

LEEMING & BUCHANAN,

PRODUCE AND COMMISSION

MERCHANTS,

St. Nicholas street, Montreal.

Special attention devoted to the Sale and Shipment of FLAX, and liberal Advances made on consignments of either Fibre or Seed. 1-ly

JAMES S. NOAD & CO.,

Commission Merchants and General Agents,

48 St. Peter Street, Montreal. 62-ly

LIDLAW, MIDDLETON & CO.,

Commission Merchants and Shipping Agents, Montreal. 21-ly

JAMES ROY & CO.,

IMPORTERS OF DRY GOODS, including TABLE LINEN, SLEETING, &c., No. 605 St. Paul st., near St. Peter. 1-ly

B. HUTCHINS & CO.,

COMMISSION MERCHANTS, Im-

porters of TEAS and GENERAL GROCERIES, No. 188 McGill st., Montreal. 6-ly

SMITH & COCHRANE,

Manufacturers and Wholesale Dealers

IN

BOOTS AND SHOES,

Corner St. Peter and St. Sacrament sts.,

47-ly MONTREAL.

KERR & FINDLAY,

WHOLESALE CONFECTIONERS,

Manufacturers of Gum Drops, Chocolate, and other Cream Drops, &c., &c. 516 St. Paul st., Montreal. 2-ly

GEORGE DENHOLM,

COMMISSION MERCHANT.

Advances made on all descriptions of Country Produce. Personal attention given to the sale and purchase of the same, and of General Merchandise. Office—No. 33 St. Nicholas street, Montreal 12-ly

WINN & HOLLAND,

GENERAL COMMISSION MERCHANTS.

15-ly 31 RENAUD BUILDINGS, Oundling Street.

CONVERSE, COLSON & LAMB,
COMMISSION MERCHANTS,
184 DEALERS & IMPORTERS OF GENERAL GROCERIES, LIQUORS, CIGARS, &c.
 CORNER OF HOSPITAL AND ST. JOHN STREETS,
MONTREAL. 1-ly

ESTABLISHED 1842.
STEAM MADE CONFECTIONERY.
 GUM DROPS and JUJUBE PASTE.
 PAN GOODS, and CANDIES of all kinds
 LAMINATES of every description.
 FRENCH CREAM BUNS and CHOCOLATE
 CREAM DROPS.
*Manufactured and sold at his New Block, erected on
 the Old Stand, 213 (New No. 391) Notre Dame Street.*
CHARLES ALEXANDER,
 Wholesale and Retail Confectioner.
 15-ly

C O D O I L.
 150 BARRELS
PRIME GASPÉ COD OIL,
 FOR SALE BY
 June 2. **ALFRED SAVAGE & SON,**
 12 St. John Street.

J. MEYER & CO.,
 WHOLESALE IMPORTERS OF
DRY GOODS AND FANCY GOODS,
 48 Broadway, 511 St. Paul st.,
 New York. Montreal.
 Sole Agents for the Genuine Duchesse Gloves.
 10-1y.

RINGLAND, EWART & CO.,
 MANUFACTURERS OF
READY MADE CLOTHING
 AND
 IMPORTERS OF DRY GOODS,
 122 ST. PAUL STREET, MONTREAL.
 1-ly

PROPERTY FOR SALE
IN THE MOST CENTRAL BUSINESS
 part of the Town of Windsor, C. W. The under-
 signed, retiring from Business, offers for SALE his
 STORES on SANDWICH STREET, with the DOCK
 and WAREHOUSE in the rear. For particulars apply
 on the premises, or by mail to
 5-1y **JACOB BROWN.**

THOMAS MAY & CO. have
 REMOVED to No. 63 St. Peter street, Caver-
 hill's Block. Montreal, March 1st, 1866. 9-1y

FOLINGSBY & WILLIAMSON,
PRODUCE, COMMISSION MER-
CHANTS, and SHIPPERS, Nos. 17, 19, and 23
 William street, Montreal. Advances made on Con-
 signments of Produce. General Merchandise for sale
 in this market, or at same. Personal attention
 given to the sale. 16-

HENRY CHAPMAN & CO.,
 IMPORTERS OF GROCERIES, TEAS, WINES, LI-
 QUORS, CIGARS, TOBACCOS, &c., &c.
 AND
GENERAL COMMISSION MERCHANTS,
 Sole Agents in Canada for Messrs. Pinet, Castillon &
 Co.'s Cognac Brandy.
LLOYD'S AGENTS, &c., &c.
 1-ly St. John Street, Montreal.

PENNY LADY BOOTS AND SHOES.
 THE Subscriber, having been appointed
 Agent Montreal for the Sale of these Goods, is
 now prepared to take orders, which will be filled care-
 fully, and with despatch.
 31-ly **A. McK. COCHRANE,**
 494 to 498 St. Paul Street.

W. F. LEWIS & CO.
WINE AND SPIRIT MERCHANTS,
 St. Peter st., Montreal. 2-ly

WM. STEPHEN & CO.,
GENERAL DRY GOODS
 AND
CANADIAN TWEEDS.
 6-ly

SPRING TRADE, 1866.
OUR STOCK OF FANCY AND STAPLE
DRY GOODS for the Spring will be well as-
 sorted, and being in great part bought before the
 recent advances, we will be prepared to give our
 customers every advantage.
WILLIAM BENJAMIN & CO.,
 1-ly 377 St Paul Street.

E. E. GILBERT,
CANADA ENGINE WORKS,
 Is prepared to execute orders for
 Oil Boring and Pumping MACHINERY
 Portable and Stationary ENGINES
 BOILER WORK, SMITH WORK, and
 Heavy Furnace FORGINGS
 Hoisting MACHINES
 HYDRAULIC PRESSES, &c.
 —ALSO—
 Has on hand, several Second-hand
ENGINES AND BOILERS
 Which will be sold low. 23-11

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

ROBERT CROOKS & CO.,
COMMISSION MERCHANTS,
LIVERPOOL, ENGLAND.
 Execute Canadian Orders on the best terms, giving
 special attention to the Grocery Department. They
 make liberal Advances on Produce consigned to them,
 and give prompt dispatch to the Forwarding and
 Insurance of Goods. 10-1y

DUNDAS.
OSLER & BEGUE,
BARRISTERS AND ATTORNEYS
AT LAW,
Solicitors in Chancery, Notaries and Conveyancers,
DUNDAS, C. W.
 OFFICE:—Moore's Buildings, Main Street.
 B. B. OSLER, LL.B. T. H. A. BEGUE, LL.B.
 19-1y

KINGAN & KINLOCH,
IMPORTERS AND GENERAL
WHOLESALE GROCERS, and Commission Mer-
 chants, corner St. Sacrament and St. Peter streets,
 Montreal.
Wm. Kinloch. W. B. LINDSAY.
 8-1y

F. H. STAMM,
MONTREAL IRON WORKS,
MANUFACTURES TO Order, and has
 in Stock, Carriage Bolts of all sizes, Nuts and
 Bolts of every description, Rivets, Lifting Jacks,
 Ratchet Braces, Copying Presses, &c., &c. 8-1y

C. E. SEYMOUR,
COMMISSION MERCHANT,
DEALER IN LEATHER, HIDES AND OIL.
 8, St. Helen st.
 Agent for Lyu Tannery. 46-1y

W. J. STEWART, Sole Agent for
Wm. CLARKE & SONS, Needle and Fish Hook
 Manufacturers, Mount Pleasant Mills, Medditch,
 England.
 46-2, 18 315 St. Paul Street, Montreal.

JAMES LOCKHART,
COMMISSION MERCHANT AND
MANUFACTURERS' AGENT, No. 3 St. Sacra-
 ment street, Montreal.

C. DORWIN & CO.,
BANKERS AND EXCHANGE BROKERS,
 46-1y 88 St. Francois Xavier st., Montreal

GILLESPIE, MOFFATT & CO.,
EAST AND WEST INDIA, GENE-
RAL AND COMMISSION MERCHANTS.
 Agents for
 The Phoenix Fire Insurance Company of London.
 The British and Foreign Marine Insurance Company
 of Liverpool.
 Hunt, Roope, Teague & Co., Oporto.
 Bartolemi Vergara, Port St. Mary's.
 Ward, Dupuy & Co., Cognac. 4-1y

A. ROBERTSON & CO.,
 IMPORTERS OF
STAPLE AND FANCY DRY GOODS,
 478 St. Paul, and 309 Commissioners Streets,
MONTREAL,
WOOLLEN MANUFACTURERS,
 Auburn Mills, PETERBORO', C. W.,
*Awarded Prize Medal, Dublin Exhibition, 1866,
 also at Montreal.*

SPECIAL NOTICE.
 We take this medium of informing our customers
 that we have now received into store, the greater
 portion of our Importations for the coming season,
 and will be prepared to show the same by the last
 week of the present month. These goods having been
 bought before the last advance, we are enabled to sell
 them on the most favourable terms.
MONTREAL, 16th February, 1866.

DAVID MORRICE & CO.,
PRODUCE & GENERAL COMMIS-
SION MERCHANTS,
 Shipping and Forwarding Agents, &c., {
 52 St. PETER STREET, MONTREAL.

REFERENCES:
 ANOUS CAMERON, Esq., Pres. Toronto Bank.
 E. H. RUFFELPOUND, Esq., Vice-Pres. Upper Canada
 Bank.
 Messrs. JOSEPH MACRAY, Bros., Montreal.
 Messrs. Wm. S. PIERCE & Co., Montreal.
 Hon. Wm. McMASTER, Toronto.
 Messrs. BRUCE, McMURRICH & Co., Toronto.
 " Wm. ROSS & Co., "
 " GEO. MITCHELL & Co., "
 " D. McINNIS & Co., Hamilton.

Consignments solicited. Returns made on day of
 sale.
 Consignees may draw against property at two-thirds
 Montreal market price at time, which will be accepted
 only when accompanied by bills lading, railroad, or
 other receipts.
 Cash advances made on Warehouse receipts of Flour,
 Grain, Pork, Ashes, and general Produce.
 July 21, 1861.

FOULDS & HODGSON
 IMPORTERS OF
 Grey Cottons, Laces, Spools,
 White Shirtings, Blouses, Pins,
 Regattas, Handkerchiefs, Needles,
 Prints, Fancy Dresses, Tapes,
 Bed Ticks, Umbrellas, Buttons,
 Denims, Parasols, Combs,
 Silasias, Shawls, Brushes,
 Cobourgs, Hoop Skirts, Hair Oils,
 Orleans, Table Oil Cloths, Colognes,
 M de laines, Yarns, Soaps,
 White Muslins, Battings, Stationery,
 Jeans, Silks, Brooches,
 Mole-skins, Velvets, Spectacles,
 Flannels, Linen Threads, Dolls,
 Blankets, Playing Cards, Mirrors,
 Cloths, Jewellery, Razors,
 Tweeds, Tea Trays, Pocket Knives,
 Vestings, Snuff Boxes, Table Knives,
 Hosiery, Toys, Chopsticks,
 Gloves, Bags, Furses, Crosses,
 Braces, Ribbons, Pencils, Marbles,
 Slates.

