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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. V.

MONTREAL, FRIDAY, AUGUST 6, 1869.

No. 32.

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

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

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

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

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

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

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

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

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

**THOS. D. HOOD,**  
**FIRST PRIZE**  
**PIANOFORTE MANUFACTURER,**  
 MONTREAL.  
 Show Room.—73 Great St. James Street.  
 Factory.—82 Champ-de-Mars Street.  
 Constantly on hand, a superior assortment of Pianos,  
 Square and Cottage.  
 Second-hand Pianos taken in exchange Repairing  
 and Tuning promptly attended to. 23

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

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

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

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

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

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

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

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

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

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

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

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

**I. L. HANGS & CO.,**  
**MANUFACTURERS OF FELT**  
**COMPOSITION and GRAVEL ROOFING,**  
 and all kinds of Roofing Materials, Office: 783 Craig  
 Street, (West) Montreal. 26-ly

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

**B. HUTCHINS & CO.,**  
**IMPORTERS of TEAS & GENERAL**  
**GROCERIES, No 188 McGill Street, Montreal.**  
 B. HUTCHINS. 6-ly EWD. LUSHK. 2-ly

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

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

**THOMPSON, HURRAY & CO.**  
**GENERAL**  
**COMMISSION MERCHANTS AND IMPORTERS**  
 42 St. Sacrament Street,  
 MONTREAL.  
 Sole Agents in Canada for  
 J. Denis, Henry Koule & Co., Brandies.  
 F. Mestreau & Co. 1-ly

**W. & R.J.P. CORRIE & CO.,**  
 100 GUY RUS STREET, MONTREAL,  
 Importers of  
**PIG AND BAR IRON,**  
 Boiler Tubes, Drain Pipes, Boiler Plates, Roman Cement, Gas Tubes, Quebec Cement, Horse Nails, Portland Cement, Paints & Putty, Paving Tiles, Flue Covers, Garden Vases, Fire Clay, Chimney Tops, Fire Bricks, &c., &c., &c.  
 Manufacturers of Crown Sofa, Chair, and Bed SPRINGS. 12-1y

**THE STANDARD LIFE ASSURANCE COMPANY**  
 Established 1825.  
 WITH WHICH IS NOW UNITED,  
**THE COLONIAL LIFE ASSURANCE COMPANY.**  
 Accumulated & Invested Fund - - \$18,909,350  
 Annual Income - - - - - 3,378,953  
 This Company continues to do Business under the Insurance Act lately passed by the Dominion Parliament.

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

**LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.**  
 Chief Office: Company's Building, Leadenhall Street, LONDON.  
 Directors, Canada Branch, Montreal.  
**WM. WORKMAN, Esq.** President City Bank.  
**JOHN REDPATH, Esq.** Vice-President Bank of Montreal.  
**ALEX. M. DELISLE, Esq.** Collector of Customs.  
**LOUIS BAUDRY, Esq.** Mana. New City Gas Company.  
 Every description of Life Assurance business transacted at moderate rates. Claims promptly settled. Special attention is drawn to the 10 year non-forfeiting plan on the half loan system.  
 Office: 104 St. Francois Xavier Street.  
 1-1y **THOMAS SIMPSON,** General Agent.

**MARINE & FIRE INSURANCE.**  
**WESTERN ASSURANCE COMPANY OF CANADA.**  
 MONTREAL BRANCH:  
 102 Francois Xavier Street, (Upstairs.)  
 Risks taken against loss and damage by Fire, and Marine risks on Hulls and Cargoes at customary rates of premium. Losses promptly adjusted and paid.  
 1-1y **A. R. BETHUNE,** Agent.

