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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, OCTOBER 11, 1867.

No. 39.

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

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

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

CHAPMAN, FRASER & TYLEE,
Successors to Mastland, Tylee & Co.,
WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
2-1y 10 Hospital st.

GEORGE CHILDS & CO.,
(IMPORTERS.)
WHOLESALE GROCERS,
Nos. 20 & 22 St. Francois Xavier st.,
46-1y MONTREAL.

ROBERTSON & BEATTIE,
IMPORTERS, WHOLESALE GRO-
CERS, and General Commission Merchants, corner
McGill and College streets, Montreal. 8-1y

DAVIE, CLARKE & CLAYTON,
WINE, SPIRIT & COMMISSION MERCHANTS,
46 St. Peter Street,
opposite St. Sacrament Street,
6-1y MONTREAL.

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

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

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

S. H. & J. MOSS,
WHOLESALE CLOTHIERS,
IMPORTERS OF WOOLLENS, TAILORS'
TRIMMINGS, &c. 5 and 7 Recollet Street, and
Oriental Block, 422 Notre Dame Street, MONTREAL.
Our stock of Fall and Winter Clothing is now
complete, and is well worth the attention of buyers
East and West. To meet the requirements of the
several Provinces, especially of New Brunswick and
Nova Scotia, Clothing is now manufactured on the
premises under the supervision of English and Ameri-
can Foremen. 33-1y

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

THOMAS MAY & CO.,
CAVERHILL'S BLOCK,
No. 63 St. Peter Street.
Montreal, Sept. 15, 1866. 9-1y

CRATHERN & CAVERHILL,
IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES, &c., WINDOW
GLASS, PAINTS & OILS, Agents, Victoria Rope
Walk, Yvelle Montagne Zinc Company, have removed
to Caverhill's Buildings, 61 St. Peter Street, Montreal
2-1y

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

Drugs and Chemicals,
Pharmaceutical Preparations.
Surgical Instruments,
Druggists' Sundries,
British and Foreign Perfumery
and all other articles required by Druggists, Surgeons
and Country Merchants. 10-1y

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

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN ALL KINDS OF
BOOTS AND SHOES, E21, E26, and 523 St. Paul St.
Montreal invite the attention of Merchants and Job-
bers, from all parts of the Dominion, to our large and
varied stock of Boots and Shoes, specially adapted
for Fall and Winter.
Our stock consists of Men's, Boys' and Youths',
Ladies', Misses' and Childrens' wear, in all about 200
different patterns. Also, a large assortment of Flannel
Lined Balmoral and Skating Boots, manufactured
from the best English and French Leathers.
Our extensive facilities, and long experience in
manufacturing, added to the fact that all our pur-
chases are made for cash, enable us to produce and to
offer to our customers, goods at the very lowest possi-
ble figures.
All goods warranted as represented.
Orders personally or by Post, will have our prompt
and most careful attention. 1-1y

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

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

Established 1863.
LYMANS, CLARE & CO.,

CHEMISTS AND DRUGGISTS,
MANUFACTURERS OF LINSEED OIL,
Importers of
FOREIGN DRUGS, PAINTERS' COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
332, 334, & 336 St. PAUL STREET,
MONTREAL. 10-1y

C. L. RICHARDS,
DIRECT IMPORTER OF
ENGLISH, AMERICAN, AND WEST INDIA
GROCERY GOODS,
Commission Merchant in Flour, Oils, &c., &c.,
40-1y North Wharf, St. JOHN, N. B.

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

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

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

I. L. BANGS & CO.,
MANUFACTURERS OF FELT AND
COMPOSITION ROOFING, ENGLISH FELT
ROOFING, &c., Office, No. 9 Place d'Armes Hill,
opposite City Bank Montreal 35-1y

W. J. STEWART, 420 St. Paul St.
Sole Agent—For FINLASSON, BOUSFIELD &
Co.—Shoe, Thread, Gilling Twine, and all kind of
Ma hait and Lichen Threads.
W. HOUNRELL & Co.—Seine Twines.
G. & W. WAITES.—Colored and other Twines.
Wm CLARKE & Sons.—Needles, &c.
J. & T. JOLLEY.—Lancashire Files and Tools.
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-1y

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

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

MCMILLAN & CARSON,
CLOTHING.
WHOLESALE.
101 & 150 MCGILL STREET, Montreal. 5-1y

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS.
Importers of Window Glass, &c., No. 16 Lemoine
Street, facing St. Helen Street, Montreal. 1-1y

SMYTH & EDMINSON,
BOOT AND SHOE MANUFACTUR-
ERS AND DEALERS, 204 and 206 McGill
Street, Montreal. 9-1y

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

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

JAMES ROY & CO.,
IMPORTERS of DRY GOODS, including TABLE LINEN, SHEETING, &c., No 605 St. Paul st. near St. Peter. 1-1y

ÆTNA LIFE INSURANCE COMPANY.
 INCORPORATED, A.D., 1820.
 Dividend for 1867, 50 per cent. of premium, thus reducing it one-half to those who pay all cash, and returning all notes given in 1865 by those who borrowed half the premiums of that year.
 Dividends are paid down every year, not added to the policy by way of Bonus, payable only at death. A 50 per cent dividend paid down is equal to a Bonus of from 100 to 400 per cent. of the premium, according to the party's age.
CANADA BRANCH OFFICE—20 Great St. James St. S. PEDLAR & CO.,
General Agents
 23-1y
 Montreal, 1867

R. CAMPBELL & CO.,
IMPORTERS OF CARPETINGS, OIL CLOTHS, AND CURTAIN MATERIALS, 208 & 210 McGill Street, Montreal. 9-1y

JAMES BAYLIS,
IMPORTER OF CARPETS AND OIL CLOTHS, MONTREAL,
 No. 74 Great St. James Street,
 No. 81 King Street East, Toronto. 9-1y

C. E. SEYMOUR,
COMMISSION MERCHANT,
 DEALER IN LEATHER, HIDES AND OIL.
 507 St. Paul Street. 46-1y
 Agent for Lyn Tannery.

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

LONDON, CANADA WEST.

ROBERT SEATH,
WHOLESALE CLOTHIER AND IMPORTER of Woollens and Tailors' Trimmings, No. 10 St. Joseph Street, near McGill Street, Montreal. 31-1y

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

O'HEIR'S
WHOLESALE CLOTHING AND OUTFITTING ESTABLISHMENT.
 68 AND 152 MCGILL STREET, MONTREAL.
 38-1y Country Orders executed with Despatch.

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

C. H. BALDWIN & CO.,
IMPORTERS AND WHOLESALE DEALERS
 IN
WINES, GROCERIES, AND LIQUORS,
 8 St. Helen Street. 31-1y

KINGAN & KINLOCH,
IMPORTERS AND GENERAL WHOLESALE GROCERS, and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal.
Wm. Kinloch, W. B. Lindsay D L Lockery
 8-1y

ANDREW MACFARLANE & CO.,
 Importers of
STAPLE AND FANCY DRY GOODS,
 253 & 260 St. Paul and 92 & 93 Commissioners Streets, MONTREAL. 1-1y

JOSEPH BAWDEN,
(Successor to the late Ewen MacEwen, Esq.)
ATTORNEY-AT-LAW, Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston O.W. 47-1y

KERSHAW & EDWARDS,

 ESTABLISHED YEAR 1838.

IMPROVED FIRE PROOF SAFE.
 KERSHAW & EDWARDS,
 1-1y 82, 84 & 86, St. François Xavier street, Montreal.

GREENE & SONS
HATS AND FURS,
 WHOLESALE.
 FALL STOCK COMPLETE.

SPECIAL attention of the Trade is directed to our
NEW AND LEADING STYLES.

HATS,
CAPS,
FURS,
GREENE & SONS,
 517, 519, 521, St. Paul Street,
 1-1y Montreal.

AKIN & KIRKPATRICK,
PRODUCE COMMISSION MERCHANTS,
 MONTREAL.

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

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

T. M. CLARK & CO.,
 MONTREAL AND TORONTO.
GENERAL COMMISSION AGENTS
 for the sale and purchase of Breadstuffs and Provisions.
 Cash advanced on warehouse receipts, or Bills of Lading. 2-1y

HEAVY FORGINGS AND PLATE WORK.

E. E. GILBERT.
CANADA ENGINE WORKS,
 MONTREAL,

Is prepared to furnish
WROUGHT IRON PADDLE SHAFTS at 6½c. per lb.
RAILWAY AXLES at 4c. per lb
PLAIN ROUND BOILERS & STRAIGHT GIRDERS at 6c. per lb. &c.
 The work warranted to be fully equal to the best imported or manufactured here. 23-1y

DUNCAN & FORSTER,
IMPORTERS OF EAST & WEST INDIA PRODUCE AND GENERAL GROCERIES, 12 & 14 St. John Street, Montreal. 9-1y

W. G. WILLIS,
COMMISSION MERCHANT, SHIP-PIPING AGENT, &c., No. 41 City Exchange BOSTON. 11

J. Y. GILMOUR & CO.,
 IMPORTERS OF
BRITISH AND FOREIGN DRY GOODS
 WHOLESALE,
 NO. 376 ST. PAUL STREET,
 MONTREAL. 52-1y

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

HIBBARD & CO.,
MANUFACTURERS' AGENTS,
 and Importers of Gussot Webs and Shoe Findings, Manufacturers and Importers of Rubber Goods, Manufacturers and Patentees of Circle Belting, MONTREAL. 9-1y

LIDLAW, MIDDLETON & CO.,
 Commission Merchants and Shipping Agents, Montreal. 21-1y

MOORE, SEMPLE & HATCHETTE,
 (Successors to Fitzpatrick & Moore)

IMPORTERS AND WHOLESALE DEALERS in Groceries, Teas, Sugars, Wines, Liquors, Tobaccos, Cigars, Fish, Oils, &c.
 2 Dominion Buildings, corner McGill and College Sts. 2-1y

MOLASSES, COD OIL, AND HIDES.
 Landing this day, ex steamer "Her Majesty," from Halifax, N.S.:
 50 puns Choico Musco. Molasses
 70 brls Pure Cod Oil
 218 Dry Hides

ALSO IN STORE:
 Puns Strong Proof Fine Rum
 Barrels No. 1 Extra Split Herrings
 Boxes Smoked Herrings
 Barrels Seal and Herring Oil
 Hhds "United Vineyard" Brandy (vintage 1863)
 Tons Jamaica Logwood

AND DAILY EXPECTED:
 120 Hhds Choico Barbadoes Sugar, for Sale by
JAMES MITCHELL,
 Sept. 10, 1867. 1-1y No. 7 St. Helen Street.

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

EVANS & EVANS,
HARDWARE MERCHANTS,
 and Manufacturers' Agents, No. 7 Custom House Square, Montreal. Sole Agents for the Provincial Hardware Manufacturing Company. 36-1y

LaRIVIERE & BOURDEAU,
IMPORTERS OF SHELF & HEAVY HARDWARE, PAINTS, &c., (Sign of the Sun)
 233 and 235 St. Paul Street, MONTREAL. 36-3m

E. C. JAMIESON & CO.,
MANUFACTURERS OF VARNISHES, JAPANS, and Dealers in Spirits of Turpentine, Benzine, Oils, &c., &c., No. 8 Corn Exchange Buildings, 57 JOHN STREET, MONTREAL 60-1y

MONTREAL, 16th May, 1867.
IRONMASTERS' PRICE LIST
MONTREAL CUT NAILS.