And a large variety of other Fancy and Staple Goods
WHOLESALE
 Perhaps the largest assortment of Goods suitable
 for a General Country Store of any house in the
 Province.
 368 and 370 St. Paul Street, Montreal. 15-1y

W. & F. P. CURRIE & CO.,
IMPORTERS OF PIG and BAR IRON,
 Paints, Putty, &c., Iron Tubes for Gas, Water or
 Steam, Lap-Welded Boiler Tubes, Drain Pipes, Vent
 Linings, Chimney Tops, Roman Cement, Water Lime,
 Fire Bricks, Fire Clay, &c., &c.
 Young's Buildings, McGill & Grey Nun sts., Montreal,
 12-1y

JOHN BURRELL,
COMMISSION MERCHANT,
 22 & 24 Foundling Street, Montreal.
 Consignments of BUTTER, FLOUR, DRESSING HOBS,
 POT and PEARL ASHES, &c., will receive prompt and
 personal attention.
 Place of Business central, and suitable for the sale
 of all descriptions of Produce.
 Liberal advances made on Bills of Lading. 12-1y

THE COMMERCIAL UNION ASSURANCE COMPANY,

Chief Office, 19 Cornhill, London, England
 Capital, \$12,500,000. Invested, over \$2,000,000
FIRE DEPARTMENT.—The distinguishing feature of this Company is the introduction of an equitable adjustment of charges, proportionate to each risk incurred.
LIFE DEPARTMENT.—For the prominent advantages offered by this Company, see Prospectus and Circular—80 per cent. of profits divided among participating Policy Holders.—Economy of management guaranteed by a clause in the Deed of Association.
MORLAND, WATSON & CO.,
 General Agents for Canada.
FRED COLE, Secretary.
 Office, 556 and 557 St. Paul street, Montreal.
 Surveyor—**H. MUNRO,** Montreal
 Inspector of Agencies—**F. C. LIVINGSTON, P.L.S.**
 6-ly

DRY GOODS CIRCULAR.

Spring 1866.

OUR STOCK WILL BE COMPLETE IN EVERY DEPARTMENT

BY THE
 20TH OF MARCH

T. JAMES CLAXTON & CO.,
 CATERHILL'S BUILDINGS,

59 St. Peter St.,
 Montreal

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.

Chief Offices.—Liverpool, London, Montreal.
 CANADA BOARD OF DIRECTORS.
T. B. Anderson, Esq., chairman, (Pres. B. of Montreal)
Alex. Simpson, Esq., Dep. chairman, (ch. Ontario Bk)
Henry Starnes, Esq., (Manager Ontario Bank).
Henry Chapman, Esq., (mer.) **R. S. Tylee, Esq.,** (mer.)
E. H. King, Esq., (General manager Bk of Montreal.)
 Capital paid up \$1,950,000; Reserved surplus Fund, \$5,000,000; Life Department Reserve \$7,250,000; Undivided Profit \$1,050,000; Total Funds in hand \$15,250,000.
 Revenue of the Comp'y.—Fire Premiums \$2,900,000; Life Premiums \$1,050,000; Interest on Investments \$800,000. Total Income, 1865, \$4,750,000.
 All kinds of Fire and Life Insurance business transacted on reasonable terms.
 Head office, Canada Branch, Company's buildings, PLACE D'ARMES, MONTREAL.
 1-ly **G. F. C. SMITH,** Res. Secretary.

THE LIFE ASSOCIATION OF SCOTLAND,
 (Founded 1835.)

THE SYSTEM and REGULATIONS of the LIFE ASSOCIATION OF SCOTLAND have been so framed as to secure to its Policy Holders the utmost value for their payments, and include provisions in their favor on the following important points:—

- SMALL OUTLAY for Life Assurance.
- NON-LIABILITY to FORFEITURE of Policy.
- LIBERAL RETURN for SURRENDER of Policy.
- FREEDOM FROM THE RISKS of PARTNERSHIP.

On 5th April next,

The Books will be closed for the 25th Annual Balance. Entrants on or before that date will secure ONE YEAR'S earlier participation in Profits.

P. WARDLAW, Secretary.

PLACE D'ARMES, MONTREAL. 1-3m

SINCLAIR, JACK & CO.,
WHOLESALE GROCERS AND

COMMISSION MERCHANTS, St. Andrew's Buildings, St. Peter street, Montreal.
 Importers of East and West India and Mediterranean Produce.

Constantly on hand, a large Stock of **TEAS, COFFEES, SUGARS, MOLASSES, SYRUPS, TOBACCO, DRIED FRUITS, &c., &c., &c.**

Consignments of **BUTTER, PORK, FLOUR, WHEAT,** and other products solicited.

The Sale of **POT and PEARL ASHES** shall have the very best and most prompt attention.

Sole Agents for Cooze's celebrated **GROUND ROCK SALT,** for Dairy and Table use.
 1-ly

THE HOME AND COLONIAL ASSURANCE COMPANY, Limited.

Chief Office, 69 Cornhill, London, England.
 Authorized Capital, \$10,000,000. Issued \$5,000,000
 All kinds of Fire and Life Insurance business transacted on reasonable terms.
 Losses promptly and liberally adjusted without reference to England. General Agents for Canada,
MESSRS. TAYLOR BROTHERS.

All Premiums received in Canada, invested in the Province

HEAD OFFICE—CANADA BRANCH,
 Royal Insurance Buildings, tower entrance, up stairs.

TAYLOR BROTHERS,
 Brokers for Sale and Purchase of Stocks, Securities and Real Estate.
 Brokers and Commission Merchants for purchase and sale of Produce
 Special Correspondents for the Merchant Banking Company of London (Limited).
 Royal Insurance Buildings, tower entrance, up stairs.
 10-ly

LIFE AND GUARANTEE ASSURANCE.

THE EUROPEAN ASSURANCE SOCIETY.

Imp. voted by British and Canadian Parliaments.

SUBSCRIBED CAPITAL—£750,000 Stg.
 ANNUAL INCOME OVER—£300,000 Sterling

HEAD OFFICE IN CANADA—MONTREAL.

EDWARD RAWLINGS,
 Secretary.

WILLIAM NIVIN & CO.,

COMMISSION MERCHANTS AND SHIPPING AGENTS, purchase and sell all descriptions of Produce on commission, and likewise advance on consignments of same made to their friends in London, Liverpool, and Glasgow

Also are prepared to import on Commission and on favorable terms, all description of Groceries, Drugs, Oils and Paints, having first class connections in Great Britain for the execution of such orders.

Montreal, St. Sacrament and St. Nicholas streets.

THE TRADE REVIEW.

MONTREAL, FRIDAY, APRIL 6, 1866.

DEVELOPMENT OF OUR RAILWAY SYSTEM.

At the present moment, when the people of Canada are thrown more upon their own resources than they have been for ten years past, it is a matter of the utmost consequence to us to see that the facilities for the transport of goods are greatly increased. From year to year, a large amount of freight traffic which might have gone to swell the profits of our provincial roads, has been absolutely forced into other channels, and our neighbours across the line have, confessedly, done a much larger business in this respect than they could possibly do were our railway transport on a par with the demands of the commercial community. Nor is it the people of Canada who have solely suffered in this way. The citizens of the States, both East and West, have sought freight accommodation, over and over again, on the Grand Trunk and other lines; but such has been the vast accumulations of goods at the several stations along our great leading arteries of thoroughfare, that there was no such thing as using them to advantage, and so they had to be reluctantly abandoned. On the Great Western road this has been less the case than on the Grand Trunk. The manager of the former road, we know, spoke on a recent public occasion of the additional efforts which were being made by the directors to increase the carrying capacity along the line. It is well that it should be so, and we are confident that if such extra accommodation is provided their business would be extended in a ratio which would fully compensate for a large outlay in this respect. So far as the Grand Trunk is concerned, there is no question but the carrying capacity of the road might be vastly increased. This is a fact of which directors and shareholders seem fully aware, and is a regular stated grievance at the Company's periodical meetings in England. The road itself is also much in need of repair; and we are told that the manager, Mr. Bridges, is doing his utmost to apply the necessary remedy. It would be extremely gratifying to learn that the road was in thorough good order, and that its rolling stock was at all equal to the demands on it, and we sincerely hope a great effort will be made to

RIFLES AND REVOLVERS!

The undersigned offer for Sale in quantities, at manufacturers' prices, the following kinds of **REVOLVERS**—

- SMITH & WESSON S** . . . all sizes.
- COLLINS** . . . do.
- WHITNEY'S** . . . do.
- POND'S** . . . do.
- REMINGTON'S** . . . do.

Also the following **RIFLES**—
SPENCER.

- BALLARD**
- F. WESSON.**
- BALL'S.**
- PALMER'S.**
- HENRY**

MORLAND, WATSON & CO.

March 28.

SPENCER REPEATING RIFLE COMPANY.

The undersigned, having been appointed **CANADIAN AGENTS**

FOR THE SALE OF THE **SPENCER REPEATING RIFLE,** are prepared TO SUPPLY THEM IN QUANTITIES FROM STOCK,

AT MANUFACTURERS' PRICES.
MORLAND, WATSON & CO.

March 28.

1-ly

secure such a desirable result. With the abrogation of the Reciprocity Treaty, our own lines may be expected to be more generally and solely used as mediums of transport. Up to this time, American routes were used far oftener than they are likely to be in the absence of a Reciprocity Treaty.

Canadian products will henceforth seek markets in the Lower Provinces, the West India Islands, England, France, and elsewhere; and there is little doubt that once that direct trade is opened it will swell in volume yearly, and tax to the very utmost the capacity of every available means of transport we are likely to possess for some time to come. The system of sending our goods to a people who are in very many cases mere agents for the disposal of such goods as we sell them, and who therefore allow us far less than we could get at headquarters, will, we may rest assured, be shaken off once and for ever, so that even with a return of something like the old plan of reciprocal trade with the States—under the most favourable auspices for the re-opening of such a traffic, it will not again attain its former dimensions. Our exporters having forced their way to more profitable markets, are not likely, in the majority of cases, to return to the agency system. They will argue, and justly, that they might as well have all the profit on their commodities as a mere fraction. And so, as we have said, Othello's occupation is in great measure gone for ever: those who have hitherto acted for us pretty much as commission merchants, would not even under a return of old fair dealing, receive, perhaps, more than a tithe of the business again. The realization of this fair prospect will in no small degree depend on the efficiency of our means of transport by land and water; and it is to be hoped that in this emergency our carriers will not fail us, but that our railway system will be properly developed, and that the owners of our freight boats will see to it that they provide ample facilities to meet the wants of the commercial community. We have heard of one instance lately in which there has been a shipment from England of two lots of freight of several hundred tons each, one of which is to be transported across the continent by U. S. lines of railroad, the other by the Grand Trunk; and the object of forwarding them in this way is specially, to test which of the several routes is the best and most expeditious. Some years ago similar experiments were, we know, tried, and resulted in the unfortunate discovery that the capacity of the Canadian line was not equal to the business imposed on it. Let us hope there will soon be an end to this, and that before long there will be no such drawbacks to the trade of the Province.

Cattle Plague in England.

The last government returns shows a large falling off in the numbers of beasts attacked—viz., from 10,167 cases in the week ending February 24th, to 7,310 cases in the week ending March 3rd.

LETTERS FROM THE WEST INDIES.