**PHENIX MUTUAL LIFE INSURANCE COMPANY, HARTFORD, CONN.**  
 ACCUMULATED FUND - - - OVER \$2,000,000.  
 ANNUAL INCOME - - - - - \$1,200,000.  
 ISSUES ORDINARY LIFE,  
 TEN YEAR NON-FORFEITING LIFE,  
 AND,  
 ENDOWMENT POLICIES,  
 At the rates annually charged by responsible Companies, and returns all profits to the insured, who are now receiving a return of 6 per cent., or half their premium.  
 Parties at a distance can insure from blanks, which will be furnished on application.  
 Usual restrictions as to residence and occupation abolished.  
**ANGUS R. BETHUNE,** General Agent  
 104 St. Francois Xavier Street  
 Active and Influential Agents and Convancers throughout the Dominion. 40

**GREENE & SON,**  
**STRAW GOODS & FELT HAT MANUFACTURERS.**  
 We are now prepared with our New Styles, in all descriptions of  
**MEN'S, BOYS' and CHILDREN'S FELT and STRAW GOODS,**  
**SILK HATS,**  
**CLOTH CAPS &c., &c**  
 Close buyers will find strong inducements to purchase of us.  
**TERMS LIBERAL.**  
 517, 519, 521 and 523 St. Paul Street,  
 1-1y Montreal.

**ST. PETER STREET WHOLESALE HAT, CAP AND FUR ESTABLISHMENT.**  
**HAEUSGEN & GNAEDINGEE**  
**WOULD** call the attention of Country Merchants to their large stock of Hats, Caps, and Ladies' and Gents' manufactured furs.  
 All of the latest Novelties; also, Buck and Kid Gloves, Mittens, Gauntlets, &c., &c.  
 Having made arrangements to meet the still increasing demands for our Ladies' and Gents' Furs, all of which are manufactured under the special supervision of the proprietors.  
 Our special attention given to all early orders.  
 H. & G.

N.B.—Having assumed a large Bankrupt Stock of Ready Made Clothing, principally for Fall and Winter, Merchants would find it to their advantage to examine the above before purchasing elsewhere, as inducements will be given to secure sales.  
 H. & G.  
**BUFFALO and WOLF ROBES** always on hand, also **RACCOON COATS.** 30-1y

**WHOLESALE FUR MERCHANTS.**  
**JAMES CRISTINE & CO.,** Successors to **G. LOMES & CO.,**  
 471, 473, 475, 477, St. Paul Street.  
*Specialties of our own Manufacture:*  
 Ladies' and Gentlemen's Furs, Sleigh Robes, Lined Buffaloes, Buck, Kid, and Sheep Mitts and Gloves, Cloth Caps, etc.  
*Dealers in Buffalo Robes,*  
 Importers of European Furs,  
*Exporters of American Peltries.*  
 We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.

**S. GREENSHIELDS, SON & CO.,**  
**DRY GOODS, WHOLESALE.**  
 CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,  
 Montreal. 53-1y  
**SUTHERLAND, FORCE & CO.,**  
 Importers of  
**BRITISH & FOREIGN DRY GOODS**  
 459 St. Paul Street,  
 Montreal. 1-1y

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

**ROBERTSON, STEPHEN & CO.,**  
 MONTREAL,  
 Are now receiving their  
**FALL IMPORTATIONS,**  
 which will be fully completed by the  
 20th INSTANT,  
 When they will be prepared to exhibit a large and varied selection of  
**STAPLE AND FANCY DRY GOODS.** 5-1y

**PLIMSOLL, WARNOCK & CO.,**  
 Importers of  
**STRAW AND FANCY DRY GOODS,**  
 Joseph's Block,  
 18 St. HUBERT STREET,  
 MONTREAL. 3-1y

**LEWIS, KAY & CO.,**  
 HAVE JUST RECEIVED AND WILL SELL LOW

100 Bales Best **SOUTHERN YARN**  
 1000 Pieces **GREY COTTONS.**  
 July, 1893. 1-1y

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

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

**JAMES MITCHELL,**  
IS NOW RECEIVING AND OFFERS FOR SALE:  
Hhds. Extra Bright Porto Rico and Barbadoes SUGAR.  
Puns. Choice Demerara MOLASSES (New Crop).  
Brls. } Choice Labrador & Canse HERRINGS  
Hlf-Brls. } Splits and Round.  
Choice Newfoundland Green CODFISH.  
Bags. } Prime Jamaica COFFEE  
Brls. }  
Boxes LOBSTERS, and ARROWROOT, in tins.  
Hhds. United Vineyard BRANDY. Vintage 1863.  
Very fine. No. 7 St. Helen Street.  
Montreal, Feb. 25, 1869. 1-ly

**PHENIX FIRE ASSURANCE COMPANY**  
OF LONDON.  
(Established in 1782.)  
Insurances effected at current rates.  
JAMES DAVISON, Manager.  
GILLESPIE, MOFFATT & CO., General Agents  
for the Dominion. 6-ly.