In 100 lbs. kegs inclusive: a fair assortment with not over one-quarter, Shingles, under 25 tons.....\$3 22½ per keg
 25 tons and over.....\$3.12½ per keg
 Shingle Nails, when sold alone, EXTRA over assortment.....20c. per keg
 2 lb. and 5 lb. Nails, when sold alone (five per cent being allowed in assortment) 40c. per keg.
 Terms 4 months, or 3 per cent for cash.

H. W. IRELAND,
 BROKER. 18

BUFFALO ROBES CIRCULAR.

GREENE & SONS,
MONTREAL.

1867 BUFFALO ROBES. 1867

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

TARIFF OF PRICES:

- No. 1. Regular assortment..... \$ 9.50
- 1. Selected10.60
- 2. Assorted..... 8.60
- 3. Fall and Summer..... 6.00

WHOLE ROBES:

- No. 1. Whole Robes\$12.00
- 2 " " 11.00

TERMS CASH.

Orders promptly executed.

GREENE & SONS.

YEAR BOOK AND ALMANAC OF CANADA FOR 1868.

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

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

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

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

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

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

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

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

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

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

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

All letters must be pre-paid.

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

CAMERON & ROSS.

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

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

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

CAMERON & ROSS,

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

JAMES DONNELLY,

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

FOULDS & McCUBBIN,

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

LEWIS, KAY & CO.,

IMPORTERS OF STAPLE AND FANCY DRY GOODS, 1-1y Nos. 275 and 277 St. Paul street, Montreal.

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.
Cuvilliers's Buildings, St. Sacrament St., Montreal. 50-1y

JAMES P. CLARK & CO.,
DRY GOODS IMPORTERS, 162 McGill Street, MONTREAL. 9-1y

J. G. MACKENZIE & CO.,
Importers of
BRITISH AND FOREIGN DRY GOODS,
331 & 333 St. Paul Street,
MONTREAL. 8-1y

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

JAMES BAILLIE & CO.,
WHOLESALE DRY GOODS,
480 St. PAUL STREET,
MONTREAL. 5-1y

W. & R. MUIR,
DRY GOODS IMPORTERS,
166 McGill Street, Montreal.
Our Stock of Fall and Winter Goods is now very complete, to which we invite the attention of Western Merchants 8-1y

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

WM. J. McMASTER & CO.,
IMPORTERS OF STAPLE & FANCY DRY GOODS, No. 16 Lemoiné Street, 35-1y Montreal.

McLACHLAN BROS. & CO.,
IMPORTERS OF BRITISH AND FOREIGN FANCY & STAPLE DRY GOODS, and Small Wares, No. 463 St. Paul St., Montreal. 35-1y

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

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

C. DORWIN & CO.,
BANKERS AND EXCHANGE BROKERS,
49-1y 66 St. Francois Xavier st., Montreal

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

W. & F. P. CURRIE & CO.,
100 GREY NUN STREET, MONTREAL,
HAVE FOR SALE—
BOILER TUBES, Oil Well Tubes, Gas Tubes, Faluts and Putty, Fire Bricks, Fire Clay, Flue Covers. DRAIN PIPES, Roman Cement, Water Lime, Portland Cement, Faving Tiles, Garden Vases, Chimney Tops, &c., &c.
Manufacturers of AMERICAN Sofas, Chair, and Bed SPRINGS. 12-1y

FOULDS & HODGSON,
IMPORTERS OF
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And a large variety of other Fancy and Staple Goods
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Good references given if required. 30-ly

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 100 pieces Hop Sacking.
 300 pairs Blankets,
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 For which the Paris Exposition of 1867 awarded a
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 J. G. Sandeman's celebrated Port Wines,
 Mackenzie & Co.'s (C. Adiz) Sherry Wines,
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THE EUROPEAN ASSURANCE SOCIETY,
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 CAPITAL £1,000,000 Sterling.
 ANNUAL INCOME over £300,000 Sterling.
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1867 — **FALL TRADE.** — 1867
T. JAMES CLAXTON & CO.
STOCK will be complete and ready for inspection by
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THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.
UNLIMITED RESPONSIBILITY.
 Capital, Surplus and Reserved Funds ... \$16,271,675
 Invested in Canada..... 250,000
 Premiums received in 1866, were..... 5,362,200
 Daily premiums, upwards of..... 17,000
 Shareholders personally responsible for engagements of the Company.—All Directors must be Shareholders.
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DEPUTY CHAIRMAN—HENRY STARNES, Esq. (Manager Ontario Bank).
FIRE DEPARTMENT.—Insurances effected on all classes of Property at Current Rates.
LIFE DEPARTMENT.—Amount of Special Reserve, \$9,282,468.
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WEST BROTHERS
 Have removed to 144 McGill Street.
GROCERIES, WINES, LIQUORS AND CIGARS
WHOLESALE 14-ly

JEFFERY BROTHERS & CO.,
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 43 St. PAUL STREET, opposite Custom House,
MONTREAL.
 Sole Agents for "Cotes" celebrated ground Rock Salt, for Table and Dairy use.
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WM. MOLAREN & CO.,
MANUFACTURERS and Wholesale Dealers in
BOOTS AND SHOES, 16 & 17 Lemoin Street,
 Montreal. We invite the attention of Merchants and other dealers throughout the Dominion, to our large and varied stock of Boots and Shoes, especially adapted for Fall and Winter. In manufacturing for the Western markets, much care has been bestowed, and having made the width and proper form of the goods a speciality for years, enables us to produce and to offer to our customers Boots and Shoes of the best description. All goods warranted as represented. Personal or Letter Orders will have our prompt and careful attention. 33-ly

BLACK & LOCKE,
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C. R. BLACK, late of John Dougall & Co., Montreal.
PIERS LOCKE, " Howard, Locke & Bros. N.S. 29-ly

HUNTER, DUFFY & JOHNSON,
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BOOTS AND SHOES,
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MONTREAL. 49-ly

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, OCTOBER 11, 1867.

CABLE QUOTATIONS.
 OUR readers perhaps noticed the table of English Cable quotations of American and Canadian produce, which we have published in recent numbers of the *Trade Review*. It will henceforward be a feature of this publication, and, we believe, it will prove not the least valuable one in it.

The Birmingham *Iron Trade Circular* received by last mail says of the Wolverhampton trade:—
 "There has been a tolerable demand from Canada this summer for the new 'needle' latches, which are extensively manufactured here."

We have reason to believe that the information contained in the following paragraph from *The Gazette* is quite authentic:
 "Referring to the rumours in circulation relative to the amount of Buchanan, Hope & Co.'s paper held by the Commercial Bank, we are authorized to say that the statement has been much exaggerated; that the possible loss is comparatively inconsiderable, and the reduction proposed in the report of the Directors who examined the general position of the Bank will cover any deficiency likely to occur from this cause."

Subjoined is a table, affording a comparative view of the British Bank returns, the Bank rate of discount, the price of Consols, the price of wheat, and the leading exchanges in London, during a period of three years, corresponding with the week ending 23th ult., as well as ten years back, viz., in 1857:—

At corresponding date with the present week	1857.	1855.	1856.	1857.
Reserve of notes and coin	11,276,083	13,960,909	16,729,262	21,447,843
Gold and bullion	5,978,968	7,108,174	8,679,857	16,649,738
Bank rate of discount	5 1/2 p.c.	4 1/2 p.c.	4 1/2 p.c.	2 p.c.
Price of Consols	94 1/2	94 1/2	94 1/2	94 1/2
Average price of wheat	57 1/2	42 1/2	42 1/2	62 1/2
Exchange on Paris (Paris)	25 1/2	25 1/2	25 1/2	25 1/2
— Amsterdam ditto	11 1/2	11 1/2	11 1/2	11 1/2
— Hamburg (3 months)	13 1/2	13 1/2	13 1/2	13 1/2

The *Detroit Post* says that arrangements have been made with Mr. J. Edgar Thomson, the President of the Pennsylvania Railroad, that will secure the early completion of the railroad between St. Paul and Superior, at the western end of Lake Superior.

MORLAND, WATSON & CO.,
WHOLESALE
IRON MERCHANTS,
 AND
IMPORTERS OF HARDWARE,
 Offices and Warehouse 385 and 387 St. Paul Street
MONTREAL.
 Manufactories on Lachine Canal.

THE COMMERCIAL UNION ASSURANCE CO'Y.
 19 & 20 CORNHILL, LONDON ENGLAND.
CAPITAL £2,000,000 Stg.—INVESTED over \$2,000,000
FIRE DEPARTMENT.—Insurance granted on all descriptions of property at reasonable rates.
LIFE DEPARTMENT.—The success of this branch has been unprecedented—**90 PER CENT.** of premiums now in hand. First year's premiums were over \$100,000. Economy of management guaranteed. Perfect security. Moderate rates.
 Office 385 & 387 St. Paul Street, Montreal.
MORLAND, WATSON & CO.,
General Agents for Canada.
FRED. COLE, Secretary.
Inspector of Agencies—T. C. LIVINGSTON P.L.S. 9-ly

WHAT IS TO BE DONE!
 I. A bill of indemnity to cover the public expenditure from the 30th June last, the close of the financial year for Ontario and Quebec.
 II. The transfer of the Provincial control of local public works and buildings.
 III. The legal organization of the Federal departments.
 IV. The equalization of the tariff for all the Provinces.
 V. The admission of the North-west territory, British Columbia, and Vancouver to the Union.
 VI. The provision for securing the Intercolonial Railway guarantee.
 VII. The Fisheries.
 A Ministerial journal gives the above as the programme of measures to be considered by the first Parliament of Canada, now called to meet at Ottawa on the 11th proximo. Great interest is justly attached to the assembling of the "collective wisdom" of our new Dominion. It will bring home to our people in a way they have not previously felt it, that Confederation is *un fait accompli*, and that we have entered upon a new, and it is to be hoped, larger and more prosperous career. Many of the members to come from Nova Scotia and New Brunswick, have never been in Canada before, and their presence at the capital at the opening of Parliament, will add greatly to the interest of the occasion. The cabinet ministers hailing from the east, are also strangers to most of our Ontario and Quebec representatives, and these circumstances, with many others, which might be mentioned, must tend to render the opening of the first Parliament of the Dominion an event of unusual importance and interest.

Legislation will undoubtedly be required on all the questions specified above, and some of them will call for a display of the highest wisdom and intelligence upon the part of the people's representatives. The Tariff question in particular will call for very careful consideration. Everything indicates that the question of Free Trade and Protection is about to rise into importance, and that even on the first Tariff bill, the House may exhibit a very singular division upon it. We hardly think any party will, however, advocate the imposition of high duties. Taxation should be kept as low as possible, and at this time of day, we hope every sensible man recognizes the folly of a tempting by high duties to force capital and labour into unproductive channels. A certain amount of Revenue, however, must be had to pay the public creditor, and preserve the Dominion's credit. This will doubtless continue to be raised by a Tariff, and we see no good reason why in framing that measure, the encouragement of Home industry should not be kept in view.