IN view of the prospective opening up of a direct trade between Canada and the West India Islands we have much pleasure in presenting to our readers some letters from that quarter. They are written by a temporary resident, and will doubtless contain a good deal that will be found interesting.

DEMERARA, Jan. 30th, 1866.

DEAR Review.—Knowing what a deep interest you take in the extension of Canadian trade with the sister colonies of the West Indies, and feeling how important that trade is likely to become in the event of the abrogation of Reciprocity, I have thought it might interest your readers and commercial people generally in your colony, to have a brief statement set before them of the markets and imports of the most important of the British West India colonies, British Guiana. As a sort of introduction, a word about the colony itself would perhaps not be amiss.

British Guiana, the most flourishing without exception of all the English West India possessions, was, as will be remembered, formerly a colony of the Dutch, and was, like Holland, reclaimed by that industrious people from the sea. It is a country of almost unlimited extent towards Brazil, that is south, and bounded on the West by the republic of Venezuela, and on the East by Dutch Guiana. The whole country, for over a hundred miles in any direction, is perfectly flat, and at high water a great portion of it is five or six feet below the level of the sea, which is banked out by immense artificial sea walls or dams all along the coast; in fact, the country in every respect, save latitude, resembles its prototype Holland. Georgetown, the capital, is a city of about 20,000 inhabitants, and is situated at the mouth of the Demerara River, in the District of Demerara—Berbice and Essequibo, two other districts, making the three which, united, form what is known in America by the name of one alone, Demerara—or as our maps will tell us more correctly, called British Guiana.

Georgetown is a pretty place, nearly every house has a plot of ground before it, generally filled with tropical plants and trees, which give a healthy, neat and comfortable appearance to the place, while at the same time it protects the houses to a great extent from the powerful rays of a tropical sun. The streets are wide, and most of them have, owing to the flatness of the town, a deep trench or canal running down their centre, and at low water the sluices at the extremities of these are opened and the accumulated muddy and foul water allowed to escape into the river. The houses are mostly of wood and painted white, which gives them an airy and cool appearance. The climate is not extreme, but very equable, at about 85°. The thermometer seldom ranges above 85°, and seldom, if ever, falls below 78°, so that it is continual summer all the year round. Altogether Georgetown is one of the prettiest, if not the prettiest town in the West Indies, and as to healthfulness it has few superiors. The harbour is a very safe one, and large enough to accommodate hundreds of vessels, it being in reality the mouth of the Demerara river. The entrance is moreover protected by a bar on which at high water there is about twenty feet of water, so that very large vessels can come in with perfect safety, and even should they touch bottom, it would not do them the slightest injury, being nothing but harmless soft mud, the accumulated deposits of the river.

British Guiana, then, with its population of 150,000, who are large consumers of many Canadian productions (now imported by them from the United States) and producing as it does over 80,000 hds. per annum of the best sugar procurable from the West Indies, ought certainly to become a very important place in the eyes of those who seek for Canadian produce a new and profitable market.

I have lying before me the prices current for the 22nd of January. I will give the quotations of the articles which Canada might supply, and it will soon be seen how wide a margin is, in most instances, left for profit.

- BUTTER—Duty 2 cts a lb., \$20 per firkin of 70 lbs.
- CANDLES (Tallow)—Duty 3 cts per lb.; American short 12's.; best quality in boxes of 20 lbs. \$4 per box.
- (Composition)—Duty 5 cts. per lb., 22 cts. per lb. in lots, English.
- CORN—Duty 5 cts. per bush, Yellow per bag of 2 bush., \$2.51.
- CORNMEAL—Duty 25 cts. per 100 lbs.; \$4.25. Held for an advance.

- FISH (Cod)—Duty 50 cts. per quintal. None in first hands; retailing at \$24 per 4 qtl cask.
- FLOUR—Duty \$1 per barrel. New Baltimore, Philadelphia and Extra Ohio, \$9 to \$9.25.
- HAMS—Duty 2 cts. per lb. Superior English 24 cts. to 25 cts., American 21 cts. wanted.
- HAY—Duty 10 cts. per 100 lbs. 2 cts. per lb. for London; 2 cts. for American. Sales of latter.
- HOOPS (Iron)—Duty 10 cts. per 112 lbs. 3½ cts. to 3½ cts. per lb. Punchon hoops wanted.
- (Wood)—Duty \$1.25 per 1000. \$33 per 1000; sales for long coiled hoops \$26 per 1000, wanted.
- HORSES—Duty \$7 per head. Canadian \$100 to \$160; saddle and draft \$175 to \$220 for good large size. Supply of American dull of sale.
- LUMBER (W. P.)—Duty \$2 per 1000 ft. \$23.56,
- (P. P.)—Same duty. None in market and much wanted.
- OILS—Of all descriptions (the mineral oils hereinafter mentioned, Essential, perfumed and Castor Oil excepted) duty 15 cts. per gallon. Lard Oil \$1.40 per gallon, wanted, Paraffine and other mineral Oils which will not explode at a temperature of 139 degrees, 75 to 80 cts. per gallon in cask; \$1 per gallon in tins containing 4 imp. gallons, wanted.
- PEASE (B. E.)—Duty 5 cts. per bush. \$2.50 per bag; heavy stock and dull of sale.
- (split)—Same duty; per pun. \$36. \$5.75 to \$6 per barrel; dull of sale.
- PORE—Duty \$3 per barrel. American Mess, \$20 full weight, sples; Clear, none; Prime Mess \$24, sales; Rumps \$24; all descriptions wanted.
- POTATOES—Duty 8 cts. per bush. American \$2 51 to \$4 per barrel.
- STAVES (Red Oak)—Duty \$1.50 per 1000. \$50 per 1000 for good culls, for inspection, very scarce; much wanted.
- (White Oak, with heading)—Duty \$2 per 1000. \$90 to \$100 for in-pection; Culls, without heading, \$70, wanted.
- SHOOKS—Duty 8 cts. \$1.40, firm.

In 1855, Demerara imported the following quantities of the above mentioned articles:

Butter.....	529,551 lbs.
Candles { Tallow.....	193,650 "
{ Composition.....	331,176 "
Corn.....	16,292 bags.
Corn and Oatmeal.....	2,639,073 lbs.
Fish, dried.....	67,095 qtl.
Salmon.....	181 lbs.
Mackerel.....	4,600 "
Fish, smoked.....	15,900 "
Flour.....	76,339 bris.
Hams and Bacon.....	217,037 lbs.
Hay.....	292,264 "
Hoops { Wood.....	1,641,702 m.
{ Iron.....	6,006½ cwt.
Horses.....	280 m.
Lumber.....	7,697,966 ft.
Oils.....	97,889 gals.
Pease and Beans.....	15,523 bags.
Pork.....	11,529 bris.
Potatoes.....	37,734 bush.
Staves, White Oak.....	69,647 m.
Red Oak.....	370,636 "
Shooks.....	51,630 pac=

In the articles of Butter and Candles, of which the former is imported nearly altogether from France, there was a falling off from the importation of 1864, of nearly 100,000 lbs. each; while in Corn and Oatmeal there was an increase of 400,000 lbs. over the returns of 1864.

Flour was 10,000 bris. short of 1864, but that is explained by the fact that in December, 1864, there were 10,500 bris. imported, and only 1,900 bris. in December, 1865. While in January, 1866, there have been already 9,620 bris. brought into the market. It is rather a singular thing, but there is a very strong prejudice against Canadian manufactured flour all through the West Indies. They say it does not keep in a warm climate, and that they are compelled to use it immediately when it is brought into the market. Indeed, I have not seen Canadian Flour, except in very small quantities, in any part of the West Indies I have ever been in. Surely with Canadian Wheat bringing higher prices than that of your American friends, even in their own markets, it is rather curious that theirs should make a better flour. I think there must be some fault in the mode of Canadian manufacture; sufficient pains are not taken in properly drying the flour, or some oversight of that nature. Superior

Wheat ought to make superior Flour; let some of your manufacturers explain why it does not?

Horses could be sold at high prices in small lots, and there is a great preference expressed for those Canadian bred. A horse which in your country would probably bring \$100 to \$120, will easily sell here for \$200 to \$350. The same is also true of beeves. If they are sent on the deck of a vessel, say six or a dozen at a time, they will bring (if in good condition on arrival) \$90 to \$120 a piece. To show you that this is true, I need only tell you that beef is 25 cts. a pound.

Oil is extensively used, but, through a stupid ignorance on the part of the authorities, was for a long time almost prohibited. They placed a duty of \$3 a gallon on all oil which was explosive at or above 139°, and with them the test was to apply a lighted match to the oil, and if it ignited, it was marked dangerous and charged the \$3 duty; but they have since had a little light on the subject and have learned that ignition is not entirely equal to explosion, and consequently oil which is not actually explosive at 139° is admitted at 15 cts. a gallon. A market ought eventually be created here for Canadian Petroleum.

You will see from these few facts and figures that British Guiana must become a good market for many Canadian staples, and had postal communication been better, would probably before this have attracted more attention than it has. This defect must be remedied, and the first thing to be done towards extending or increasing trade in this direction and with West Indies generally, is to improve postal connection; that done, your merchants can hear rapidly and regularly from our merchants; prices current, quotations, and the state of the market will be in your hands in about 15 days from the time they leave the printers; then, and not till then, will a profitable and advantageous trade spring up with the British West Indians.

Trusting that these facts will awaken a little more interest amongst commercial men in reference to Georgetown and British Guiana, I will bring to a close a letter which has already gone beyond the limits originally intended. I may, in future communications, be able to say something of some of the other West Indian Islands.

ELECTRIC TELEGRAPHS.

THERE are now five thousand miles of Telegraph line in Canada, sending, in round numbers, five hundred thousand messages a year, besides those furnished to the newspaper press. Every year sees an increase in the length of our lines, in the business done, and in the revenue of the companies concerned. Thus we have—

	Length of miles of Lines.	Increase.
December, 1863.....	3,120	
" 1864.....	3,671	441
" 1865.....	4,978	1,407
Length of miles of Wire.		
December, 1863.....	4,045	
" 1864.....	4,894	849
" 1865.....	6,152	1,758
Number of Stations open.		
December, 1863.....	140	
" 1864.....	268	128
" 1865.....	369	81
Number of Messages sent.		
December, 1863.....	333,000	
" 1864.....	418,000	85,000
" 1865.....	600,000	182,000

The Montreal Telegraph Company is still the chief of these we have, the length of line being:—

Montreal Company.....	4,326
Provincial.....	609
Vermont and Boston Company.....	43
Total.....	4,978

Of the messages, too, the Montreal Telegraph Company sends nine-tenths. But the Provincial Company is still young, with its position to make.

The question of the cost of Telegraph Messages is one which we think it is now high time for the public and for the companies to consider. The smallest charge for a despatch of ten words is now twenty-five cents. It would be very desirable that this should be reduced one-half, or that the number of words allowed to be sent should be increased to twenty. Either method would, we believe, increase the revenues of the companies. If the charge were a cent a word, wholesale firms would do almost all their correspondence by telegraph, instead of by mail—friends would correspond over the wires—and there would be business for a double wire for all the companies. If the Montreal Company hesitates to grant the public such a privilege as this would be, it would be wise for the Provincial line to consider whether it is not in a position to initiate the movement. In the interest of traders generally, we urge the subject upon telegraphic managers. In Nova Scotia, messages only cost a York shilling each. We do not see why they should cost more in Canada.