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

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

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

**WHEELER & WILSON,**  
Awarded, over eighty-two competitors, at the Paris  
Exhibition, 1867, the HIGHEST PREMIUM, the  
GOLD MEDAL.

For perfection of  
**SEWING MACHINES.**  
S. B. SCOTT & CO., Agents.  
345 Notre Dame Street, MONTREAL.

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

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

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

**THE CITIZENS' INSURANCE COMPANY**  
(OF CANADA)  
AUTHORIZED CAPITAL .....\$2,000,000  
SUBSCRIBED CAPITAL .....\$1,000,000  
**DIRECTORS:**  
HUGH ALLAN, President.  
GEORGE STEPHEN. C. J. BRYDGES.  
ADOLPHE ROY. HENRY LYMAN.  
EDWIN ATWATER, N. B. CORSE.  
*Life and Guarantee Department:*  
Office - - - 71 Great St. James Street.  
This Company—formed by the association of nearly  
100 of the wealthiest citizens of Montreal—is now pre-  
pared to grant Policies of LIFE ASSURANCE and  
Bonds of FIDELITY GUARANTEE.  
Applications can be made to the Office in Montreal  
or through any of the Company's Agents.  
EDWARD RAWLINGS, Manager.

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

**NELSON, WOOD & CO.,**  
**IMPORTERS & WHOLESALE**  
**DEALERS** in European and American FANCY  
GOODS, Paper Hangings, Clocks, Looking Glasses,  
and Plates, Stationery, Combs, Brushes, Mats, Toys,  
&c., &c., &c.  
MANUFACTURERS OF  
Brooms, Matches, Painted Fails, Tubs, Wash-  
Boards, and Dealers in  
WOODEN-WARE of every description.

29 St. Peter Street, Montreal.  
AND  
74 York Street, Toronto. 36-3m

**THE TRADE REVIEW**  
AND  
Intercolonial Journal of Commerce.  
MONTREAL, FRIDAY, AUGUST 30, 1869.

Purchasing Department of the TRADE  
REVIEW. See Advertisement.

**ROYAL CANADIAN BANK.**  
We learn from one of the new Directors that the  
steps necessary for the re-opening of the Royal  
Canadian Bank are being rapidly taken, and that it  
is hoped the doors will be opened before the 20th  
inst. The investigation into its affairs are not yet  
completed, and of course nothing is yet certainly de-  
cided upon; but the above is the expectation of the  
new Board, and will most probably be realized. We  
are glad to record this, both on account of the stock-  
holders of the Royal Canadian, and of the public in-  
general, who are interested in securing further Bank-  
ing facilities. We are glad to hear it stated that the  
other Banks have expressed a willingness to aid the  
new Board in their endeavours to commence business  
again, and there is, we think, no serious difficulties  
in the way. During its existence the losses of the  
Royal Canadian were not so very serious, if the ex-  
tent of its business and profits are considered, and if  
after the close examination now going on, its affairs  
are found to warrant throwing the doors open again  
by the 20th instant, or any time this month, we doubt  
not public confidence will be restored, and the Bank  
will re-commence business with a better chance of  
success than at its inception.

**THE RAILWAY GAUGE.**  
THE question of gauge is again receiving much  
attention from the press and the public, not this  
time as regarding the construction of comparatively

TO THE  
**WHOLESALE TRADE**  
OF MONTREAL.  
MESSRS. R. A. HOSKINS & CO.,  
OF TORONTO,

HAVING decided to give up their Importing Dry  
Goods Business, and establishing a JOBBING,  
COMMISSION and AUCTIONEERING BUSINESS,  
beg to draw the attention of the Montreal merchants  
generally to the facilities which they will have for  
disposing of any consignments intrusted to their care  
for sale, either privately or at auction.