The transfer to Provincial control of local public works and buildings, may give rise to considerable discussion. The matter is not one of great importance,

but it may be none the less fruitful on that account in calling parliamentary eloquence into play. Since the commencement of Confederation, the Government has been spending the public money without the sanction of the representatives of the people. This was inevitable, and we suppose there will be little opposition to a Bill of Indemnity, although possibly the expenditure made since the 1st of July may be closely criticised. The legal organization of the Federal departments may evoke a sharp discussion regarding the number of Cabinet officers created, the possibility of the Dominion being well governed with fewer ministers, and the propriety of incurring so large an expense. It was a popular card at the late elections to denounce Sir John A. Macdonald for making the cabinet so large, and it will be strange if the first session passes without some animadversion upon it. The House will, we feel assured, be pretty well agreed as to the advisability of taking steps to secure the North-west territory, but if British Columbia and Vancouver Island apply for admission into the Confederacy, as we believe they will, we may expect the terms of their admission to excite a good deal of attention. As members of our union, the Pacific colonies would doubtless increase its expense and responsibility, and it is only natural to expect that the House of Commons will contain gentlemen who will be for, and others against their immediate admission.

The Fisheries and the Intercolonial Railway are questions in which our Maritime fellow-subjects are more directly interested. According to the programme at the head of this article, the Government will have measures upon each of them. Both are very important subjects, and will, taken in conjunction with the other matters already alluded to, give our Parliament a laborious session's work. Besides the Government measures, there will also be private legislation, or rather, measures introduced by private members. At the beginning of a Parliament, the new members are generally quite zealous, and are rather prolific in speeches and bills. The first Parliament of the Dominion will most probably prove no exception to the rule, but the questions reserved for the consideration of the Federal House are such that discussion will be less general, and private legislation less abundant than formerly was the case.

It seems to be admitted that the Government will have a considerable majority when Parliament meets. It is to be sincerely hoped that they will bring down a policy which will promote the welfare of the country. There is everything to favour their doing this, and there is a strong disposition throughout the country, and we trust the session will not be a week old until it is seen there also, to hold ministers responsible if the best interests of the country are not consulted. We trust the Opposition will be active and vigilant. Under our system of Government, a good strong opposition is of the greatest advantage. It makes ministers toe the mark, and is the best guarantee that objectionable legislation will not become law. We trust and believe, however, that whatever differences may exist, both parties will show that they are one in loyalty to the Crown, in their efforts to enlarge and protect our young confederacy, and in all measures to uphold and protect it.

FOLLY OR CRIME—WHICH?

THE weight of debt resting upon the people of the United States, is severely felt. The heavy taxation is trying all classes. The burden is, it is true, no greater than it has been for the past two or three years; but the sacrifices which the people made during the excitement of the war, when the Republic's existence hung in the balance, are felt more keenly in a time of peace, and the press is filled with nostrums for the public relief. Some of these are of a very wild and dangerous character. If adopted by Congress, they would practically amount to *repudiation*—a word odious and detestable to every honest man. We are glad to observe that the principal Statesmen and leading Journalists, scout these degrading propositions, which are either the result of the deepest folly, or arise from a willingness to perpetrate a villainous crime. But it is not to be denied that repudiation has its advocates, and whether they are simply guilty of folly or inchoate crime, the credit of the Republic is suffering greatly from their declarations.

War is a curse, and our neighbours are just now paying par: of its penalty. There is a certain amount of hardship in the loyal part of the people having to bear such a heavy debt to uphold the nation and its constitution against the assaults of traitors; but they knew the

price before it was incurred; and cannot now consistently grumble thereat. There is also a certain amount of hardship in the Government having to redeem in gold their depreciated bonds and greenbacks. The greater part of their securities were doubtless obtained by those who hold them, at a large depreciation. In many cases the Government gave its "promise to pay" \$100. for as little as \$60 in gold. Of their \$3,000,000,000 of indebtedness incurred during the rebellion—for which bonds and other securities were issued—we dare say not much more than \$2,000,000,000 were realised in specie, the balance being the *bonus* which had to be given to induce capitalists to lend their money. There is, as we have said, a certain amount of hardship in the nation having to pay three billions in gold for two billions; but it is part of the price which had to be paid to preserve the Union, and no amount of hardship could justify the nation in breaking its solemn obligations to those who, in its hour of trial, became their creditors. To do so, even partially, would be a national crime, which would cover the United States with everlasting disgrace.

General Butler is one of those who took ground which led some to suppose that repudiation, to a partial extent at least, was advocated by him. His proposition was, in effect, that the American Government should not pay the holders of their 5.20 bonds the amount upon their face, but only the sum which they (the holders) paid for it! This would be, of course, partial repudiation, and a barefaced refusal on the part of the Government to fulfill its promises. The disapprobation which General Butler's proposal elicited, has, we are glad to learn, caused him to back down from his first position.

We believe that the great mass of the people composing both political parties, hold that the national good faith must be maintained inviolate; but it would appear that the Democratic party contains most of those who counsel national dishonor. Some of them advocate, according to Senator Morton, of Indiana, "that the Government shall at once pay off, in greenbacks, all the bonds which it has a right to redeem, and shall continue to do so from year to year, as the right to redeem shall accrue, until the whole is paid, which would thus be done in seven years; and the more violent, are insisting on the immediate discharge of the whole debt by compelling our creditors to take an equal amount of greenbacks, to be issued for that purpose." Either of these propositions would not only be unjust to the creditors of the United States, but would be ruinous to the Republic itself. It would require over \$2,000,000,000 of greenbacks to be issued—an inflation which would overturn the commercial fabric, and would render the value of their currency very much like the country's honour, "whittled down to the small end of nothing." Having once gone thus far, total repudiation would not be far off.

Senator Morton and other eminent Republicans, and we are sure the wealth and intelligence of the United States generally, are in favour of faithfully meeting all their obligations. This is the only honest—the only wise course. It has been, and is still, the desire of many to carry on the reduction of their debt as rapidly as possible. This may not be practicable. In fact, we do not see any objections to the United States following the example of Great Britain, France, and other European nations, and allowing the payment of the principal to fall wholly or in part on future generations,—the Government, in the meantime, faithfully and punctually paying all interest at maturity. This course is now advocated warmly by some who formerly wished to continue reducing the debt itself, and it arises from the growing dissatisfaction of the people with the high taxation which they have to bear. The policy which appears to meet most favour, and will most probably be adopted, is as follows:—"To reduce the rate of taxation to the lowest point that will defray the expenses of the Government, economically administered, pay the interest on the debt and maturing obligations, and leave the principal and bonded debt to be discharged in other and better times." This view is enunciated by Senator Morton, and appears to be sustained by the Republican party generally.

We have faith in the Government and people of the United States, to believe that they will never tolerate repudiation, or any proposal approaching thereto. They stand to-day just where Great Britain stood after the Napoleonic wars. But the good faith of Great Britain financially, has never been violated. The man who would rise in the House of Commons to propose such a thing, would be driven from public life in dis-

grace, and even place himself outside the pale of respectable social life. So ought it to be among our neighbours. Those Americans who seem to be squinting in the direction of repudiation, are adding to the calamities of their country. They are stabbing the national credit, and bringing reproach upon the country's good name. The American Government was understood by the whole world to promise to pay its principal bonds in gold at maturity, and anything short of that would be little less than swindling. If those persons who are advocating "fancy" modes of settling the difficulties surrounding their finances, are not in earnest in propagating such sentiments, they are guilty of the greatest folly; if they are in earnest, they are desirous that their Government should perpetrate a crime which would not only ruin a Republic's credit for ever, but render its very name a hissing and reproach throughout the world.

THE POSITION IN NOVA SCOTIA.

IT is not part of the mission of the *Trade Review* to interfere in questions of mere politics, but there is a commercial aspect attending the recent extraordinary defeat of the Union party in Nova Scotia to which little attention has been paid, and which, we believe, to a considerable extent underlies the whole affair. The defeat is generally attributed to the indirect course pursued by the Union party in neglecting to submit the project to the people before the Act of Union was consummated, and, to a certain extent, this is no doubt correct. But if the same pains had been taken to set forth the commercial advantages of Union, and to remove the objections entertained against it on financial grounds, we are very much inclined to think that the result would have been totally different. The people of Nova Scotia say, or have said, that they do not want Union, because they are perfectly satisfied with their condition out of it, and fail to see how Union is going to improve it. They say, "we are progressing as rapidly as other people, we are doing a safe and increasing trade, our internal improvements are by no means insignificant, we have the entire control of our own resources, and our financial position in the English money market is better than that of Canada." They say, too, "we have no fear on the score of invasion from any body; the harbor of Halifax is of too much importance to the English navy to allow us to entertain any fears on that score." As an eminent Halifax merchant once put it: "We import directly, and can supply our people with everything they require as cheaply as they can get—it elsewhere, and, therefore, don't see what we have to gain by Union." Now it is impossible to deny that there is some truth in this line of argument. At all events, the people of Nova Scotia evidently believe in it, and we do not think that it is necessary even to attempt to controvert it. We may freely admit that the Nova Scotia people have all these advantages which we have enumerated, and perhaps many more. The question is, does it necessarily follow that by entering into the Union with her Sister Provinces, she forfeits any one of them? And will she not gain in addition many others of a far more important character? We believe she will, and we believe, too, that the people of Nova Scotia will, at no distant day, acknowledge it.

Scotland, like Nova Scotia, possessed a certain amount of material prosperity before its Union with England, and the very arguments used to-day against it were used then, yet who will say that Scotland has not gained immeasurably by Union with the larger and richer country—just so in the present case. The very prosperity which Nova Scotia has attained in her isolation, is an argument for Union. Her resources are boundless, but can never be half developed without a field for expansion. Without this field she must always remain pretty much as she is. There is no member of the Dominion so rich in natural resources. The enormous stores of coal and iron alone would suffice to give her the supremacy in manufactures, but when to these are added her splendid geographical position, with her chief city the natural terminus of the great highway which will connect herself and Europe with the western country, one cannot but wonder at the folly of those who would shut themselves up from a participation in the many blessings which unrestricted intercourse would bestow. Surely, if considerations of this nature had been placed before the people as persistently as those of a mere political nature, they could not have been so blind to their own self interest as to have rejected them for the sake of preserving a state of petty nominal indepen-

dence. Perhaps, after all, the quickest way of bringing the affair right would be to repeal the Act of Union as far as regards Nova Scotia, and we venture to say that in less than twelve months there would be as large a majority in its favor as there is now against it. There are however, many objections to this course, and we trust that the men who have been returned will lay aside party passion and prejudice, and they, and thinking men generally, will set themselves to work to persuade their countrymen of the vast commercial and industrial advantages which the Union is calculated to bring them. Had this been done with a will in the first place, we are persuaded that the result would have been different, and that we should not now have to deplore the damaging and unwelcome fact that a member of the Dominion of Canada is such in opposition to her own free will and choice.

REPORT OF THE SECRETARY OF THE PETROLEUM PRODUCERS' ASSOCIATION.