FINANCIAL EMBARRASMENTS.

SIMULTANEOUSLY in the two great centres of monetary operations for the old and the new world, we see the indications of financial embarrassment. In London, a cloud not bigger than a man's hand has arisen above the horizon, and many of the more prudent and sagacious are trimming their sails in anticipation of a coming storm. Enormous expansion of business has followed the most prodigious development of the credit system known to modern times. Finance companies, discount companies, credit companies, agency companies, not to speak of banking companies of a legitimate sort, have succeeded one another with marvellous rapidity, and as it sometimes is with lawyers in a petty town, many of them have seemed to make business for one another. The credit company would introduce the "finance company" to the world, and act as "promoter" for the new enterprise in the well-known style developed in this age of joint-stock enterprises. The same persons would be interested in the success of each, and the two would have a joint interest in bolstering up each other's credit. A vast circle of speculators, a considerable number of capitalists of the more enterprising sort, a crowd of needy hang-ers-on of various grades, are all more or less mixed up with and dependent upon these schemes for the development of credit. They form a class well known in London. The whole world is the field of their operations, but especially Europe and the East. France and England are now so intimately associated that the credit enterprises of the two countries are becoming mutually dependent, and the money markets of the rest of the Continent all feel the influence of the operations carried on for raising and distributing money from the grand centre.

These enterprises have respect, it is to be noted, more to permanent improvements, and what is generally known as the development of material resources than to operations of a strictly commercial character. The construction of railways is a favorite field of enterprise, because of the well known fact that enormous profits are realized by almost every body that has to do with them, the unfortunate shareholders being saddled with the cost. Contractors, land-owners, engineers, lawyers, and a host of small fry, all share in the spoil; and the art of making the most out of a line in process of construction has now arrived at such a pitch of perfection that it may almost take rank as a profession. In the incipient stages of an enterprise, large sums are required over and above those raised by the stockholders, especially in the case of foreign railways, and here it is that the finance company or the credit company, find their services in requisition. As was the case with our own railways, most of those in foreign countries have to be constructed on credit, in one shape or another, and the company that can float off the bonds or scrip is sure to find plenty of business. Even when the capital is raised by *bona fide* stock subscriptions railway contractors require very large advances in the first year of their operations, and it is generally to these corporations that they apply.

Many of these companies, let us remember, have little capital of their own. They raise money from the discount companies, or from the more enterprising banks, so that the whole edifice ultimately rests upon the mass of floating capital constantly pouring in and out of London, and belonging to all the world. Thus the public lends to the bank, the bank to the discount company, the discount company to the credit company, the credit company to the railway company, or to the contractor, and the money ultimately spent in permanent works which may be years before they yield any return, or may never yield a return at all. The whole affair is uncommonly like the advances made by some of our banks to the great railway companies of Canada, by means of which their funds have become locked up so securely that it passes all their skill to get them back again. The only difference is that in our case, the banks dealt with the railway direct, while in the other, the loan passes through half a dozen channels, and becomes mixed with the affairs of half a dozen companies before it reaches its destination.

The high rate of interest prevalent for some time back has its origin almost wholly in such a state of things as we have described, and it is possible, that by a judicious application of stringent measures in future, a general revulsion may be averted. But, on the other hand, the ramifications of this remarkable system of credit are so extensive, the amount of capital becoming locked up yearly is so enormous, that it may

be found impossible to avert the calamity when events open the way for it.

One of the first symptoms of difficulty was the suspension of a large railway contractor, who had immense engagements on hand, and immense assets also of a certain character, but who found it impossible to raise more money on them. He had a nominal surplus of a million sterling, yet this enormous margin does not prevent his being driven to the wall. Following this, we have the embarrassment of the Joint Stock Discount Company, one of the first associations of the kind, both as to standing and time of organization. It had a paid-up capital of £600,000, and was doing a very large and, it was supposed, a safe and profitable business. But it has now transpired that the Company were very easily led into making large advances of the kind we have described, taking railway securities as collateral, thus "locking up" their funds and paving the way for the embarrassment which has ensued. A stormy meeting of the proprietors took place recently, and a further call on the stock has been made to provide funds for carrying on business. This affair has caused great excitement and distrust, and the shares of all similar associations have fallen heavily.

The failure of an old private banking house in London, Puget, Bainbridge & Co., has added to the general uneasiness. The firm ascribe their failure to speculative investments in real estate, slate quarries principally, than which nothing could be more contrary to sound banking rules. This, however, is another illustration of the temper of the times.

These facts all point to an unhealthy expansion in London, and when we consider that another year will bring round the decennial period which has for many years back been so fruitful in disaster, it must be conceded that a policy of prudent preparation is not uncalled for. Canada, as a debtor to England, would of course be affected, as debtors always are, when their creditors are embarrassed. One consolation, however, we may have—a revulsion now would find us better prepared to meet it than at any former period.

THE WESTERN PRODUCE TRADE.

THERE must be something radically wrong about our produce merchants if they cannot this summer command a great proportion of the grain trade between the Western States and Europe; possessing, as they do, the advantage in shortness of route by some four hundred miles.

Why they have not always possessed that trade is yet a mystery to us. No valid reason has ever yet been given for their not having it. This has always been the cheapest route, and yet they have not been able to obtain the trade. Even the Sub-Committee appointed in 1863, by a Committee of the Board of Trade of this city, to receive the Delegates sent by the Western States (though this Sub-Committee was mostly composed of men in the produce trade) reported that the St. Lawrence route was, even at that time, the cheapest between Chicago and Liverpool, but they gave no reason for its not enjoying the trade of the West. There must, therefore, either be a sad lack of energy on the part of our Produce Merchants, or the people of New York are continually doing this business at a loss, which latter is hardly probable. But the fact that they have never enjoyed that trade is no reason why they should always be without it. The extravagant prices to which everything has risen in the United States within the last year or two, will make it desirable, during the coming summer, for the people of the Western States to get their produce outside of the limits of the Republic by the shortest route, and this desire on their part will surely have the effect of enlarging the trade of the St. Lawrence, from the Western States, as a route to Europe.

To encourage this trade, the Hon. Mr. Gait has, in former years, discriminated in canal tolls in favour of vessels coming through the whole course of the St. Lawrence canals, and we hope that such will be continued, especially as it is evidently the intention of the United States Government to leave open to our vessels the navigation of Lake Michigan as long as we allow their vessels to pass through our canals on the same conditions as our own. But whether we are or are not allowed to navigate Lake Michigan, it is certainly desirable that we should not only allow, but encourage United States vessels to bring the produce of the West through our canals, or at least through the Welland to Kingston, which is the general place of transshipment from lake-sailing vessels.

It is useless to attempt to lay before our readers any statistics of the Western States trade. Such has been

done so often that every person who has any connection with or interest in the trade knows them by heart; but it is second to no trade on this continent, now that the slave-raised cotton trade is extinguished, and it is the trade which, more than any other, has built up New York. That city, no doubt, has made a great deal of money by cotton, tobacco, rice, and produce of the Southern States, in the shape of commissions and profits on supply. But it never had the handling of but a small portion of them. They were not carried over its railroads nor through its canals, nor stored in its warehouses. These staples were mostly shipped direct from Southern ports to Europe. But with the grain the case is entirely different. Every cent of expense on it from the time that it enters the Erie canal at Buffalo, until shipped on board a British ship at New York goes into the pockets of the people or government of that State, and when this produce is estimated by hundreds of millions of bushels of grain and flour, and hundreds of thousands of barrels of pork and beef, it can easily be conceived what an immense income it is to that people, and how it has enriched the Empire City.

This is the trade, to accommodate which, more or less, every Public Work of importance in Canada has been built. It is that for which, for the last couple of years, the enlargement of our canals has been advocated, and which no doubt will be the cause of the building of an Ottawa Canal, but which, we believe, can be acquired with our present canals and a little energy on the part of our merchants.

If ever there was a time when the difference of taxation gave one people an advantage over another, that time is surely ours now. On every movement which a barrel of pork or a bushel of grain now makes inside the dominions of the Government of the United States, there is an additional tax on the score of inland revenue, and it follows that the sooner any article of produce can be got outside of that territory the better for the owner of it.

Canada ought thus to be a blessing to the farmers of the Western States, being on their immediate borders. They have already found it so in one way,—as a cheap furnishing market, and they will no doubt, if our merchants display sufficient energy, soon find it so in another,—as a channel through which they can export their grain and provisions to Europe, and even to the New England States.

That they can do this free from taxation, and in vessels built cheaply in this country, and manned and worked economically, is something for which they ought to be thankful, and for which their merchants have been desirous. Periodically the Western papers have agitated this question, even before the late war and its consequent taxation; they have now a chance of realizing those dreams of independence of the State of New York in which they have so long indulged.

The elastic conscience of New York has long been a tough morsel for the people of the West and South. The way in which the merchants of that city and State have put on the screws when acting as factors for them have raised their indignation, and they have tried every means to escape out of the hands of the New Yorkers, but so far without success. The only hope which the people of the West can now have is in Canada, and we hope that before long they may have the satisfaction of having that hope realized. It will be a consummation in which both parties may well feel a pride in accomplishing.

The New Reform Bill.

The Bill introduced by Earl Russell for the extension of the franchise, and which it is expected will be read a second time on the 12th inst., proposes, as to the counties, to reduce the franchise from £50 to £31, to give leaseholders and copyholders in boroughs the same rights as freeholders, with tenements of equal value.

As to the boroughs, to reduce the occupation from £10 to £7, to abolish the so-called rate-paying clause of the Reform Act of 1832, which requires "rates and taxes" to be paid before a vote can be claimed; to allow "compound householders," who do not themselves pay rates, but whose landlords pay the rates for them, to vote; to establish a "lodger" franchise.

As to both boroughs and counties, to create a Savings Bank franchise. The operation of the Bill is limited to England and Wales. Much apathy is said to exist amongst the very classes, on whom it is now proposed to confer the election privilege, and the opponents of the measure claim that they are unfitted by ignorance and prevalent drunkenness for the exercise of that privilege. The avowed object of the Bill is to give a representation to those working classes who are now without it, and to lessen the preponderance in Parliament of the great landed interests.

REPORT OF THE TRADE AND COMMERCE OF MONTREAL FOR 1865.

By J. PATERNY, Secretary Board of Trade and Commerce Exchange Association.