The premises they occupy have been used as a  
wholesale dry goods warehouse for the past fifteen  
years, are situated in the centre of the wholesale  
business part of Toronto, are well lighted and com-  
modious, so that any goods sent for sale will be  
shown to the same advantage as if in the store of  
their owner.

The services of a competent Auctioneer will be  
engaged, a person worthy the confidence of the  
buyer as well as the seller. A sufficient staff will be  
retained to keep stock in good order, and all con-  
signments will be well advertised, and all sales  
catalogued.

Liberal advances made upon consignments.  
Prompt returns will be rendered.

Their purpose holding their first sale between the  
fifteenth of August and first of September, as the  
season may open up, for which they respectfully  
solicit consignments.

References kindly permitted to  
GEORGE HAGUE, Esq., Cashier,  
Bank of Toronto, Toronto.

AND  
JOHN RANKIN, Esq., Merchant,  
Montreal.

Toronto, 5 Wellington Street, East, }  
7th July, 1869. 3-20

petty though important lines, but with reference to  
the great trunk line which is sooner or later to con-  
nect our existing system of railways with the distant  
West, and also as regards the unconstructed link to  
the East of us, known as the Intercolonial. The  
question is one of very great importance, and should  
not be decided without a careful weighing of the  
reasons for and against it.

The principal argument on which the advocates of  
a broad gauge can rest is that so many hundred  
miles—about 2000—are already in operation, and that  
building new and connecting lines on a different  
gauge, whether broader or narrower, would be a  
useless obstacle in the economical working of the  
railway system as a whole; and an impediment to  
the rapid transit of freight, necessitating the loading  
and unloading of cars which might otherwise be run  
right through. The argument is of weight and cannot  
lightly be passed by without its due consideration;  
but nevertheless the reasons for employing the narrow  
gauge seem so much weightier in comparison, that  
we cannot avoid expressing our conviction that not a  
mile of new road should be built on the extravagant  
broad gauge plan.

The comparative advantages of a gauge of moderate  
width are manifold. In the first place, it is less costly  
in construction. Had the Grand Trunk been built of  
a gauge more suited to the circumstances, certainly  
of an undeveloped country, its capital account would  
not have been swelled to its present enormous amount,  
its preference shares—if it had any—would draw  
interest in full, and its ordinary stock would not be  
quoted as it has been at 86 below par. In almost every  
particular except the cost of the rails themselves,  
there is economy of construction in the narrow gauge,  
compared with the broad gauge, in grading, in  
embankments, in cuttings, in bridges, in ties, and,  
which must not be overlooked, in time. And the

more difficult the country through which the road has to run the greater the economy. A broad gauge road requires curves of larger radius, and consequently limits the engineer in his choice of direction, whereas a narrow gauge would in many instances permit the road to follow the natural windings of the hills without necessitating a wide detour or costly cuttings.

In the second place, the first cost of rolling stock is also reduced. The cars, both freight and passenger, are smaller and lighter, and less expensive engines, are needed to haul them at the ordinary rate of speed. And as rolling stock has constantly to be renewed, every saving in this branch of expenditure is of great importance in its bearing on the nett earnings of a railway. Again, the duration of the rails is materially affected by the greater or less weight of the engines and cars passing over them, and every month added to the average life of the iron of a road is of very material importance.

We are not, in this instance, advocating for the heavy traffic which must some day or other pass over a Canadian Pacific Railway a gauge as narrow as has been decided on for the Toronto narrow gauge railways: that we consider admirably adapted for branch roads to open up sections of country not sufficiently served by the main trunk line passing through them, but for arterial railways we should like to see adopted a gauge certainly not less than four feet, or even a few inches more.

We hope the question will engage the consideration of every intelligent man, and that public opinion will declare itself so strongly in favour of the economy attending the narrow gauge system as to compel Government to adopt it, whether the railways to be built by public funds or chartered companies.