GENTLEMEN.—At the last weekly meeting of the Producers of Petrolca, a strong desire was expressed that statistics of the present condition of the Petroleum trade should be prepared for the information of Producers. As Secretary to your meeting, I have complied with the request, and beg to offer the following Report:—

"A good deal of misapprehension and diversity of opinion exists as to the fall and winter prospects of the Crude Petroleum Trade, both as regards the quantity being produced, the demand for tankage and refining purposes, and the probable ruling price for the remainder of the year. With a view to assist in arriving at some intelligent idea on these points,—questions involving hundreds of thousands of dollars of capital,—I have gathered some statistics which I offer for the consideration of Producers, together with some remarks as to the market value of the important article of commerce you are engaged in producing.

"The leading ideas on the subject which naturally suggest themselves are three—first, production; second, the demand; and lastly, the market price of the article. With reference to the actual daily product of the oil wells, opinions widely differ, some calculations placing the yield at 50 and even 100 per cent. over that of others. Daily observation of all the leading wells confirms the opinion, well understood by all who have watched the development, that the yield is far below the estimate popularly believed to be the actual product. I need not advert at length to the fickleness of oil wells; the difference in the yield from day to day, and the many accidents which, from one cause and another, occur to hinder the steady run of a well. A well denominated "a hundred barrel well" may safely be placed at fifty, when the casualties and drawbacks are taken into account. At one time the delay is caused by accidents to machinery, at another by want of tankage, at another from a lack of wood and water, and sometimes a lack of funds is the hindrance. All these causes, and very many more, which will suggest themselves to the Oil Producer who has experienced the vexations and delays attendant on the business, contribute to check production and lessen the actual supply. In fact, it has become almost a proverb among the producers, that you can never tell what your well is yielding, until the oil has been measured in the tank or actually barreled and shipped. It might appear superfluous to many to recite these well-understood drawbacks, but it may not be amiss to recall them in order to check the ardour of some, and the reckless assertions of others. Without wishing, however, to run to the opposite extreme, and underestimate the amount of oil now being pumped, I would venture the statement, grounded on the acute observation of some of our most correct judges, that the average product of the wells is not more than 1500 barrels per day, and even from this estimate many will insist that a week's run should only be taken at five days instead of six. And when we consider the wear and tear of machinery, the liability of suckers to part, of pump-valves to give out, and the hundreds of little difficulties which occur to check the steady yield of a well, we may not be far astray in taking the average run of a well at only five days a week. It is unquestionably true that, since the great fire of August 3d. at Petrolca, when 35,000 barrels of oil were consumed, the wells which were pumping within the area of the burnt district have not given anything like the amount of oil they formerly did. A tendency to "run to water" is observed more or less in all, and when, from any cause, several of them are simultaneously shut down, the remainder are seriously affected. Some critics, indeed, freely prophesied the failure of most of the wells alluded to within ninety days, though of course the question of the fulfilment of their predictions must be left to time.

In attempting to arrive at a proximate calculation of the probable yield for the next three months, from October 1st to January 1st—it is necessary to look around and see what is being attempted in the way of fresh developments. A good many wells are in progress, and it is but natural to suppose that some of them will be large wells, and take the place of those which will sooner or later "play out." As usual, we must also look for the due proportion of "dry holes," to use a familiar oil term. Of late, this class of failure has been more than usually large in proportion to good strikes, and if the same ratio is maintained, the days of over-production and stimulated yield will have been numbered. Indeed, it may be boldly asserted that, so far as can be at present judged, the volume of production has reached its climax, and may be expected gradually to recede.

Confined as most of the large wells are to the area of fifty acres, it is simply a question of time when this new and hitherto productive territory will be exhausted. We recall the gradual but certain failure of Oil Springs, where the largest flowing wells Canada has seen have occurred; we have seen the precarious oil fields of Bothwell become almost valueless, and even in Petrolca proper over one hundred and fifty wells struck since January, 1866, have been abandoned as unprofitable investments, the sinking of which has involved a loss of capital of at least \$1,000,000. How long, then, with the experience of Oil Springs, Bothwell and the old district of Petrolca to warn us, can we rely upon the present territory for a lasting source of supply? The experience in Pennsylvania is the same as in Canada: the most productive oil regions there have been abandoned one after another, and new fields have had to be sought to supply the world's demand for light.

Turning from the consideration of production and supply to that of demand, we meet with facts calculated to inspire producers with every confidence. True, the production just now is largely in excess of the present consumptive demand, but the difference is more than made up by the application of capital to the business. Tempted by the almost unparalleled price to which the article of Crude has receded, capitalists are busily engaged in purchasing and tanking, for future use or exportation, the surplus product over the present requirements of refiners. Since June last, oil has dragged along at from 50 cents to 55 cents per barrel at the wells. In contrast with \$10 in the winter of 1865-'66, and \$4, the price which ruled all the summer and fall of last year. For this valuable product to be sold at the panic price of fifty cents appears almost beyond belief, and yet the necessities of producers have gradually reduced the value of the article to that depressed quotation. But several capitalists, mostly from the United States, have taken advantage of the occasion to put down a large amount of underground tankage for the safe storage of the oil. The large amount of this description of tankage now under construction would hardly be credited by those who are not cognizant of the actual facts. In addition to the tankage under construction for the "Speculators," so called, a large number of these storages are being put down by the producers. Recognizing the fact, that oil at 50 cents to 55 cents can only be parted with at a ruinous sacrifice almost every producer is saving all the oil he can possibly secure in the manner described, looking with certainty to the day when an upward turn in the market shall reimburse him for his expenditure of capital, labour and skill. It is on the new tanking developments, and the coming demand by Refiners for their fall and winter stocks, that the reasonable expectations for a better state of things rest; and it surely is no very sanguine anticipation that those who apply their capital to the business will reap a profit at no distant day, of from four to eight hundred per cent. when the oil shall again attain the paying point of \$3 to \$4 per barrel. The following is a carefully prepared and, I believe correct estimate of the amount of ground tankage actually under construction to meet the expected product of the next few months. The figures below do not include those tanks already completed and filled:—

Amount in Barrels of Under ground Tankage now in progress at Petrolca, to be completed by December 31st, 1867.

	Capacity in Bbls.
Mr. Higgins, of Chicago.....	45,000
Lindsay Company.....	2,100
Mr. Case.....	2,500
Mr. Vantyle.....	2,500
Mr. Childs.....	5,000
Mr. Hill.....	15,000
Atlantic Company.....	5,000
Marshall & Goodrich.....	3,500
North Eastern Company.....	5,000
Mr. Baxter.....	10,000
Mr. Correll.....	2,000
Messrs. Ralph.....	1,000
Col. Luce.....	2,500
Mr. Noble.....	7,000
Mr. Fairbanks.....	5,000
Messrs. Elwood & Parsons.....	3,000
Mr. Williams.....	4,000
Messrs. Thomas & Mason.....	2,500
Mr. Lancey.....	2,500

Total bbls of ground tankage under construction at Petrolca 125,000

Of this amount 59,000 barrels of tankage is on account of speculators who are in the market to purchase for storage, while the balance, 66,000, is under construction by the producers themselves for present and future use, and in order to provide themselves with storage, and save an undue pressure upon the market. This united action on the part of nearly all the producers, added to the spirited investment of capital by the purchasing speculators, (of whom Mr. Higgins is the leading spirit and the boldest and most far-seeing of our oil men), must ere long stimulate the trade so as to raise it from the prostration into which it has sunk from lack of capital, coupled with over production. The money invested in this tankage is considerable; for, taking the average cost of its construction at 34 cents per barrel capacity, it will foot up the large sum of \$42,800.

In addition to the demand for Crude to fill these tanks, we now have to take into consideration the necessities of the Refiners. The impression that an unusually large stock of refined is in the market is certainly erroneous, and the best calculations point to the conclusion that the stocks in hand, owing to the disastrous conflagration in August, at Montreal, when over 15,000 barrels of refined Petroleum were destroyed, are far below the coming demand for the fall and winter trade. The large and growing demand for Refined Petroleum as an illuminator, points to great activity in refining, and it is not at all improbable that considerable lots will be shipped to Europe. The ad-

vance in Liverpool of American oil to 1s. 6d. sterling per gallon, or 37½c., (equal to 81c. allowing for the difference in measurement of the Imperial and Winchester gallon) will admit of a large marginal profit for shipment, seeing that the best refined can be laid down in Montreal for 18c. to 19c. per gallon, packages included. This would leave a margin of about 11c. or 12c. per gallon for freight and profit on shipment abroad, equal to \$4.40 to \$4.80 per bbl. Taking the ocean freight and other charges at \$2.40 per barrel, there is a splendid opening for a large and lucrative venture in exportation. But, throwing aside all ideas of an export trade in Refined this fall, the fact is beyond doubt that the demands of the Dominion of Canada alone will test the capacity of all the refineries to keep up the necessary supply of the popular illuminator. The refineries in Canada number some 18 or 20, and when in full work require from 3,750 to 4,000 barrels of Crude per week to keep them in operation. If we place the consumption at the rate of 3,500 per week till January 1st, a period of about 13 weeks, we arrive at the conclusion that 45,500 bbls of Crude will be required to supply the Trade.

It now remains, in order to bring these facts and figures to bear upon the argument advanced, to summarize and see how the estimated production will compare with the estimated demand:—

THE DEMAND.

	Barrels.
Ground Tankage now under construction at Petrolca for the reception of Crude oil.....	125,000
Estimated Consumption by Refiners from October 1, 1867, to January 1, 1868.....	45,500
Total demand for Crude.....	170,500

THE SUPPLY.

1,500 barrels per day from October 1, 1867, to January 1, 1868, equals 79 days.....	118,500
Estimated deficiency.....	52,000

If these approximate calculations are correct, we have an anticipated deficiency in prospect of 52,000 bbls. Unless some undreamt of developments occur one of two things is certain, that if Refiners are to be supplied with the amount of Crude they require, then many of the tanks being constructed for the reception of the oil yet to be pumped must remain empty. In placing the daily yield at 1,500 barrels, I have taken the production at a period when the wells are most easily and successfully worked. When the icy hand of winter sets its seal upon the face of nature, the difficulties in the way of the producer are much greater. Not only does the yield decrease from natural yet unexplained causes, but the delays and breakages are largely increased by reason of the frost.

The only reasonable conclusion to be drawn from the statistics presented is apparent—namely, that the present price of Crude oil, sixty cents (60 cents) per barrel at the wells, must yield to the stimulating effects of the competition by capitalists, and the determination of producers to tank their oil for an advanced quotation. How far the anticipated advance in Crude will extend it is quite impossible to foresee: that will altogether depend upon the firmness of the producers and the law of supply and demand. The recent remarkable advance in the United States may be accepted, in some sort as a comparison. In May last oil at the wells in Pennsylvania and Ohio was quoted at \$1.75 to \$2.00; the price is now \$4.25 to \$4.50 per bbl, and refined has risen from 17c to 35c per gallon at Philadelphia and New York. Of course it cannot be anticipated that this season, the Canadian product will take such a bound, but there is no reason to doubt that, in view of the great advance of oil in Europe and in the States, large shipments of both our Crude and Refined will be made to Europe next Spring.

It remains with the producers to take action to advance their own interests. It is not either for Refiners or Speculators to suggest or offer an advance: the Producers have the matter in their own hands, and at their weekly meetings it rests with them to fix the standard market rate, and establish a basis on which business may be transacted without the fear of those mischievous fluctuations so disastrous alike to the interests of Refiners and Producers.