As its title signifies, the main object of this report which has been compiled with a great deal of careful painstaking, is to set forth the trade of this city for the year 1865, comparing it with that of 1864. But in addition to this, it furnishes us with some facts and figures which at present are of special importance, and of more general interest to our readers throughout the Province. Under the heading of "Preliminary Reports," we find a rapid survey of the extent, population and resources of Canada. The actual area of Canada is now understood to be nearly 400,000 square miles though laid down in the British Board of Trade returns as only 331,290 square miles. The estimated population in 1865 is set down at 2,881,900, the actual numbers by the census of 1851, having been 2,567,657. These figures, many will be surprised to learn, exhibit a greater percentage of increase as compared with the census returns of 1851, than do those of the United States for 1860, as compared with those of 1850. The increase of population in New York city from 1850 to 1860 was 67 per cent; in Boston, during same period 37 per cent; while in Montreal from 1851 to 1861, the increase was 73 per cent. A number of tables are given made up from the census returns of 1851 and 1861 showing the increase in the decade between those dates of the agricultural resources of Canada, the land under cultivation being in 1861, 10,555,854 acres, an increase of 43 per cent while the increase in the cash value of farms is still more marked, being 77 per cent. In crops of all kinds there is a great increase—in some articles, a most astonishing one. In wheat, the increase was 75 per cent; in corn, 25.25, in peas, 17.9, in beans, 7, in barley 30.7, in rye, 20.1, in oats, 105.15, and in buckwheat, 18.7. In root crops, we find still higher percentages of increase. Potatoes were nearly tripled; in turnips, the increase is 45.4 per cent., in carrots, 76.7; and in Mangel Wurzel 359. The growth of flax and hemp had increased 76 per cent., an increase of nearly 2000 per cent. having occurred in Upper Canada while in Lower Canada there was a decreased production of 18 per cent. In wool, the percentage of increase is about the same in both Provinces, and is in the aggregate 30 per cent. Butter shows an increase of 67 per cent., cheese only 10, and maple sugar 67, the production in 1861, having been over sixteen millions of pounds.

The following statement shows the quantities of flour, wheat and corn, imported into Canada during ten years, and the exports for same years:

IMPORTED.

	Flour brls.	Wheat bus.	Corn bus.
1856	140,167	1,479,631	1,669,929
1857	214,642	2,414,360	1,065,708
1858	195,263	2,240,514	699,229
1859	405,093	1,073,965	768,631
1860	168,488	2,284,543	1,047,677
1861	160,385	4,450,366	2,692,868
1862	242,140	6,290,569	4,393,957
1863	229,973	4,211,660	1,762,142
1864 (6 months) *	80,076	1,056,186	238,032
1865	158,247	3,023,249	1,167,774

EXPORTED.

	Flour brls.	Wheat bus.	Corn bus.
1856	878,777	4,997,656	161,495
1857	1,095,911	2,762,454	65,312
1858	631,517	2,437,679	21,547
1859	415,611	1,954,577	3,139
1860	554,777	4,157,338	17,338
1861	1,268,229	7,028,232	742,476
1862	1,201,511	5,741,479	2,371,214
1863	1,095,691	3,030,207	93,317
1864 (6 months) *	371,232	844,260	4,123
1865	764,311	1,628,127	73,913

From the foregoing tables, it will be seen that while in the articles of flour and wheat, our exports kept pace with, and sometimes exceeded our imports, of corn we imported in the ten years, over eleven millions and a half of bushels more than we exported.

The quantities of peas exported in 1865, were 696,282 bushels; of oats, 4,622,689 bus., and of barley and rye 3,772,014 bus.

The report draws particular attention to the great

* Up to the end of 1864, the records were kept according to calendar years, but a change was made in 1864, the fiscal year being made to commence on 1st July, so that the returns for that year are for first six months only, and figures for 1865, are for twelve months ending June 30th of that year.

economic value of the water power of Canada, it being computed that in the vicinity of Montreal, the fall in the St. Lawrence—43 feet within two miles—would furnish a motor equal to 4,500,000 horse-power, and equivalent to the consumption of an enormous amount of coal annually. The actual amount of power furnished by the St. Lawrence Canals is stated at 33,803 horse-power.

Concerning the lumber regions, the following summary is given:

First in order may be mentioned a region stretching eastward from the Saguenay known as the Tadoussac Territory, with an area of 65,000 square miles, which contains a large quantity of timber available for ship-building besides birch, maple, ash, oak, and elm of the best kinds. The Valley of the Saguenay has an area of about 27,000 square miles, and is rich in white and red pine, spruce, birch, and tamarac. A region contiguous to the Saguenay includes an area of 8,000 square miles, and produces white and red pine, birch, white cedar, spruce and tamarac. The St. Maurice territory has an extent of 21,000 square miles, and contains large quantities of white, red, and yellow pine, spruce, birch, maple, elm, ash and tamarac. Between the St. Maurice region and the Valley of the Ottawa there lies a valley of 9,000 square miles, in which white and red pine, spruce, tamarac, and ash are found. The Ottawa River Valley, comprising an area of 87,761 square miles, is the chief seat of Canada's lumber trade, and has been so for sixty years; during which time but little more than 20,000 square miles have been dissected of merchantable timber. The products of this region are white and red pine of the best quality; also, tamarac, spruce, ash, white oak of a superior kind, elm, birch, and all varieties of Maple. The Trent Valley, and a smaller contiguous district, include about 8,650 square miles, and furnish white and red pine, ash, oak, birch, and tamarac. The rivers in the above mentioned regions empty into the St. Lawrence and Lake Ontario, and the sum of the areas is 229,911 square miles. There are, however, other lumber lands stretching westward as far as Lake Superior, covering a space of 60,500 square miles, which contain white and red pine of choice quality—besides birch, maple, oak, elm, spruce, tamarac, ash, and white cedar. According to these figures the total area of the lumber territory of Canada is equal to 287,711 square miles. The manufacture of sawed lumber in Canada employs over 2000 mills, many of them having cost \$30,000 to \$40,000, some as much as \$300,000. According to the census for 1861, the quantity of lumber produced in the Province was 62,000,145 feet board measure (exclusive of square timber), the value being \$8,321,149, the cost of the raw material being \$3,619,635.

The value of the timber and lumber exported in 1865 to Great Britain was \$7,971,991, and to the United States, \$4,753,639.

We have not space at present for further consideration of this report, but we purpose returning to the subject in a future impression.

A WINTER HARBOUR AT BIC.

We have received letters from several correspondents, showing the importance of our having a winter harbour on the Lower St. Lawrence, that will render us independent of the United States during the season of closed navigation, and advocating the perfect practicability of establishing such a harbour at Bic. In one letter, the writer, while acknowledging the possible dangers attending the navigation of the Lower St. Lawrence at a time of the year when storms are of constant occurrence, when the cold sometimes reaches 30° below zero, and when much floating ice passes down the channel of the great river, still thinks the difficulties not insuperable. He says:

"Nevertheless there are many persons familiar with the navigation of the St. Lawrence at all seasons of the year, who maintain that the project is not impracticable. Ferry boats run between Lachine and Caughnawaga, and between Quebec and Point Levi during the winter, and it is asked why is this not feasible further down the stream? When it was first proposed to establish ferry communication with the opposite side of the St. Lawrence, the idea was ridiculed as absurd, and the projectors were regarded by many as little better than crazy. But they succeeded nevertheless, and it might be found, if a determined effort were made by our Government to establish a winter port, that the difficulties are not of an insurmountable kind. The point deemed most favourable—or rather most practical—is an experiment were to be undertaken, in the island of Bic. By taking up a map of the Province, it will be seen that this island is situated a short distance below Point du Loup—somewhere about thirty miles. It is said that during January, February, and March, the St. Lawrence is open for navigation as far up as this point. This is the opinion of the pilots, for during the time that Great Britain sent out troops in 1861, no less than nineteen of them signed a document to this effect. Men so familiar with the St. Lawrence as the pilots, ought to be the best judges in a matter of this kind."

Our esteemed correspondent thinks the importance of the subject is such that at least the experiment should be tried, and that, as the season is now too far gone to furnish a fair test this year, Parliament, at its next meeting, might have arrangements made to test the matter next winter.

Another correspondent says, that there is no doubt in his mind of the feasibility of the project, and that "from the ocean to Bic Harbour at all times in winter there is less danger to a steamer navigating the Gulf than after the first of April when the bottom ice is becoming detached, and the ice from rivers and estuaries is filling the Gulf to repetition, and, in fact, to that date there is nothing but the extreme cold and the danger of snow storms to prevent navigation from being as free as in the summer season. I will explain, supposing a vessel entering when the wind is blowing from the east, south-east, south, or south-west, she would then find the whole of the south shore free from ice, and an uninterrupted passage, until the wind should shift to either of the other quarters, when, as every person having any experience of ice navigation is well aware, the ice will start before the wind on a cruise across the Gulf, and the different masses becoming scattered will separate from each other as a natural consequence (from the different draughts or other causes) and leave, as it were, thousands of easily navigated channels through the whole mass to the north shore."

He considers that, unlike the spring icebergs, there is no danger to be apprehended in passing through this detached and comparatively thin floating ice to again reach open water. "A steamer might in this way, for very many passages, navigate to Bic, without ever once being obliged to cross through the ice, as I have been at Bic for the space of ten days during extreme cold weather, and have not seen detached ice to the size of the winter cap of the Solicitor General East." He, however, is not satisfied with reaching Bic in safety, but is prepared to continue the trip right up to Quebec. Were that possible, we might be led to inquire where is the necessity for a harbour at Bic at all. However, without entering into any discussion on this point, there would be no difficulty in securing railway communication to Bic by the extension of the Grand Trunk from River du Loup, and without any very material outlay.

The Quebec Board of Trade is taking action in the matter also. At a meeting held last Monday, it was resolved,

"That it is of the utmost importance to the interests of Canada that the practicability of establishing a winter port on the lower St. Lawrence be ascertained; and that a memorial be addressed to the Provincial Government, urging that one or more vessels be prepared to make the experiment next season."

Were there no other course open to Canada to pursue, it might be worth while for our Government to make every effort, even to expending large sums of money, in order to secure a winter port, and all difficulties should be made to yield to the supreme necessities of the case, but we are of opinion that the true policy—the one most conducive, not only to Canadian but to British American Colonial interests generally—is (by building the Intercolonial Railway to some commodious port, possessing the advantage of open water the year round, to St. John, St. Andrews, or elsewhere in the Maritime Provinces, as might be considered most desirable,) to have winter communication unimpeded by real or possible dangers, and by the expenditure of a large sum (interest on which alone would have to be paid by Canada) at the present time, save, in all probability, much yearly loss both of life and property in the wintry regions of the Lower St. Lawrence. To the opinions of our correspondent from New Brunswick, (extracts from whose letter we published in a late issue) pointing to St. John as the most desirable terminus of the Intercolonial Railway, we attach much weight, but there is ample time for discussion on this point.

Communications with the West Indies.

At a public dinner given to the B. N. A. Commissioners in Barbadoes, the Hon. Mr. McDougall, at the conclusion of his speech, made the following announcement:—

"The immediate practical result thus far attained was an agreement to join in the establishment of a semi-monthly postal service between the British Provinces and the West Indies."

North Shore Line.

We learn that the Montreal and Shediac Line of Steamers will receive from the Canadian, New Brunswick and Nova Scotia Governments, respectively, in the shape of subsidies, the sums of \$15,000, \$11,000 and \$5,000.

The Northern Railway Company has concluded arrangements securing steam navigation twice a week between Collingwood and Sault Ste. Marie. Hitherto, steam communication between these ports has been confined to one boat a week.

THE DRY GOODS TRADE.