#### A BLUNDER OR A CRIME!

WE cannot regard the falling and escape of Reiffenstein, accused of robbing the Receiver General's department at Ottawa, other than as a blunder or a crime. "Somebody has blundered!", exclaimed a celebrated personage on a great occasion, and somebody has evidently blundered at the capital in this matter, whether wilfully or intentionally it would be hard to tell. Here is a man who has been "swelling" it for years at Ottawa on money evidently stolen from the public chest. Of his guilt there can hardly be the shadow of a doubt. Coolly and deliberately, he has for years been engaged in swindling the department with which he was connected, by means of false orders and false figures, until his peculations amount to tens of thousands of dollars. It was shameful enough that this should have gone on for years without detection. It was bad enough that the much-lauded audit system did not discover embezzlements so barefaced. But the public felt this satisfaction at least, that now the culprit had been found, and that justice would at last be meted out to him. But lo! Justice Armstrong and two local magistrates, admit Reiffenstein to bail, a carriage with fast horses await his release from prison, and in a few hours he crosses the St. Lawrence into the United States, and justice is mocked and the community scandalised. A more disgraceful transaction all through, has seldom come to light in Canada. If Reiffenstein had been some poor man, who had taken five or ten dollars not his own, to buy bread for his famishing family, he would certainly have gone to the penitentiary. But because the culprit in this case operated by thousands, and stood high in so-called polite society, giving fine dinners and balls at the public expense, the prison door opens and his crime goes unwhipt of justice. Someone says, "the killing of one man makes a murder; the killing of thousands, a hero." We suppose it must be on this principle that Reiffenstein was allowed to escape. The whole circumstances are humiliating. They are a scandal to Canadian justice. How often has our press decried on the immorality of the American courts in not punishing influential villains—but what shall we now say of ourselves? Hereafter we may look at home, for this Reiffenstein case casts a dark stain on our administration of criminal justice. As we said at the beginning of these remarks, the admission of Reiffenstein to bail, is either a blunder or a crime, and the conduct of the magistrates more immediately concerned, should be thoroughly investigated. The fact that robbery of the Receiver General's department went on for years, calls for Government investigation, and as to the escape of the supposed guilty party by means of straw ball, why the end is worse than the beginning. Someone has blundered or committed a crime—the public have a right to know who it is.

#### FACTS ABOUT THE NORTH WEST.

NOTWITHSTANDING all that has been written about the North West Territory, very incorrect ideas exist in many quarters regarding it. To dissipate some of these erroneous impressions, we propose to make a few brief but correct statements regarding its climate productions, minerals, animals, &c., which we trust will prove interesting as well as useful.

##### NUMBER OF PEOPLE THERE.

Most of the inhabitants of what we may now call North-Western Canada, are located in what is known as the Red River Settlement, Fort Garry being the principal village. The number is set down at 14,000 souls, but when this season's accessions are all in and counted, the number will not be far from 15,000. Most of the population are Scotch and French, but the Canadians and Americans are steadily increasing.

##### CHARACTER OF THE CLIMATE.

The climate at Fort Garry is very much like that of the Province of Quebec. The winters are colder by the thermometer than in the neighborhood of Toronto, but in consequence of the aridity of the atmosphere, the cold is said not to be felt so much. The snow fall is generally less than with us. As you proceed West, towards the Rocky Mountains, the climate becomes milder and better. Near the mountains, snow seldom ever exceeds 10 inches in depth, and the winters are comparatively mild. On the Upper Saskatchewan, horses and cattle sometimes feed out all winter! Sleighting sets in about the first week of December, and the ice on the rivers breaks up about the last week of April. Spring comes in very rapidly. The farmers generally sow about the 15th of April, and the growth of the crops is exceedingly rapid. There is no fever and ague—the curse of the American prairies—and the character of the climate cannot be excelled for healthfulness.

##### THE FERTILE BELT.

It is calculated there are 250,000,000 of acres of magnificent farming land. The fertile belt is from 150 to 200 miles in width (north and south) and 800 miles in length (east and west.) It is almost all prairie land, and the soil, according to a local authority, "of a rich, black, vegetable loam, with a clay subsoil." Regarding the great depth and richness of the soil, all authorities concur.