I am, Gentlemen,

Yours respectfully,

STEPHEN BLACKBURN,
Secretary Petroleum Producers' Association.
Petrolca, 30th Sept., 1867.

BUCHANAN & Co.—The *Free Press* of this morning states that the losses of this firm have further ramifications viz., the stoppage of the New York and Glasgow houses. The *Free Press* is under a mistake, as the New York and Glasgow houses referred to were merely offices kept open in those cities for the accommodation of the Hamilton house; facilitating exchange operations and the exportation of purchases. The partners were identical, but had no independent capital and no distinct business, hence the stoppage of the Glasgow and New York houses were contemporaneous with that in Hamilton, being simply distinct portions of the same Hamilton firm. I Buchanan & Co. Montreal, Adam Hope & Co., and Buchanan, Hope & Co., of Hamilton, formed three distinct firms, based upon distinct capital, and the present temporary difficulty arises only with the last named, the two former being untouched. It is generally understood that the liabilities are confined to certain banking institutions at home and in Canada, and the probabilities are that a complete arrangement will be carried out within a few days, leaving the business itself unimpaired, but causing a considerable loss to the individual partners of the firm.—*London Advertiser.*

OFFICIAL POST OFFICE NOTICES.

BRITISH NEWSPAPERS, &C., FOR AMERICA.

The following important alterations have been made in postages between Great Britain and the United States of America:—

We beg to call particular attention to the fact that now book packets—which, as understood, embrace many things more than books—are admitted into the United States. The Post Office announcement is as follows:—

On the 1st October next, and thenceforward, the entire postage, British and United States combined, chargeable on newspapers posted in the United Kingdom addressed to the United States of America, and whether forwarded by British mail packet, United States mail packet, or by private ship, must be paid in advance instead of the British postage only, as heretofore, and no further charge will be levied on their delivery. The following is the postage required to be paid, and this payment must be made by means of postage stamps:—For each newspaper duly registered at the General Post Office for transmission abroad not exceeding 4 ozs in weight, 2d.; for every additional 4 ozs 2d. On and from the same date, book packets and packets containing patterns or samples of merchandise may be forwarded from the United Kingdom to the United States of America, by British or United States packet or by private ship, at the following rates of postage, which must be paid in advance by means of postage stamps: for a packet not exceeding 4 ozs in weight, 3d.; above 4 ozs and not exceeding 8 ozs, 6d.; every additional 4 ozs, 3d. These rates of postage comprise the whole charge to the place of destination, unless the packet contain any article which is liable in the United States of America to a customs duty. In any case where such duty is chargeable it will be levied on the delivery of the packet.

Under the terms "book packets," are comprehended stitched or bound books, periodical works, prices current, sheets of music, plans, maps, catalogues, prospectuses, announcements, and any other kind of printed papers, as well as engravings, prints, drawings, lithographs, and photographs (when not on glass); but no letter, or communication of the nature of a letter, must be forwarded in such packets or in or upon their covers. Every book packet must be sent without a cover, or in a cover open at the ends or sides. With the exception of packets containing unbound proof sheets only, in which ordinary corrections in writing will be allowed, there must be no writing or marks upon the packets, or upon their covers, other than the name and address of the persons to whom they are sent and the name and address of the persons who send them.

The following regulations must be observed with respect to packets of patterns or samples:—

1. There must be no writing or printing in addition to the address of the person for whom the packet is intended and the address of the sender other than a trade mark and numbers and the prices of the articles; and these particulars must in all cases be given, not on loose pieces of paper, but on small labels attached to the samples, or the bags or boxes containing them.

2. The patterns or samples must be sent in covers open at the ends, so as to be easy of examination. Samples, however, of seeds, drugs, and so forth, which cannot be sent in open covers, may be enclosed in boxes, or in bags of linen, paper, or other material, tied at the neck, or the bags may be entirely closed, provided they be transparent, so that the officers of the Post Office may be able to satisfy themselves as to the nature of the contents.

The rule which forbids the transmission through the post of any article which might injure the contents of the mail bags, or the officers of the Post Office, is so far relaxed in this case as to permit patterns of scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, and such like articles to be forwarded, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags, and the persons of the officers of the Post Office, while, at the same time, the samples may be easily examined.

If any book packet, or packet of patterns or samples be posted unpaid, or insufficiently paid, it will not be forwarded.

No book packet, or packet of patterns or samples must exceed two feet in length, or one foot in breadth or depth.

In order to prevent any interruption to the regular transmission of letters, a book packet or packet of patterns or samples may, when it is necessary, be kept by any head Postmaster for 24 hours beyond the time when, in the ordinary course, it would be forwarded.

Upon any newspapers, book packets, or packets of patterns or samples, which the senders desire to register, a registration fee of 4d. must be paid in advance, in addition to the postage.

By command of the Postmaster-General.—General Post Office, Sept. 16, 1867

REGISTRATION OF LETTERS

On and after the 1st of October next the regulations in force with regard to the registration of letters to or from any of the British Colonies will be as follows:—

1. All letters containing coin, and all letters which shall have written or put thereon the word "registered," or any other word or words of the like meaning, or to the like effect, whether the same shall have or contain therein coin or not, posted at any Post Office in the United Kingdom, addressed to any of the British Colonies, or posted at any Post Office in any of such Colonies, addressed to the United Kingdom, shall be delivered to the Post Office for registration, shall be registered by the Post Office at the time of the same being posted, and a rate of postage of 4d. for every such letter registered at any Post Office in the United Kingdom during the ordinary hours appointed for the registration thereof shall be charged for such registra-

tion, in addition to any other rates of postage payable thereon; and every such registration rate shall be paid at the time of such letter being posted.

2. If any such letters shall be posted without being registered, such letters shall be registered at any Post Office in the United Kingdom through which they may pass in course of transmission thereon by the post, and shall be forwarded so registered to their destination, and shall be charged with a registration rate of postage of 8d., in addition to any other rates of postage chargeable or payable thereon, with a deduction, nevertheless, equal to the amount of any stamps which may have been affixed to such letters in payment, or part payment of the registration fee chargeable thereon.

3. Any such letters may be detained for the purpose of being registered at any Post Office in the United Kingdom through which they may pass in course of transmission thereof by the post, until the next ordinary despatch to that by which they would have been forwarded, conveyed, and delivered, if they had been registered by the Post Office according to the directions herebefore mentioned.

By command of the Postmaster-General.—General Post Office, Sept. 16, 1867.

THE GRAIN CROP OF EUROPE.

A PROSPECTIVE HEAVY DEMAND FOR AMERICAN CEREALS.

The London correspondent of the *Commercial and Financial Chronicle*, (who, we understand, is editorially connected with the *London Economist*), writing under the date of August 10, has the following remarks upon the grain crops of Great Britain and the Continent:—

"But if we assume that the crop of wheat in this country will be below an average, what is likely to be the course of the market between the present time and the close of the year? There are some who persist in believing that the value of wheat in this country must continue to rule high, but I may state that those are few in number. Most persons, indeed, connected with the corn trade, are of opinion that in the event of the crop of wheat being under an average, but not greatly deficient, the quotations, in the face of our large prospective importation, must give way. To those who have not watched carefully the course of the foreign markets, this assertion has been a matter of surprise; but if we look into the future, and endeavor to ascertain what supplies of wheat we are likely to receive, it is certain that no other conclusion can be arrived at.

"In respect to the United States I shall say but little. I may state, however, that on this side we are led to believe that we shall once more be in the receipt of large supplies from your side, and that the trade in breadstuffs, which has been so long in abeyance, will shortly be resumed on an extensive scale. Through a private source I was informed yesterday that a leading American house had made very large purchases of wheat in Chicago; that the produce had been drawn against; that the exchange had been collected, and that the outflow of bullion from New York was likely to be checked.

"You will remember that in one of my letters, written about six weeks since, I mentioned that the crop in the South of Russia had suffered considerably from a protracted drought of ten weeks' duration; but as the farmers in the interior were forwarding large supplies of produce to the Odessa market, it might prove that the injury reported to have been done had been greatly over-rated.

"No doubt, had the dry weather continued, the crop would have been lost; but genial rains opportunely set in, and the plant not only recovered, but the crop has turned out as satisfactorily as it did last year. You will bear in mind that the South of Russia, during the last twelve months, has furnished us with the greater proportion of our foreign supplies of wheat, and it therefore follows that a successful wheat crop in that region is likely to have an important bearing upon the course of prices here. In Austria the crop is very abundant, and the result of the harvest in Hungary is equally satisfactory. In Galicia the crop has suffered from floods and heavy storms; but, with that exception, the wheat crop in these districts has proved abundant, and we shall consequently receive large supplies from Hungary and Austria, via the Danube and Trieste. In Prussia, the result, so far, does not appear to be unfavorable. On the banks of the Vistula, viz. in Polish Prussia, heavy rains and floods have prevailed, but these are always made the most of both in that country and abroad."

IRISH BUTTER.

The great question of reform which is now agitating the Irish mind is the substantial one of butter. A meeting of the Cork Farmers' Club was held on Saturday to consider the report of a committee who had conferred with the butter merchants on the subject. Whilst admitting the existence of abuses the committee attribute to other causes the falling off in the London markets. They state that, so far from the demand for Irish butter having decreased in the English markets, the returns of the Cork market show that it had largely increased, but the exports which were formerly consigned to agents in London are now sent direct to the provinces. Hence the London agents regard Irish butter with disfavour, because they no longer make a commission upon it, while, on the other hand, the foreign butter, not having the quality branded on it and the quotations known, as the Irish has, they are able to make 8s. or 10s. per cwt. more by selling Irish butter of the same quality. They say that the inferior quality of one-half the butter which comes to the Cork market is owing to the fact that many farmers have not suitable cowhouses or dairies, and

as they have no leases or right to compensation or outlay, they cannot be expected to build such houses. The committee therefore recommend that the attention of landed proprietors be called to the matter. They condemn the practice of soaking firkins, overvaluing and overloading, suggest that the size of the firkins should be diminished and two sets introduced, one to contain not more than 70lb., and the other 55lb., smooth inside and neatly finished, and that frauds should be severely punished. In the course of the discussion on the report it was stated that the Macroom Farmers' Club recommended that uniform casks of 55lb. and 28lb. be substituted for other large ones now in use, and that all butter branded in the Cork market and not sold within a month be inspected. Mr. Maguire, M.P., has observed that the complaints were such as could be rectified by the farmer. To illustrate the magnitude of the trade, he mentioned that one merchant in the room exported last year 60,000 casks, and he pointed out the necessity for prompt attention to the matter by reminding the farmers that "their foreign trade was done up; their Australian trade was done up; America supplied herself and many other countries which Ireland supplied before. Therefore their great dependence was on the English markets." Some difference of opinion was expressed as to whether the merchants were not to blame for overloading, and also as to the expediency of letting the makers be present while the inspectors examined the casks. The report was ultimately referred back to the committee for reconsideration.—*Liverpool Daily Post*.

AGRICULTURE IN BRITISH COLUMBIA.