Asstle, James, & Co.
 Baillie, Beak & Co.
 Benjamin, Wm., & Co.
 Black, Lewis & Co.
 Clarke, T. James, & Co.
 Douch, John, & Co.
 Foulds & Hodgson.
 Gilmore, J. Y., & Co.
 Greenish, J. S., Son & Co.
 Hingston, James, & Co.
 Lee, Kay & Co.
 Macfarlane, Andrew, & Co.
 May, Joseph.
 Mrs. Thomas, & Co.
 McIntyre, Dixon & Co.
 Meyer, J., & Co.
 Price, S. H., & J.
 Smith, W. & Co.
 Sturges, John, & Steucken.
 Ogilvy & Co.
 Parnet, Amable, & Co.
 Rimland, Ewart & Co.
 Robertson, A. J., & Co.
 Roy, James, & Co.
 Stephen, William, & Co.
 Striding, McCall & Co.
 Winks, George, & Co.

THE amount of business done in this line during the week shows no diminution from that reported for the previous week, and as a rule, the sales for the month of March just closed foot up very heavily, showing a striking increase over those for the same month of last year. The following figures give the value of imports of dry goods at this port for the first three months of the present year as compared with the same period of 1865, with the amounts remaining in warehouse on the 31st March:

	Cottons.	Woolens.
1865.....	\$1,648,820	\$1,660,064
1866.....	679,861	618,310
Increase.....	\$1,081,959	\$992,654
Rem'g in warehouse Mar 31, 1866	\$148,902	\$125,477

	Silks & velvets.	Fey goods.
1865.....	\$29,197	\$65,969
1866.....	103,191	36,107
Increase.....	\$108,911	\$19,862
Rem'g in warehouse Mar 31, 1866	\$21,545	\$7,587

Notwithstanding these heavy importations, there appears to be no over stock of goods, and in some lines, there are evidences of the supply being hardly equal to the demand. We are glad to be able to report the western trade as being in an unusually healthy state. Most houses report their customers as more prompt than usual in meeting their engagements, not only taking up their paper at its maturity, but in some instances anticipating the time of its falling due. This happy condition of the western buyers reflects back on the importers here, the result being much fewer discounts asked for and those chiefly to pay duties. Very few goods are remaining in warehouse, the values, as will be seen by reference to above figures being quite trifling when compared with the total business done. Our latest Liverpool quotations of cotton are to the 23rd ult. by the *Damascus*. Sales for the week footed up 71000 bales, including 14500 to speculators, and 11000 to exporters. The market opened buoyant at an advance of 1/2 to 1d. per pound, but the advance was subsequently almost all lost, closing flat. Latest quotations were: Orleans fair 21 1/2d. middling 20 1/2d; Mobile fair 20 1/2d. middling 19 1/2d.; Upland 20 1/2d. middling 19 1/2d. Stock in port was 120,500 bales, including 221,500 American.

THE HARDWARE TRADE.

Brush, George.
 Buchanan, I., & Co.
 Charlebois, A., & Co.
 Crathern & Carverhill.
 Currie, W. & F. P., & Co.
 Evans, J. H.
 Evans & Evans.
 Fraser, F.
 Gilbert, E. E.
 Hall, Kay & Co.
 Ireland, W. H.
 Kershaw & Edwards.
 Morland, Watson & Co.
 Mulholland, & Baker.
 Robertson, Jas.
 Round, John & Sons.
 Simms, F. H.
 Winn & Holland.

THERE has been a brisk trade during the week, orders coming in very freely. Shelf goods are becoming quite scarce, and as the arrivals by way of Portland will be limited, stocks must continue light until after the opening of navigation. The imports of Hardware for the first quarter of this year were \$100,615, against \$47,046 for same period of 1865. Goods to the value of \$14,172 were remaining in warehouse on the 31st ult. The imports of Iron for the quarter amounted to \$62,000, in 1866, and \$5,479, in 1865.

COPPER—Is scarce, and any lots coming in find immediate sale at our quotations.

IRON PIG.—None in market, and quotations nominal. The latest advices by mail from Glasgow quote Gartshero and Glengarnock No. 1, 78s. 6d. and Summerlee No. 4, 76s.

The *Cuba's* telegraphic despatch quotes Scotch Pig, 76s 3d. Bar—is scarce for most sizes, particularly for large rounds, which are not to be had. Boiler Plate—Stocks light and nothing of moment doing. Canada Plates—in demand, and not to be had.

TIN PLATES.—Transactions have been principally of a retail character, but in this way a fair amount of business has been done. Stock here moderate, and held in two hands.

Much attention is being attracted to what is known as the "great Pig Iron speculation." A number

of Liverpool speculators combined together and quietly purchased about 370,000 tons in store at Glasgow at something like 55s. per ton, and though the stock there has been increasing ever since, until it has reached about 400,000 tons; the "bull" interest has succeeded in forcing the price to its present high point. The iron in store is represented by storekeepers' warrants, and the "bears" have sold to the Liverpool "bulls" a much larger amount for future delivery than is actually in existence, hence the "corner" and consequent rise in prices. The effects on the trade generally in Scotland, are represented as having been already most disastrous, many of the works being obliged to stop or work half time. It is not easy to foresee how the speculation will end, but iron must ere long recede to a figure nearer its actual value, which, it is calculated, is about 55s. per ton.

THE GROCERY TRADE

Chapman H., & Co.
 Childs, George, & Co.
 Conyn, Robert, & Lamb.
 Davis, Clark, & Clayton.
 Fitzpatrick & Moore.
 Fournier, Jules.
 Gillopie, Moffatt & Co.
 Hutchins, G., & Co.
 Jeffrey, Brothers & Co.
 Kingan & Kitchin.
 Leeming & Buchanan.
 Maitland, E., Tyne & Co.
 Mathewson, J. A. & H.
 Mitchell, Annan & Co.
 Muir, W. William, & Co.
 Nead, James S., & Co.
 Reuter, Lonsdale & Co.
 Rimm, J. Gunn & Co.
 Roley, John & Healey.
 Heath, Hayland & Co.
 Saunders & Co.
 Schneider, Baird & Co.
 Sinclair, Jack & Co.
 Tiffin, Jas. & Sons.
 Thompson, Murray & Co.
 Torrance, Dav. & Co.
 Erquhart, Alex. & Co.
 Wain & Holland.
 Waters, Jos. & Co.

THERE is little to report concerning the business of the past week, there having been no transactions of any particular importance since those reported in our last. Nearly all choice lots of Teas have been withdrawn from the market, and for common and low grades no demand exists. For grocery sugars, there has been an increased inquiry from the jobbers during the week, and sales of several 10 and 30 hhds. lots at \$7 25 per 100 lbs., duty paid, for bright Cuba. Common Porto Rico offered at \$9.25 to \$9.50, extra bright held at \$9.75 to \$10. Latest advices from Havana quote an advance of 1/2c. to 1c. per lb. on common grades of refining sugars, and of 1/2c. to 1c. on fine grocery, which is hardly procurable.

The following are the imports, at this port, of Tea, Sugar, and Molasses, for the first quarters of 1865 and 1866, with the amounts remaining in Bond on the 31st ult.:

	Molasses.		Sugar.		Tea.	
	gallons.	\$	lbs.	\$	lbs.	\$
1865.....	207,565	60,426	129,476	129,476	492,207	164,025
1866.....	368,837	61,700	91,607	91,607	363,376	108,681
Increase.....	161,272	1,274	37,869	37,869	88,931	46,913
Being in bond March 31, 1866	289,312	70,789	6,465,648	277,238	1,368,861	389,916

PUBLIC REVENUE FOR MARCH.

WE learn by special telegram from Ottawa that the revenue for March, amounted to \$1,411,709, while the expenditure was \$461,352, bearing a surplus of \$950,317. The revenue includes \$1,033,434 from customs.

The following are the total imports of free and dutiable goods at this Port for the quarter ending March 31st, 1865 and 1866, with the amounts of duty collected for same time:—

	Free.	Dutiable.	Duty paid.
1865.....	\$425,563	\$5,503,468	\$1,139,949
1866.....	210,763	2,316,584	618,917
Increase.....	\$284,811	\$3,186,884	\$491,032
Total increase.....	\$3,471,335

THE LEATHER TRADE.

Brown & Childs.
 Douglis J. & Co.
 Hua & Richardson.
 Kirkwood, Livingston & Co.
 Seymour, C. E.
 Seymour, M. H.
 Shaw F. & Bros.

THERE has been a fair business in most kinds of leather during the week, and as receipts are light, stocks are becoming somewhat reduced, and with any particular increase in the demand, the markets would be left quite bare.

SPANISH SOLK.—Sales have been limited, and receipts likewise have been moderate. An increased demand, chiefly from the lower ports, is looked for after the opening of navigation, and prices will probably be well maintained.

SLAUGHTER SOLE—Is quite firm at our quotations, the supply being quite small, and arrivals light.

HARNESS—Is in small request, and rather weak. Outside quotations can be obtained only for first class stock.

WAXED UPPER.—The sales for the week have been unimportant. The stock is not heavy, and accounts from the Western Province do not lead us to expect much augmentation of the supply.

GRAINED UPPER—Is in little demand, and we hear of no sales having taken place.

RUFF AND FENBLED—Have been in fair request, and prices are steady, having been unaffected by the somewhat increased supply of inferior makes.

PATENT AND ENAMELLED—Have been in brisk demand. No difficulty has been experienced in placing at full prices all that has been offered, which is quite limited in amount.

CALF SKINS—Prime is scarce. Some small lots of ordinary have been received.

SPLITS.—There is not much demand for heavy, but light and medium are sought after, and find ready sale at quotations, which are unchanged.

SHEEP SKINS.—Stocks have become very much reduced, *Russells* selling freely. Colored Linings, especially pinks, are scarce and wanted.

HIDES.—The receipts during the week have been unimportant. The sales have been small, and prices are unchanged.

MONEY MARKET.

WE have to report more ease in money, with a decreased demand. Good paper is scarce and wanted. We learn that the money which was withdrawn so rapidly from our Saving Banks, in consequence of the Fenian excitement, is returning to them nearly as fast as it was taken out, depositors finding that their fears are not at present likely to be realized. Sterling exchange is dull and lower, and can be bought at from 107 1/2 to 107 1/4 for banker's 60 day endorsed bills in even amounts. In New York, Banker's drafts are quoted at 106 1/2 for gold.

GOLD—Has been more steady during the past week, 126 1/2 being the lowest point touched and 128 1/2 the highest. Yesterday afternoon's quotation is 127 1/2. Bank demand drafts on New York are quoted at 2 1/2 to 2 1/4 per cent. discount, and Greenbacks 2 1/2 to 2 1/4 per cent. discount.

SILVER—Is in good demand, but the supply is also abundant, and rates continue about the same. Buying 3 1/2 to 3 1/4 per cent. discount. Selling 1/2 per cent. discount.

Latest Quotations by Telegraph.