##### WHAT CROPS DO WELL?

This is a query in which all are interested, and one, fortunately, which can be most satisfactorily answered. Wheat, barley, oats, peas, rye, Indian corn, similar grains, attain to great perfection. Wheat averages 65 lbs. to the bushel! Flax and hemp thrive well. As an agricultural country it is certain it is not excelled on this continent. Potatoes often yield 30 bushels for one planted. Almost every kind of vegetable grows luxuriantly. Such fruits as the wild plum, cherry, gooseberry, red and black currants and cranberry, are to be found in abundance. Before ten years, the North West territory must become one of the largest wheat-producing districts in the world. This is a flattering prediction. But it is impossible to consider the almost unequalled fertility of the soil and the ease with which such prairies can be cultivated, and come to any other conclusion.

##### THE BREEDING OF STOCK.

We know no better chance to make a fortune than by going to the Red River district and commencing the raising of stock. A country abounding in natural grasses, which make the best of hay, and in the western parts of which cattle can secure food out of doors all winter, is a tempting field to the enterprising stock breeder. The gold mines of California or Australia do not afford so splendid an opportunity to secure wealth, as do these magnificent prairies to those who understand stock-raising, and who saw fit to enter into it on a large scale.

##### PRAIRIES WITH TIMBER.

One great drawback to the American prairies is the want of timber. It is almost impossible to get lumber there for houses, barns and fences. But our Canadian prairies are happily different. Along the many splendid rivers and streams with which they are watered, are to be found the pine, oak, ash, white and black spruce, the balsam, basswood, poplar, tamarack and ash-leaved maple. The timber is not probably of the best qualities, but there is quite sufficient for all the wants of the district itself.

##### THE TRADE IN FURS.

Will doubtless be continued by the Hudson's Bay Company and by hardy pioneers for decades yet to

come. In the animal kingdom, there are the buffalo, bears, wolves, moose and reindeer, lynxes, otters, foxes, minks, beavers, martens, fishers, and many other species of minor importance. The peltries of these animals have been for centuries the only medium of exchange in the North-West, and have been a mine of wealth annually to the fur monopolists. Hereafter many hardy adventurers will no doubt take part in the fur trade, and share the spoils of this lucrative calling. The larger animals such as bears and wolves are becoming scarce, but in the more inaccessible localities, the beaver, otter, mink, fox, &c., are still to be found in abundance.

##### THE MINERALS OF THE NORTH-WEST.

In addition to its other attractions, the North-west possesses great mineral wealth. Gold, copper and iron are to be found in several localities, but whether in paying quantities or not, has not been ascertained by actual experiment. Coal exists to almost unlimited extent, plaster of Paris, mineral paints, sulphur, asphaltum, and alum, have been discovered. Granite, slate, lime and sandstone, are abundant. The salt springs of the territory are among the richest in the world, and in some cases they throw up natural salt of good quality.

##### ITS LAKES AND RIVERS.

The North-West contains many magnificent lakes and rivers. The principal lakes are Winnipeg, Lake of the Woods, and Great Slave Lake. The Saskatchewan, Mackenzie, Red and Assiniboine are the chief rivers, and the extent of the country may be known from the fact that some of these streams are thousands of miles long! It is calculated that there are ten thousand miles of navigable water within the territory.

##### SCHOOLS—CHURCHES—TRADES.

Red River district is not free from the hardships inseparable from a new settlement, but all the advantages of modern civilization are being rapidly introduced. There are two schools and a classical college for boys, and two schools for the education of girls. The Episcopalians, Presbyterians, Methodists and Roman Catholics, have each several churches. Up till recently, the wants of the community in regard to imported articles, were not very well supplied, but improvement is rapidly taking place in this respect. There are very few mechanics there yet, and a wide field is opened for carpenters, masons, shoemakers, tailors, blacksmiths, &c.—a few manufacturers—particularly those who make woollen goods and farming implements—would inevitably succeed well. In a very few years, every branch of industry will be prosecuted in the Red River district, and its inhabitants have placed within their reach all the advantages which we enjoy.

##### HOW TO GET THERE.

The only practicable way to Red River at present, is by way of St. Paul, Minnesota. From that city, part of the way is by stage, but mainly by carts over the plains. Hundreds of carts are constantly employed in this. Some Canadians have gone to the head of Lake Superior, and then made their way by a route formerly used by *voyageurs*. We would not advise any to try this road. Next year, we hope our Canadian road will be opened, and then our people will not require to pass through the United States at all. We have no doubt that as soon as our route is open to travel, a great revolution will take place in the trade of and travel to Red River, and that the people of Canada will then realise the immense value and importance of the North-West in a way never yet experienced.