In a letter to a local paper Mr. Harnett, a lecturer of some repute, says:—"The configuration of this country is very singular, it seems so strange to find a country expand into such grand dimensions as you travel from the seaboard. But it's just right, although a reversion of the general order of things. We find the first thing to occupy the attention of the Canadian Parliament is the admission of this Colony into the Confederation. No doubt it will be admitted. What then? The configuration of this country is precisely what the wants of man in that event require. I have long felt that one overland route can not be sufficient for the great nation springing up on the Pacific Coast. There must be a Northern one as well as a Southern. Now, you see, as the future emigration crosses the Rocky Mountains, their pilgrimage is ended; instead of having six hundred miles further to travel as in California. Mining, farming, stock raising, are open to them to choose between at once, with ample prospects in each to invite immediate settlement. I know no portion of California, except one or two of its favored spots, that compete with British Columbia in these respects. To-day, from Lilloet to Soda Creek, North and South, and how far East and West, I do not know, it is a perfect garden, full of agricultural and pastoral wealth, fruits and vegetables of splendid character, pasturage and natural hay, in endless profusion—crops of wheat and barley that would do credit to any country. What impious trash to talk of this country dying out! Let those things be made known through your columns in England, Canada, California, everywhere, constantly, vigorously, and you will do much towards helping your country to take that place amidst the great nations springing up so rapidly on the glorious old Pacific, to which she is so justly entitled. That seems to me the higher duty of the Press, instead of wrangling over the dry bones of political issues that are dead. If it be said that the season is short, and climate bad, let us remember that nature is always retributive, and that other countries ranking high to-day suffer more in these respects than you do. Even in California, in many places North, is no better off. Taken altogether, I am astonished at the fertility of British Columbia; and if I am accused of seeing too much, I retort upon others by saying that they see far too little."

BRITISH COLUMBIA.

THE OVERLAND ROUTE.

Montreal to the Pacific coast in twenty three days—the work to be done at the other end of the line.

The *British Colonist* (Victoria, Vancouver Island), of the 19th August, contains the following:—

We are happy to inform our readers that Mr. Waddington's efforts to open an overland communication with Canada have so far not been altogether or unavailing. An active correspondence on the subject has, it appears, been carried on for some months with Canada through Dr. Powell, of this city, who has had the kindness to forward Mr. Waddington's views and statements, and have them backed there by influential parties favourable to the undertaking. These gentlemen have taken up the matter warmly, and the moment being favourable it has length been carried through, as will be seen by the following paragraph received by this mail and communicated by Mr. Waddington. It is taken from the *Norfolk Reformer*, of June 27th, published in Simcoe, Canada.

ROUTE FROM LAKE SUPERIOR.

"\$55,900 was appropriated by an Order in Council, on Saturday, from the Upper Canada Colonization Fund, for the opening of a road from Lake Superior to Bed River settlement. The amount is to be expended as follows:—Thunder Bay to Dog Lake, 25 miles, \$35,000; dams at the outlet of Dog Lake, \$6,000; Jordan's Rapids to the depot on Savanne River 11 miles, \$9,000; clearing out flood wood in Savanne River, \$1,000; superintendencies and contingencies, \$4,000. The road and navigation thus opened up will terminate within 70 miles of Rainy Lake, whence the navigation is unintermitted, except by a short portage at Francis, to the Lake of the Woods, about 50 miles from Fort Garry."

The importance of this step can hardly be sufficiently appreciated by our population, for with the 911 miles

of road from the Lake of the Woods to Fort Garry, which the Red River settlement have offered to contribute, and the portion of railroad guaranteed by the English Government, the line of communication on the other side of the continent between Fort Garry and Halifax will be completed. On this side, Mr. Washington has undertaken the portion from Bato to the Mouth of Quenneville, and it only remains to open the road in the Upper Fraser through the Yellow Head Pass as proposed by Sir James Douglas, and that over the plains to the bend on the North Saskatchewan below Brazeau river, to all 230 miles, in order to have a communication with Fort Garry by a line of steamboat navigation, 124 miles long. This achieved, the whole line will be opened between Bato and Halifax, consisting, as Mr. Washington informs us, of

Railroad in existence or being contracted	1,188 miles.
Steamboat navigation	2,400
Land travel (contracted for less the 230 miles above mentioned)	648
Total	4,236

Requiring 20 to 23 days travel, and open from 3 months during the summer. We have heard Mr. Washington succeed at but we are of opinion that for the special purpose of carrying out this splendid scheme, and who learns before leaving that he has already partially succeeded, deserves something better than the sneers of an ungrateful community.

THE GOLD REGION.

NOTHING is of doubt about the extent and value of the gold likely to be found in this region seems to be setting in at this time. The doubters, however, are not now confined to persons living at a distance, but are to be found much nearer home. They have been somewhat dubious all along, apparently influenced by a feeling that for gold to be discovered here was altogether too good a thing to be true; but they were willing to suspend judgment awhile, to see whether something worth waiting for might not after all turn up. They admit their belief that some gold was to be found at the Richardson Mine, but are decidedly undecided as to the r being enough, even there, to justify the expectation that that mine will prove to be as has been frequently asserted—the richest and most wonderful ever heard of. In fact, they consider the occurrence of gold there to be purely accidental and exceptional, and they have scarcely a particle of faith in the assertions of its having been found elsewhere, in or near the township of Madoc. They derive aid and comfort in support of their opinion, from the rumoured intended withdrawal of the Police force, from the Kingston Mines, saying that it is a "significant fact" that nine thousand acres of land are soon to be sold in the townships of Madoc, Marston and Elmer, and from the rumours that the Richardson Mine stock is being offered in Montreal at a great many less than a hundred cents on a dollar. Nothing will satisfy them, now, short of a regular weekly supply of gold in paying quantities. When they see that they will believe, but not until. At present they incline to the conviction that the whole thing is a delusion, a portion of the varied proportions of lunacy and gullibility incident to poor human nature. Some persons, they argue, having lands to sell, want to get a good price for them, and are not over-scrupulous what means they adopt to accomplish their ends, and others, having more money than wit, readily swallow any tale that may be told to induce them to invest in gold lands.

Such, then, is the present state of affairs. Doubt about the reality of the gold discovery unquestionably prevails in many quarters. This, we are inclined to think, is the not unreasonable result of the tardiness of the owners of the Richardson Mine to show their faith by their works. They have delayed, too long for their own benefit, probably, to commence operations upon a scale commensurate with the expectations which have been given forth to the world. They are, however, making a move at last to put up the necessary works to develop the actual capabilities of their property, and, for ourselves, we find it easier to believe that they, and others who are putting up expensive crushing machinery, have satisfied themselves that they have better grounds for making such an outlay than a blind trust in the speculative tendencies of a sufficient number of the public, which would lead to enough gold mining "stock" being taken up—in the absence of visible returns—to leave in any event a handsome profit for the original speculators, rather than to come to the conclusion that there has been a wholesale conspiracy to humbug and defraud the rest of the world, on the part of all those who are either engaged in digging for gold, or have again and again asserted that they have actually found the precious metal, not only in this locality, but over a widely extended area.

There is another reason which may be submitted to the consideration of the doubters, for the belief in the possibility of gold being found in this part of Canada, and that is, that the staff of the Geological Survey appear to be particularly cautious not to commit themselves to the expression of an adverse opinion. It is to be hoped that when Parliament meets steps may be taken to stir up the Geological Department into making a decisive and authoritative report on the subject, so that the prevailing doubts may be settled one way or the other, unless, indeed, that is done sooner by the success or failure of the crushing machines.—*Madoc Mercury.*

It is stated that a British naval officer left Boston on Wednesday week in the Java, and proposes to return there early in 1868, in command of a steamer without paddles, screw or coal. In other words, he intends to cross the Atlantic in a steamship fitted with hydraulic propellers, using petroleum as a fuel.

THE TOBACCO TRADE AND THE PUBLIC REVENUE.

THE feeling in the tobacco trade against the tax now laid upon it is widespread and very strong. It found vent in a late meeting in this city, called to consider the order regarding bonded warehouses, issued Sept. 10, and more recently in the Tobacco Manufacturers' Convention at Cleveland.

In 1850 the crop of tobacco was the largest ever raised in the United States. It was valued at 420,000,000 pounds. In 1851 it amounted to only 107,000,000 pounds, and the returns have fallen still lower since then. According to the last report of Commissioner Rollins, the production of taxable tobacco in 1853 was, in round numbers, twenty-three and a half million pounds, in 1854 it was sixty-three millions, in 1855 it was thirty-six and a half millions; and in 1856 it was only thirty-five and a half millions. With the great decline in the trade indicated by these figures, there has been a falling off in the profits of all engaged in it who attempt to deal honestly with Government and the public. Tobacco frauds, almost as gigantic in their respect as the notorious whisky frauds, have operated to the serious detriment of the honest manufacturer. By the more extensive use of the leaf in its natural state, and by illegal manufacture and sale, the Government loses about one-half of the whole amount it might raise on this article. The Select Committee on Internal Revenue Frauds, which reported to the last Congress, stated that there is much evasion of the tax in New York, Brooklyn, and Philadelphia, and they recommended a reorganization of the revenue force in the three cities. Commissioner Rollins was equally urgent in recommending reform in this matter. Evidences of the failure of the present system may be seen in the numerous seizures for tobacco frauds which have recently been made in this neighborhood, and in the numerous failures to convict or punish any of the guilty parties. About the beginning of June last, seven tobacco manufacturers near this city were seized. It was said that two of these places had defrauded the Government of about \$60,000. Another of them was reported to be the property of a man recently appointed United States Revenue Inspector. So far as the public have been informed, nothing has been done to punish these alleged swindlers. Perhaps the Committee on Attachment, now sitting in this city, will throw some light upon these cases.

Under a good system of taxation, and with proper management, the Government ought to raise about ten per cent of our whole revenue from tobacco alone. In Great Britain eleven per cent of the revenue is raised from tobacco, and the article is neither grown in that country nor used to nearly the same extent as here. At present only about five per cent of our internal revenue is obtained from tobacco, snuff, cigars, &c. Instead of raising \$17,000,000 upon this article, we might, if the tax were collected as fully as in Great Britain, raise between \$80,000,000 and \$100,000,000. In France, the taxes on tobacco yield an annual revenue of over \$45,000,000. It is true that there are greater facilities for evading taxes here, especially in this article, than in either of the countries named. The chief difficulty with us seems to arise from the fact that tobacco is grown here and is an article of export. To overcome this difficulty and to obtain the largest possible revenue from tobacco, its manufacturers urge the plan of laying the whole tax upon the leaf. To this there are many weighty objections. Perhaps the further discussion of the subject may bring forward some scheme better adapted to prevent frauds and enrich the Treasury without detriment to one of the most important branches of our agriculture.—*N. Y. Times.*

RED RIVER TERRITORY.—The *North Western* of the 24th ult., says—

From Caledonia, the new name of the Portage, we have very encouraging reports of the crops. The wheat is unusually heavy, it is expected the quantity will exceed 20,000 bushels—considerable improvements are going on there, and as soon as the approaching change in affairs of the country take place, a very rapid advancement of this rising settlement may be expected.

We understand that the Sioux intend to settle about there this winter in considerable numbers, to hunt and trap, it was anticipated that trouble would arise between them and the other Indians (Chippewas), but the Sioux have signified a wish to remain at peace with them. The Hudson's Bay Company intend wintering some 400 head of cattle near the Portage, and there is some rumour of a new fort being constructed at White Mud River. The people of Caledonia have, by last mail, received a very courteous reply from the Imperial Government to the memorial complaining of want of law and protection, &c. Their interests with that of Red River are at present occupying the serious attention of the government, and immediate results are daily expected. The buying weather has been very favourable, and a large quantity have been saved and stacked.