The *S. S. Cuba*, from Liverpool on 24th, and *Queenstown*, 25th ult., arrived at New York yesterday morning. Flour was reported inactive and prices in favour of buyer. Wheat dull, but quotations unchanged; Winter, 10s. to 10s. 6d. per 100 lbs. Corn firmer, and in fair demand at 28s. 6d. to 29s. per cwt lbs. for Mixed. Beef quiet, and 2s. 6d. to 3s. lower under increased arrivals. Pork declined to 92s. 6d. to 95s. for old and new. Bacon inactive, and 1s. to 1s. 1/2 lower on the week. Butter slow. Lard, 2s. lower on the week and tending downward. Cheese quiet but steady. Tallow in fair demand at 49s. to 50s. per cwt. Bank of England rate of discount still 6 per cent., but a reduction to 5 per cent. looked for in a few weeks. Bullion in the Bank had increased £128,000 in the week. Bank of France had reduced discount rate to 3 1/2 per cent. Consols, 86 1/2 to 87 for money. United States 5-20's 71 1/2 to 71 1/4.

MEETINGS OF CREDITORS TO COME. FOR THE APPOINTMENT OF ASSIGNEES UNDER THE INSOLVENCY ACT OF 1864.

Table with columns: NAME AND RESIDENCE, TO BE HELD AT OFFICE OF, DATE. Lists various creditor meetings across different locations like Montreal, Quebec, and Kingston.

ASSIGNEES APPOINTED.

Table with columns: NAME OF INSOLVENT, RESIDENCE, NAME OF ASSIGNEE. Lists names like Allin Charles, Auchincloss, Alexander, etc., and their assigned representatives.

WRITS OF ATTACHMENT ISSUED.

Table with columns: DEBTOR'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE. Lists legal proceedings such as James Adolphus H. L'Original vs. Poulla & Hodgson.

APPLICATIONS FOR DISCHARGE.

Table with columns: NAME, RESIDENCE, WHERE TO BE HELD, DATE. Lists individuals like Brown, William and their discharge proceedings.

IMPORTS.

The following is a table of the imports at Montreal for three months ending 31st March, 1866; with the figures for corresponding period of last year.

Table with columns: ARTICLES, 1865, 1866, Increase, Decrease. Lists various goods like Sugars, Tea, Wine, etc., and their import values for 1865 and 1866.

STOCK MARKET.

Table with columns: Name of bank or institution, Closing prices, Last Week's Prices. Lists various financial institutions and their stock market performance.

WEEKLY PRICES CURRENT.—MONTREAL, APRIL 5, 1866.

Large table with columns: NAME OF ARTICLE, CURRENT RATE, NAME OF ARTICLE, CURRENT RATE, NAME OF ARTICLE, CURRENT RATE. Lists a wide variety of goods including Groceries, Wine, Hardware, Soap, Boots, and more, with their current market prices.

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick, Cameron & Ross, Crawford, James, Debnolin, George, Dougal, John, & Co., Follingby & Williamson, Hill, W. G., & Co., Holton, Thomas, & Co., Kirkwood, Livingston & Co., Laidlaw, Middleton & Co., Lalug, M., Leeming & Buchanan, Morris, J., & Co., Nivin, W., & Co., Raphael, Thomas W., Sauvageau & Co., Sim (air, Jack & C), Stewart, W. W.

THE general feeling throughout the week has been of quiet bordering on dullness in every article of breadstuffs and provisions. The demand has been merely local and in consequence small and somewhat irregular prices have however generally been sustained, and no new feature of interest either present or prospective has been elicited.

FLOUR.—Arrivals during the week have been fair without being excessive, and the demand for suppers on the whole has been steady, although somewhat fitful and influenced in a great degree by the daily receipts. Prices remain without material change. Western and Welland Canal brands have been gradually working up, and approaching in value to Upper Canada Spring wheat suppers. So that it is now difficult to secure any considerable advance for the latter, although at near about same prices they are still taken in preference. Sales to some extent have been made for forward delivery, ranging from about \$6 70 for the end of April, to \$5.50 for May, at opening of navigation—while British markets still continue dull and drooping, so that no considerable shipments can be profitably made in that direction at any approach to ruling rates. It is expected that the lower prices here, compared with those of Boston and New York, will attract larger orders from hence for the Lower Ports than has been the case for some time back, so that a steady market with demand sufficient to absorb all the surplus remaining in the country, is confidently looked for. Fancies and extras are in very small supply, and equally trifling demand. The lower grades are firm and active at quotations, Bag flour—owing to the local mills having stopped running on account of the water being let out of the canal, the supply of bag flour is barely equal to the demand, and prices have somewhat advanced—the bad roads, however, checking demand to some extent.

WHEAT.—Quotations are continued in the absence of transactions, and indicate rates that could be obtained were any offering.

COARSE GRAINS.—Pulse alone command attention to any extent, and some considerable sales have been made for May delivery at 82½ cts. per 60 lbs. More is now asked without as yet leading to any transactions of consequence.

PORK.—Remains unchanged; holders and buyers alike awaiting the opening of navigation.

LARD AND TALLOW are both steady and firm at quotations; demand and supply being about equally balanced.

BUTTER.—Small stocks and unusually trifling arrivals have kept the market bare, and desirable parcels have been retailed out at an advance on previous rates. British advices are not satisfactory, and medium and ordinary qualities are slow of sale at declining prices.

SEEDS.—Clover is scarcer, and a retail demand is springing up; a few choice samples would sell now at from 9 to 10 cents. Timothy is very dull, and the stock although not yet very large is accumulating.

ANISES.—Have been very dull through the week, and sales have been slow and dragging.

Imports of Wheat.

The value of the wheat imported into England last year was computed at £9,710,616, as compared with £10,674,674 in 1861, £12,015,006 in 1862, £13,208,800 in 1863, £19,051,464 in 1864, £16,654,083 in 1865, £8,713,522 in 1859, £9,059,467 in 1858, £9,683,099 in 1857, £12,116,349 in 1856, £9,679,578 in 1855, and £11,693,737 in 1854. The payments made for wheat in 1865 were thus somewhat under the average of the last 12 years.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

	For the week ending Wednesday, Apr. 4, 1866.	From the 1st January to Apr. 4, 1866.	To corresponding period 1865.
Wheat, bushels	4,520	69,200	109,373
Flour, barrels	12,101	61,274	84,627
Corn, bushels	2,770	2,562
Oats	6,914	54,711	7,727
Barley	742	12,233	7,727
Rye	5,145	1,116
Corn and Corn Meal	200	1,182	187
Ashe, barrels	350	4,890	4,727
Butter, kegs	261	7,282	9,027
Cheese, boxes	5	143	29
Pork, barrels	109	4,172	1,254
Lard	41	1,744	14
Tallow	33	445	18
Whiskey & H. Wine, &c. &c. & panche.	41	2,712	2,233

PRICES OF GRAIN.

	Average Prices on							Highest price this season.	Lowest price for week.	Current price week No.
	Friday	Satur.	Sund.	Monday	Tuesday	Wed.	Thurs.			
Flour, Superior Extra, Extra	4.28	4.28	4.28	4.28	4.28	4.28	4.28	4.28	4.28	4.28
Do. Family	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Do. Superfine	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
Do. No. 2	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25
Do. Fine	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Bag Flour, 112 lbs	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15
Ground, 60 & 70 lbs	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Wheat, 11 & Spring	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Do. per 60 lbs	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Barley, per 50 lbs	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Oats, per 22 lbs	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33

GREAT WESTERN RAILWAY OF CANADA.

Traffic Receipts for the week ending 30th March, 1866.—

Passengers	\$82,013 29
Freight and Live Stock	30,157 71
Mails and Sundries	1,952 71
Total	\$114,123 71
Corresponding week of last year	\$12,250 84
Increase	\$101,872 87

Second Test of the Hondrick Oil Well.

Some reports having been circulated that this now famous well had "given out," a committee of the Board of Trade of Oil Springs visited it on the 26th ult. for the purpose of testing its yield a second time. The results showed a somewhat decreased yield as compared with the previous test, but they are nevertheless very satisfactory and a conclusive evidence of the great value of the well. The committee report that they found but one tank available for the test; that the pipe having been adjusted to it, the engine was put in motion at a speed of about thirty strokes per minute of the pumps, and in one hour and thirty minutes produced fifty-six barrels of pure oil, of forty gallons each, or at the rate of 300 barrels for 21 hours. The pumping then ceased for want of tank room. There had been no diminution in the yield up to the time the pumping ceased.

FRUIT CULTURE.

ONE of the branches of agriculture in which the farmers along the borders of the St. Lawrence on the United States side appear to be most successful, is that of fruit culture. No other description of farming can at all compare with it for profit. The profits from an acre of ordinary apple trees will average from one to three hundred dollars; whilst on the better descriptions they are much more than that. But even these profits dwindle into insignificance when compared with the returns from some of the smaller fruits, such as straw and black berries.

There is no other crop of which we can think which in the least degree approaches it in profit, that does not require a much greater annual amount of labour. This in itself is a great advantage to a farmer who has difficulty in finding sufficient labor when he requires it. Again, there is no crop for which the farmer may be more certain of a market than for good fruit.

But even in places where fruit is cultivated as a business, there is not that attention paid to the quality or sorts which is desirable. This is very much to be regretted. The farmer who has made up his mind to cultivate fruit should be very careful to inform himself which are the best sorts, and who is the most likely person from whom to get them. The farmer who is going to invest ten dollars in trees would best consult his own profit by purchasing ten good instead of fifty poor trees. The produce of the ten good trees would realize more than that of the fifty of poor sorts, with one-fifth the trouble in planting and tending, and one-fifth the ground occupied.

Some months ago, we called the attention of our farmers to this subject, and as the time for transplanting fruit trees is now near at hand, we again call their attention to it. Our farmers need not be in the least alarmed about going into the business, on account of overstocking the market. That is impossible. It may not generally be known to them that there is a large market in England for our best apples, and there is no danger of its being overstocked with any quantity that will be raised in Canada for years. There are many apple trees in the vicinity of this city, that yield annually the sum of fifteen dollars to their proprietors, and as one hundred such could be planted upon one acre of ground, there is certainly a fair margin for profit. If our farmers were to try the raising of some of that description of fruit they would find it fully as profitable as raising barley or oats for the American market. There is a notion prevalent with a great many farmers, that during the growing of fruit trees, the land about them ought not to be tilled. This is a mistake, some of the best authorities recommend the tilling of it, especially for root crops, which stir up the soil, and gives the roots an opportunity to spread, and draw nourishment from a distance. Of course, in this case, it is necessary to manure liberally.

JOHN B. GOODE,

WHOLESALE IMPORTER OF
Small Wares, Cutlery, Fancy Goods, &c.,
No. 67, St. Sulpice Street, Montreal. 1-1

IRELAND'S FREIGHT AND PASSENGER LINE

FROM MONTREAL TO KINGSTON, TORONTO, HAMILTON, ST. CATHARINES, and vice-versa.

On opening of navigation, the following first class steamers will form a line for the transportation of Freight and Passengers, viz.—

HER MAJESTY	CAPT. CHRISTOLM. OSPIRE
AMERICA	" PATTERSON
WHIPPY	" MOORE
MAGNET	" MALCOLMSON

As this will give five boats weekly each way, merchants can depend on having their freight delivered with dispatch.

Rates as low as by any other line.

For Freight or Passage, apply to H. W. IRELAND, St. Paul Street, Montreal.

E. CHAFFEY & CO., King Street, Toronto.

NORRIS & NEELON, St. Catharines.

JOHN PROCTOR, or GEO. T. MALCOLMSON } Hamilton.

12—1 mos.

NORTH SHORE TRANSPORTATION COMPANY.

THE NEW LOW PRESSURE SCREW

Steamer "CITY OF LONDON," will commence running, on the opening of navigation, between PORT STANLEY and MONTREAL, calling at convenient ports on the North Shore of Lake Erie, and places on the Welland Canal.

This splendid new boat has been built and fitted up with all the modern improvements, insuring speed, safety and convenience. She is admirably adapted for the transportation of Passengers and Freight, and will be under the command of that well-known and efficient officer, Capt. ALEX. POLLOCK.

Parties shipping by her will secure the advantage of a low rate of Insurance.

For rates of Freight and Passage, apply to WM. BOWMAN,

Superintendent London and Port Stanley Railway, London;

A. W. GUNN,

Agent London and Port Stanley Railway, Port Stanley;

H. W. IRELAND, Montreal,

Agent North Shore Transportation Company, Montreal. 12—1 mos.

L'EXTINCTEUR

PATENT PORTABLE SELF-ACTING FIRE ENGINE,

FROM \$18 AND UPWARDS.

THIS invaluable invention of Messrs

CARLIER & VIGNON possesses the

following advantages.—It is inexpensive, simple in construction, and may be used by the most inexperienced person, perfectly harmless to life and property always ready for use—so portable that one man carries it without hindrance to active exertion—entirely self-acting and self-propelling, so that all the bearer has to do is to direct the jet by means of the flexible tube—it possesses within itself the power of a Force-pump, and contains a chemical liquid (perpetually renewable) every drop of which has, as is described by the official report, a MAGICAL EFFECT. Less than one half the contents of L'EXTINCTEUR SUFFICIENT TO EXTINGUISH a very large and fierce fire at an experiment tried, so that though NO SUPPLY OF WATER be immediately available, one of the greatest calamities to which individuals or communities are subject, may now be AVOIDED by the use of this grand and simple invention. The public are referred for results of numerous experiments to the pamphlet on this subject, which may be procured of the undersigned agents gratis.

The Subscriber has in his possession a large number of testimonials from reliable sources, all testifying to the efficacy of L'EXTINCTEUR. In view of the possible continuance of a short supply of water, this little apparatus becomes a necessity to every householder, manufacturer, and commercial house.

For villages where no fire engine is kept, L'EXTINCTEUR is indispensable.

To farmers and persons living in isolated places, L'EXTINCTEUR is invaluable.

It will project the fluid to a height of forty feet. It lasts a lifetime with little care.

It is a fact well known that water will not extinguish burning coal oil. The fluid projected from L'EXTINCTEUR extinguishes burning petroleum with perfect ease.

The undersigned having been appointed Sole Agent for Canada by the Patentee is prepared to treat liberally with persons desirous of acting as Agents for the sale of this useful invention, as well as to supply all demands. Intending purchasers and the public generally are invited to call and obtain price lists and descriptive pamphlets.

From Mr. J. W. HORTON, D. A. ANSELL,

No 69, Solo Agent

Great St. James Street. for the Canadas,

UNION BUILDINGS,

St. Francois Xavier St. MONTREAL,

12-4

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 AT LAW, SOLICITORS IN CHANCERY,
 CONVEYANCERS, NOTARIES PUBLIC, &c.
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N.B.—Collections and Insolvency Matters promptly attended to.
 H. MARTIN. J. W. FERGUSON.
 32-ly

P. D. BROWNE,
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 16 GREAT ST. JAMES STREET,
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CASH advanced on Warehouse Receipts and negotiable paper. Collections made in all parts of Canada and the United States. Orders received and promptly executed for the U. S. 7.30 Loan, and for all other descriptions of United States Securities.
 Montreal, September 15, 1865 1-6m

FRANCIS FRASER,
HARDWARE AND COMMISSION
 MERCHANT, Agent for Manufacturers Birmingham and Sheffield Goods of every description, 25 St. Sulpice street, Montreal. 1-ly

CANADA GLASS COMPANY.
 (LIMITED.)

SODA WATER BOTTLES.
 CANTON OIL BOTTLES.
 VARNISH BOTTLES.
 PHIALS of all sizes, round, flat, oval, pannelled, square, and semi-oval.
 PRIVATE (lettered) MOULDS made to order.
 Orders received at the Office will be promptly and carefully executed.
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 Secretary.
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 IMPORTER OF
FRENCH DRY GOODS,
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MacEWEN & MACHAR,
BARRISTERS AND ATTORNEYS
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 SOLICITORS IN CHANCERY, &c., &c.
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 32-ly

R. C. JAMIESON & CO.,
MANUFACTURERS of every description of VARNISHES, JAPANS, &c., &c.
 60-ly No. 14, ST. JOHN STREET, MONTREAL.

DISSOLUTION OF PARTNERSHIP.

THE Partnership heretofore existing in this city, under the name and firm of THOMSON, CLAXTON & CO., has this day expired by limitation of time.
 All Debts due to or by the late firm will be settled by
 T. JAMES CLAXTON & CO.
 Montreal, 30th December, 1865.

GEORGE GILLESPIE & CO.,
 Commission Merchants and Shipping Agents,
 4 Victoria Buildings, West Regent Street,
 GLASGOW, SCOTLAND.

EXECUTE ORDERS FOR EVERY
 description of goods exported to the Colony on the best terms of ready cash purchase. They are also prepared to make liberal advances on Canadian produce consigned to them for sale, through their friends and correspondents Messrs. Gillespie, Moffatt & Co., of Montreal.
 The shipment and Insurance of goods has long had their best attention. 49-ly.

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 LEATHER COMMISSION MERCHANT,
 231 St. Paul street, Montreal.

References
 Wm. Workman, Esq., Montreal, President City Bank.
 Henry Starnes, Esq., Montreal, Manager Ontario Bank.
 Hon. L. H. Holton, Montreal.
 Messrs. Thomas, Thibault & Co., Montreal.
 " James, Oliver & Co., Montreal.
 " Thibault, Thomas & Co., Quebec.
 Hon. Wm. McLean, Toronto, C. W.
 Messrs. Henny, Rice & Co., Boston, Mass.
 Austin Sumner, Esq., Boston, Mass.
 Henry Young, Esq., 22 John street, New York.
 Samuel McLean, Esq., Park place, do. 20-

A T DRUMMOND, B.A., LL B
BARRISTER, ATTORNEY, SOLI-
 CITOR, &c OTTAWA, C.W.
 Collections made and returns prompt.

REFERENCES PERMITTED TO
 John Redpath & Sons, Montreal.
 Honble A Campbell, Commis Crown Lands.
 Adam Hope, Esq., of Buchanan, Hope & Co., Hamilton.
 John Fraser, Esq., of Fraser & George, Kingston.
 W. Ferguson & Co., Kingston.

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PRODUCE COMMISSION MER-
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 SUGARS, AND GENERAL MERCHANDISE,
 UNION BUILDINGS,
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SOAP, Candle, and Oil Manufacturers,
 OFFER FOR SALE
 Soaps—Common, Crown, Liverpool, Steam refined
 Pale, Palo Yellow, Family, Compound Erasive, White
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 CANDLES—Tallow Moulds, Wax Wicks, and Ada-
 mantine.
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 field, Cutlers to Her Majesty, Ebbinghaus & Sons,
 Prussia, Brass Cornices. 5-13

30,000 lbs. FOREIGN WOOL
 20 tierces of SODA ASH
 2 bales SCARLET FLANNELS
 3 do GREY COTTONS
 ALSO
 10,000 FINE FLOUR BAGS.

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PRODUCE AND COMMISSION MERCHANTS,
ATTEND personally and promptly to
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 FLOUR, PORK, ASHES, TALLOW, LARD,
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Sales effected with every possible promptitude, con-
 sistent with the solid interests of our consignors, and
 returns made at the earliest moment.

If long experience in the Produce Trade, and care-
 ful personal attention to the interests of our friends,
 will avail us, we are confident that every satisfaction
 will be given. 1-ly

CAMERON & ROSS,
COMMISSION MERCHANTS,

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 nounce to Country Merchants and Traders generally,
 that they are regularly receiving and selling on Com-
 mission all kinds of Country Produce, such as Grain,
 Flour, Pork, Butter, Pot and Pearl Ashes, Leather,
 Wool, Hides, Flax Seed, &c. Also, purchasing Dry
 Goods, Groceries, Hardware, and General Mer-
 chandise. Having a thorough practical experience
 both in the Produce and General Trade of the country,
 and giving our personal attention to the interests of
 our consignors, we are enabled to realise the highest
 market value for all goods entrusted to our care. Any
 goods arriving out of condition are put in proper
 order before being exposed for sale. Parties wishing
 to have any produce disposed of in foreign ports,
 advances made if required, and the goods forwarded
 to responsible agents for disposal.

Cash advances made, or Drafts accepted for two-
 thirds value of consignment when bill of lading is
 attached, or three-fourths value remitted in cash on
 arrival of goods.

Owing to our having a number of years of success-
 ful experience in the Country Trade, we can with
 confidence offer our services for the purchase of Dry
 Goods, Groceries, and General Merchandise, being
 always in the market and familiar with the prices of
 the various staples; can always buy to better advan-
 tage than those who only visit the market two or three
 times during the year.

Orders from the lower Provinces for Butter, Pork,
 or Flour, will receive immediate and personal at-
 tention.

Special attention given to the shipment and for-
 warding of goods by the cheapest and most expedient
 routes.

All charges as low as is consistent with a view to
 responsibility. We beg to thank our numerous friends
 for the share of their business entrusted to us, and
 trusting that the same attention to their interests
 which has proved hitherto so satisfactory will in future
 merit a still larger share of their patronage.

N.B.—Prices of Produce, &c., we refer you to those
 contained in the Review which is partly supplied by
 ourselves and other houses in the trade.

RETURNS PROMPTLY MADE.
 CAMERON & ROSS.

THOMAS HANFORD,
 AUCTIONEER & COMMISSION MERCHANT
 ST. JOHN, N.B 23-

PRINTING HOUSE.

Messrs. M. LONGMOORE & CO., since their
 removal into their new and much more extensive and
 commodious premises, have been enabled to make
 great additions to their printing machinery and
 stock of type.

They have now FIVE STEAM PRINTING beside
 other kinds of PRESSES, which enable them to strike
 off a very large number of impressions with the great-
 est despatch.

Any orders sent by mail from the country will be
 promptly attended to, and forwarded by mail or ex-
 press.

They have the newest styles of type for handbills
 and posters.

They will give particular attention to the printing of
 legal, municipal and assessment forms, guaranteeing
 at once despatch and correctness.

They have recently purchased one of the
 COLLON PRESSES of Messrs. SANFORD, HARRISON
 & Co., the only one of the kind in Canada, by means
 of which they are enabled to print, NUMBERED
 CHEQUE BOOKS, perforated to tear off the cheques
 as required, the side slips being numbered to corre-
 spond with the cheques,—forms of BILLS OF EX-
 CHANGE and P. PROVISIONAL NOTES, also number-
 ed, NUMBERED CONCERT TICKETS, STEAM-
 BOAT TICKETS, RAILROAD TICKETS, &c., &c.

Remittances from the country in duly registered
 letters will be at our risk.

M. LONGMOORE & CO.,
 Printing House,
 67 Great St. James Street.

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