GRANITE-CUTTING MACHINE.—A correspondent says of this machine:—It does not effect results, as I thought at one time, by a series of revolving chisels, cut by cutting instruments not unlike the large cheese knife of the cheesemonger. This is made of a surprisingly well-tempered steel. The machine being brought to the block of granite, the quarry-side or a cliff, a series of these knives cut their way into the solid material with accuracy and despatch. You can divide a huge block in two, or pare off the least piece of surface, in either case the chisels leaving their work so smooth that the face of the stone is at once fit for the polishing bed or lathe. All kinds of the most obdurate material has been successfully noted on, and one of the machines has been, or is in progress, used as a tunneller or driver of levels.

CONTINENTAL HARVESTS.—In France the wheat-crop is reported as less than an average. Belgium and Spain are so deficient that they will be obliged to import, and Poland is in but a little better condition. Southern Russia will have large supplies, and in Hungary the yield is so heavy that even now the railroads are unable to move all the grain that offers, and store-houses are crowded. Turkey, on both sides of the Bosphorus is said to have good crops, and will have something to spare. In Algeria (Africa) so scarce are a few kinds of food that France is called upon loudly. Egypt is said to have abundant harvests, but perhaps there should be some abatement from this statement, since they could scarcely be over the present situation caused by attempting to supply England with cotton. The failure in India is largely due to this same cause.

In estimating probable prices of grain in Europe, the almost utter dearth of breadstuffs in many parts of the United States before the present harvest is to be taken into account; for, before foreign shipments can reach former proportions, we must be supplied at home. It is a singular fact that in neither France, England, nor in the United States, are there old stocks of wheat on hand, and their next year's bread must come almost wholly from this year's crop.—*N. Y. Tribune.*

The projected railroad from Cordoba to Salta, Buenos Ayres, S. A., a distance of 700 miles, is to be built by the same English company that have just completed a road 130 miles long from Rosario to Cordoba. The report of the engineers represents the route as nearly a level, requiring but little if any heavy work in grading. It penetrates exhaustless deposits of pure salt, and the line will afford an outlet for copper mines rivaling in richness those of Lake Superior.

ST. JOHN TRADE REPORT.

St. John, N.B. Oct. 6, 1867.

THE business of the week has shown some slight symptoms of improvement, although the fall trade cannot be said to have yet commenced. The water in the upper portion of the St. John is unusually low, and steamers are unable to run. When this is the case, the work of getting supplies into the interior is always put off to the latest possible moment, in the hope of the fall rains coming sufficiently early to improve the navigation for even a short time before the winter finally sets in. The demand for money to pay duties on the fall importations has created a more stringent feeling in the market, but as remittances will now be daily coming in from the country merchants, we may hope that it will only be of a temporary nature. Exchange is somewhat easier and sixty day bills on London may now be quoted at 10 per cent. premium, and eight bills at 11. During the week the ship "New Lampedo" from Liverpool has arrived with a full cargo, and the steamer "Acadia" from Glasgow is shortly expected to arrive. The steamers from Boston have also brought large quantities of dry goods, received per steamship "Ontario" at Boston, and transported from thence in bond. The other arrivals of the week comprise four vessels from New York and one from Boston with general cargoes, one from Platon with coal, and four from Portland with flour. After this week the steamers of the International company will make but two trips per week instead of three as heretofore. The weather has been variable and windy, though clear of fog. The preparations for the Provincial Exhibition are progressing satisfactorily, the whole of the space at disposal is taken up, and a large influx of visitors is expected.

LUMBER.—The clearances for the week consist of seven vessels for ports in Great Britain, with timber and deals. Three to West Indies, and two to Monte Video with boards, and eleven to United States ports. The shank business has scarcely commenced yet, though several vessels are under charter, none however have yet been dispatched. Freight rates are dull, the high figures which had been touched, combined with the unsatisfactory state of the English market, caused shippers to decline operating to any extent, and a lower rate than last reported would have to be accepted to secure engagements.

Deals to Liverpool or London	70s per standard.
" to Bristol Channel	62s 6d to 65s 0d per std
" to Dublin	67s 6d
" to West coast of Ireland	72s 6d
Boards to Boston	\$3.75 per M
" to New York	6 00 "
" to North side of Cuba	8 50 to 9 00
Shooks	25c. each.

FLOUR.—The flour market during the week has been sensitive and somewhat fluctuating. On Wednesday and Thursday there was increased firmness, and in some cases an advance was secured, but taking the whole of the week's transactions, there is very little change perceptible. The demand is steady and moderately good, though every thing is worked off in small lots, and there is an almost entire absence of anything like wholesale transactions. The two last

50 lbs choice Young Hyson fine 40c; 40 lbs do do do 35c; 50 lbs do do do 30c; 50 lbs do do do 25c; 50 lbs do do do 20c; 50 lbs do do do 15c; 50 lbs do do do 10c; 50 lbs do do do 5c; 50 lbs do do do 0c.

After which the following Groceries were sold.
 50 lbs white sugar, crushed, 10c; 40 lbs do do 9c; 50 lbs do do 8c; 50 lbs do do 7c; 50 lbs do do 6c; 50 lbs do do 5c; 50 lbs do do 4c; 50 lbs do do 3c; 50 lbs do do 2c; 50 lbs do do 1c; 50 lbs do do 0c.
 100 lbs refined sugar, 10c; 100 lbs sugar candy, white, 15c; 100 lbs do do 14c; 100 lbs do do 13c; 100 lbs do do 12c; 100 lbs do do 11c; 100 lbs do do 10c; 100 lbs do do 9c; 100 lbs do do 8c; 100 lbs do do 7c; 100 lbs do do 6c; 100 lbs do do 5c; 100 lbs do do 4c; 100 lbs do do 3c; 100 lbs do do 2c; 100 lbs do do 1c; 100 lbs do do 0c.
 50 lbs choice Young Hyson fine 40c; 40 lbs do do 35c; 50 lbs do do 30c; 50 lbs do do 25c; 50 lbs do do 20c; 50 lbs do do 15c; 50 lbs do do 10c; 50 lbs do do 5c; 50 lbs do do 0c.
 100 lbs refined sugar, 10c; 100 lbs sugar candy, white, 15c; 100 lbs do do 14c; 100 lbs do do 13c; 100 lbs do do 12c; 100 lbs do do 11c; 100 lbs do do 10c; 100 lbs do do 9c; 100 lbs do do 8c; 100 lbs do do 7c; 100 lbs do do 6c; 100 lbs do do 5c; 100 lbs do do 4c; 100 lbs do do 3c; 100 lbs do do 2c; 100 lbs do do 1c; 100 lbs do do 0c.
 50 lbs choice Young Hyson fine 40c; 40 lbs do do 35c; 50 lbs do do 30c; 50 lbs do do 25c; 50 lbs do do 20c; 50 lbs do do 15c; 50 lbs do do 10c; 50 lbs do do 5c; 50 lbs do do 0c.
 100 lbs refined sugar, 10c; 100 lbs sugar candy, white, 15c; 100 lbs do do 14c; 100 lbs do do 13c; 100 lbs do do 12c; 100 lbs do do 11c; 100 lbs do do 10c; 100 lbs do do 9c; 100 lbs do do 8c; 100 lbs do do 7c; 100 lbs do do 6c; 100 lbs do do 5c; 100 lbs do do 4c; 100 lbs do do 3c; 100 lbs do do 2c; 100 lbs do do 1c; 100 lbs do do 0c.
 50 lbs choice Young Hyson fine 40c; 40 lbs do do 35c; 50 lbs do do 30c; 50 lbs do do 25c; 50 lbs do do 20c; 50 lbs do do 15c; 50 lbs do do 10c; 50 lbs do do 5c; 50 lbs do do 0c.
 100 lbs refined sugar, 10c; 100 lbs sugar candy, white, 15c; 100 lbs do do 14c; 100 lbs do do 13c; 100 lbs do do 12c; 100 lbs do do 11c; 100 lbs do do 10c; 100 lbs do do 9c; 100 lbs do do 8c; 100 lbs do do 7c; 100 lbs do do 6c; 100 lbs do do 5c; 100 lbs do do 4c; 100 lbs do do 3c; 100 lbs do do 2c; 100 lbs do do 1c; 100 lbs do do 0c.

Linens are still well assorted, and we do not think the demand has been equal to former seasons, as stocks remaining on hand are larger than usual.

Woolens are a drug in the market, and large quantities will require to be held over, as the imports have been very much in excess of the demand. We cautioned importers early in the season, showing that a large stock had been held over from last year, and that as our own manufacturers are now competing successfully in many classes of goods, with the British, it would be the part of wisdom to curtail imports very materially. The caution has not been attended to, and the result is a heavy stock on hand that will not be needed at present, and a large loss when goods are pressed for sale in the auction room as some parties are doing.

In other departments, the assortment is much more complete than is generally the case at this season, so that buyers find no difficulty in getting all their wants supplied.

OATMEAL—Meets more enquiry, and prices have an improving tendency. The offerings are, however, small, and transactions unimportant.

GRAIN—Wheat.—Following the date of our last the demand slackened, and though no sales of moment were reported at a decline, some small lots of U. C. Spring were suffered to go at rather less than previously current rates. Within a day or two, however, the market has rallied under the influence of favourable despatches from Britain, and sales of U. C. Spring in car loads have been made at \$1 67 and cargoes at \$1 60 for delivery, a fancy sample drawing rather more. Chicago and Milwaukee Wheat has also sold to a considerable extent at \$1.61 for No. 1 and \$1.60 for No. 2. Holders now demand an advance, which buyers will not concede, and the market closes quiet, but firm. British advices for Pease have not materially varied, but exporters have lowered their offers, owing to the enormous advance in ocean freight. Latest sales have been at 9c to 9c for car loads from store, few cargo sales being reported; good samples, however, afloat would command rather more if immediately available. Little can be noted in Oats. There is an improving demand, and current rates are more freely paid for consumptive use, but few large operations have yet transpired. Barley.—Bright samples are wanted for malting, but there is little offering of available quality.

PORK—An unusually light demand during this sale has caused holders to meet buyers whenever the latter have shown a disposition to come forward. Stocks of all descriptions are light, and but for the near approach of the packing season, the market would be firm. Mess may be quoted at \$20 to \$20.50, the latter for retail parcels only. In other grades the demand is scarcely sufficient to base quotations on. Lard.—Demand and supply are alike trifling. In Hams, Cut Meats, &c., nothing of moment is doing.

BUTTER—The demand that exists is exclusively for the best parcels that shippers and the trade can select—for which they are willing to pay 14c to 15c—but medium and ordinary, which comprises the vast bulk of the stock, is not wanted, and no price at which holders can offer appears to tempt a sale.

ASHES—Both sorts have ruled quiet, and prices have not materially varied.

The New Haven Building block Company are manufacturing patent brick having a long narrow slit or air chamber, which they claim will keep buildings constructed therewith cooler in summer and warmer in winter than when built with ordinary brick. The bricks are made of a cement and shell lime.

THE HARDWARE TRADE.

Brush, George.
 Crampton & Cochrill.
 Curtis, W. & F. P., & Co
 Evans & Frane.
 Evans, John Henry
 Farrer & Co.
 Hill, R. E.
 Hall, Kay & Co.

Ireland, W. H.
 Kerby & Edwards.
 Lalor & Bourdon.
 Morland, Watson & Co.
 Mulholland, & Baker.
 Robertson, Jas.
 Round, John & Sons.
 Waddell & Pearce.

WE have to report a fair amount of business as having been done during the past week. A good many buyers have been in the city, and their purchases have been quite up to the average of the season. Heavy goods have been less active, the market being abundantly supplied, and the demand being only moderate. Prices, however, are nominally the same as before.

PIG IRON—Is in full supply with few transactions reported. We make no change in our price list, as previous rates are still asked by holders.

BAR IRON.—The stock is large and demand only moderate, buyers and sellers are widely apart in their views.

CUT NAILS.—We have no change to note.

CANADA PLATES—Have been offered at from \$3.70 to \$3.80 for best brands, with, however, very few buyers.

THE LEATHER TRADE.

Black & Locke
 Bryson, Campbell
 Goodough, W. S., & Co.
 Hua & Richardson.

Seymour, C. E.
 Seymour, M. H.
 Shaw F. & Bros.
 Smyth & Edmiston.

THE market continues about the same as at last report. Fair sales have been effected, while receipts have not been heavy. There is but little increase in stock.

SPANISH SOLE—Is in active demand. Poor grades are principally asked for, and but little is offering. Figures are about the same.

SLAUGHTER.—An improved call exists for this stock, and there is but little in the market.

HARNESS—Is inactive, but little arrives, and holds at about quotations.

WAXED UPPER.—The demand has fallen of considerably, and difficulty is found in moving poor grades, of which there is an abundance.

GRAINED UPPER—Has slight call.

BUFF AND PEBBLE—Good makes are scarce, and sales are easily effected of both kinds at full prices.

PATENT AND ENAMEL—Continue dull.

SPLITS.—An active demand exists for good sound stock at about quotations.

CALF SKINS.—Market quiet; only small sales are made.

SHEEP SKINS—Are in good request, especially light Russots.

HIDES—Although there has been a slight increase in receipts, holders are asking firm prices. Stock in market is not heavy.

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick.
 Black & Locke.
 Buck, Robertson & Co.
 Cameron & Ross.
 Converse, Gushon & Lamb.
 Crawford, James.
 Hannan, M., & Co.

Hobson, Thomas, & Co.
 Laidlaw, Middleton & Co.
 Leeming, Thomas & Co.
 Mitchell, Robt.
 Rapraet, Thomas W.
 Smeath, Jack & Co.
 Seymour, C. E.

FLOUR—The market has ruled extremely quiet during the greater part of the week, and prices at date of our last have barely been maintained, notwithstanding the improving tendency of Wheat in all the leading markets. The heavy operations of the previous week sufficed to supply the several openings for the time, and as there is no disposition to speculate, buyers seem content to submit to whatever rates may rule when again called on to replenish. In the mean time, the demand is mainly restricted to single hundreds for local use. The relatively high rates latterly ruling for Wheat leaving no profit to the miller, is likely to limit the quantity of Flour, and many of those engaged in the business, both here and westward, profess their intention to suspend operations till prices become more equalized. We quote Welland Canal and City brands nominal at \$7.20 to \$7.30. Ordinary Canada ranges from \$7.20 to \$7.30, and Strong up to \$7.40, according to sample. No 2 and Fine are in small supply, and meet a fair demand at quotations; and the lower grades are neglected and nominal. Rye Flour has at length become scarce, and exceptional rates have lately been paid to fill pressing engagements for the Lower Ports. We quote \$4.90 to \$5 as ruling figures for the small parcels changing hands. Bag Flour—With improved receipts from abroad, and liberal supplies from the local mills, the demand is amply met, and current rates are difficult to secure. We quote Strong \$3.60 to \$3.65, outside figure being rather exceptional, while irregular have continued to rule for the commoner samples.

BRIGHTON CATTLE MARKET.

WEDNESDAY, Oct. 9, 1867.

At market for the current week—Cattle, 3,516; Sheep and Lambs, 11,300; Swine, 8,600. Number of Western Cattle, 2,370; Eastern cattle, 740; Working Oxen and Northern Cattle, 400. Left over from last week.—Prices—Beef Cattle, extra, \$12.75 to \$13.00; first quality, \$12.00 to \$12.50, second quality, \$10.50 to \$11.75; third quality, at \$7.50 to \$10.00 per 100 lbs. (the total weight of hides, tallow, and dressed beef). Country Hides at 10c to 10 1/2c per lb; and Brighton Hides at 10 1/2c to 11c per lb. Country Tallow at 7c to 7 1/2c per lb; Brighton Tallow at 8c to 9c per lb. Sheep and Lamb skins, 75c to \$1 each. Calf Skins, 16c to 18c per lb.

REMARKS.

There is a large supply of Cattle at market—more from the West than has been brought in during any previous week this year. There are but a few lots of nice cattle among them. In the latter part of the week there were several lots of good Cattle at market, which were either taken at a commission or sold at our highest quotations. Most of the Cattle from Maine were Working Oxen and Stores. We have not noticed any sales at more than 13c per lb. There is not a very active demand, and we think there will be a still further decline before the market closes, particularly on the poorer grades. Stores—Yearlings, \$15 to \$25 per head; two-year-olds, \$30 to \$45, three-year-olds, \$45 to \$60. Most of the small Cattle that are in good condition are sold for Beef. There is a large number of small Cattle at market, but prices are without material change. Working Oxen—Prices range from \$16, \$16, \$18, \$20, \$21.5, \$23 to \$24.5 per pair. There is a large supply at market, and the demand is not very active. Milch Cows—Sales of extra at \$80 to \$100; ordinary at \$60 to \$80. Store Cows at \$45 to \$55. The price of Milch Cows depends altogether on the fancy of the purchaser. There are but few Cows at market. Sheep and Lambs—The supply is large and trade is dull, particularly for good lots good Lambs sell quickly. We quote sales of Lambs at \$2.25 to \$3.50 per head and Sheep at 8c to 9c per lb. Swine—No store pigs at market. Fat Hogs—Are in good supply, and prices are unchanged; 3,600 at market; sales at 7 1/2c to 8 1/2c per lb.

THE DRY GOODS TRADE.

Bailie, James Co.
 Carr, Jas. F. & Co.
 Easton, F. James & Co.
 Davis, Welsh & Co.
 Kennedy, James.
 Lunn, H., Fish & Co.
 Poole & Hodgson.
 Seale & Messerlin.
 Ollmou, J. Y., & Co.
 Greenhields, S., Son & Co.
 Hingston, Telfer, & Co.
 Hughes Brothers.
 Johnston, James, & Co.
 Lewis, Kay & Co.
 MacFarlane, Andrew & Co.
 Mackenzie, J. G. & Co.
 Macfar, Joseph, & Bro.

May, Joseph
 May, Thomas, & Co.
 McCallachlan, Jack & Co.
 Melnyre, Denoon & Co.
 McLachlan Bros & Co.
 McMaster & Co., Wm. J.
 Moore, S. H., & J.
 Muir, W., & B.
 Munderloh & Steckenr.
 Ogilvy & Co.
 Pillsaull, Aubin & Co.
 Robertson, A., & Co.
 Roy, Jas., & Co.
 Stephen, William, & Co.
 Strirling, McCall & Co.
 Thomas, Thibaudeau & Co.
 Waiker, Alexander.

DURING the week under review, trade has not been very active, still a good many buyers have been in town, and a moderate quantity of goods has been disposed of, though perhaps not as many as some anticipated, we think, however, trade keeps up to the average for the season, with fair prospects for the future. We learn from various districts that trade in the country has hardly started yet, and that country merchants are expecting a full average business, but as they have laid in moderately large stocks, they will not need much for some time to come. Some of our importers are hoping for an increased trade later on, we cannot see that there is much prospect for this, country buyers having purchased freely if not largely, and with their previous large stocks, cannot be in a position to purchase much more this season. We therefore advise both importers and merchants everywhere to endeavour to work down stocks to the lowest possible point this season, as goods are gradually but surely coming down in price.

In this market stocks we think are larger than they ought to be for the season. We had hoped that the imports would have shown a greater decrease this year than they do as all parties gave out that their imports would be much less than last year yet as a fact, they to-day, don't show a very material difference.

We do not think here will be much over supply in leading lines of cotton goods. Prices of these have now reached a moderate rate, and consumption is evidently increasing but we hear of no scarcity in any one line and the wants of the trade are amply met by the supply. Prices continue to droop in sympathy with the decline on the other side of the Atlantic.

The following is a statement of prices of a number of leading articles in the London and Liverpool markets, as reported by Atlantic Cable. The quotations are those which show how the market closed each day:—

Table listing various commodities such as Flour, Breadstuffs, Produce, and other goods with their respective prices and market status.

ASSIGNEES APPOINTED.

Table with columns: NAME OF INVOLVENT, RESIDENCE, NAME OF ASSIGNER. Lists names like Arnold, Walter; Haus, John; La Tourneux, George, etc.

APPLICATIONS FOR DISCHARGE.

Table with columns: NAME, RESIDENCE, DATE. Lists names like Gingras & Hignamette; Mirick, William R.; Turcotte, Joseph, etc.

WRIT OF ATTACHMENT ISSUED.

Table with columns: DEBTOR'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE. Lists W A Bedell, Belleville; Stevenson & Sutherland, Sept. 11.

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers,) Havana Prices Current of Imports, dated Sept. 27, 1867c

Table listing various goods like Lard, Butter, Oil, etc. with prices and descriptions.

PRICES OF GRAIN.

Table listing prices for various types of flour, wheat, and other grain products.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

Table comparing weekly receipts of various commodities from the 1st of January to the corresponding period of 1867.

STOCK MARKET.

Large table listing stock market prices for various banks, railways, mines, and bonds, including closing and last week's prices.

CANADIAN SECURITIES IN ENGLAND.

LONDON, Sept. 25th, 1867.

GOVERNMENT SECURITIES.

Table listing prices for various government securities, including British Columbia, Canada, and Nova Scotia bonds.

RAILWAYS.

Table listing prices for various railway securities, including Atlantic and St. Lawrence, Buffalo and Lake Huron, etc.

BANKS.

Table listing prices for British North America bank securities.

MISCELLANEOUS.

Table listing prices for various miscellaneous securities and commodities like Atlantic Telegraph, Canadian Loan, etc.

There is some doubt as to whether the Government will continue to collect the 1 per cent. "balanza." If collected, then on above duties (and not on valuation) 1 per cent must be added.

Table listing exchange rates for London, Paris, New York, and other locations.

WEEKLY PRICES CURRENT-MONTREAL OCTOBER 10, 1867.

OCT. 5, 1867. HALIFAX. ST. JOHN.

Main table with columns: NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES. Includes sections for Groceries, Fish, Fruit, Molasses, Rice, Salt, Spices, Beans, Tins, Canned Goods, Tobacco, Wines, Spirits, Liquors, Oils, Paints, Soap and Candles, Boots, Shoes, Produce, Leather, Furs, and Market Prices of Country Produce.

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