##### CONCLUSION.

These disjointed facts about our new North-western possession can be relied upon as correct, and are worthy of attentive consideration, not only by those who may think of trying their fortune in that favored land, but by every one who takes an interest in Canada's prosperity.

#### THE BEAUTY OF PROTECTION.

THE Providence (R. I.) *Journal*, thus speaks of the effect of the high tariff on coarse wool and on the woollen manufacturing business:—  
"In closing our article, we wish to speak of some *Mestiza* wool which may be seen in the sorting-room; the last of a quantity which was imported, just previous to the time the present tariff went into operation, from Buenos Ayres. No American wool had ever been found which will make so nice a finish or felt so well. The tariff at the time this wool was purchased was 6c a pound. At the revision of the tariff,

a duty was placed upon it of 10c. per pound in gold, and 13 per cent. on the valuation. This makes from 11c. to 12c. per pound duty on the wool in the grease and is absolutely prohibitive. In consequence of this duty, the price of wool has been so brought down in Europe that the manufacturers in Germany, England and France, can obtain it at a much less rate than before we were deprived of it. In fact, much of it can be bought by them for the same price per pound that would be paid by us in detail. This enables them to send into the United States their fine goods, which only pay a duty to our government of 60 per cent.; whereas, the duty paid to this government on much of the same kind of wool amounts from 100 to 120 per cent.—leaving our manufacturer from 40 to 50 per cent. worse off than they would be under a free trade system."

If ever the system of protection to home manufactures by the imposition of heavy duties on foreign goods has received a fair trial, then is it now receiving such a trial in the United States. The tariff is not merely a revenue tariff—though a very productive one, but also one framed to give to domestic producers and manufacturers every possible protection against their rivals in other countries. The raw material and the finished manufacture are alike favored by legislative enactment. The lumberer, the sheep-farmer, the grain producer, the miller, the spinner, the weaver, these and many more too numerous to re-capitulate, are all cared for. If the system prove successful, and the intended fostering of home interests result in building up a stable condition of prosperity for all classes, then free traders will have to confess that their theory may be well enough, but that tested by the touchstone of actual experience, it fails to be upheld and will have to give way, at least in new and undeveloped countries, to the more practical system of protection. If, on the other hand, the experiment now being carried on in the United States, terminate in a failure to bring about the results it was claimed would be secured, then the supporters of the system must acknowledge it is an injury and not a benefit to the country. We should like to see the experiment continued for a number of years sufficient to make it really valuable as a test; but as some interests, and these not the least important, are already suffering from its effects, while others are likely to be added to the category, we think it probable that the party of theoretical free traders will receive a powerful accession to their ranks from the actual sufferers under the "Chinese wall" policy, and will ere long be strong enough to bring about important changes in the fiscal policy of the Government. We hardly expect, therefore, to see the protective system get such a continued trial, as to furnish the over-whelming evidence against it required to bring conviction to the minds of those who are absolutely blind to its many evils.

For ourselves, we hope before many years the revenue of the country will have increased so greatly, without a corresponding addition to the expenditure, that it will be possible to largely reduce the duties on all imports, and that gradually but surely our policy may tend towards free trade. The moderate duties at present collected on the leading imports are not such as in our case to greatly affect the course of trade, except in the case of a few articles, of which the principal are boots and shoes. We do not object to see for some years to come the experiment continued of partial and moderate protection; but we do not want to see it adopted as our national policy, with a view to its being maintained for all time to come. The paragraph quoted from the Providence Journal, at the beginning of this article points out pretty clearly the natural effects of high duties, which under a protective system must ultimately be levied on raw material as well as manufactured goods, thus depriving the manufacturer of the very protection against foreign competition it was deemed desirable to give him, and resulting in a general advance in prices without corresponding benefit to any class of our community.

THE MANIA FOR GAMES.

THIS is a fast age. Changes take place now-a-days with a rapidity which would have amazed our forefathers. Not only is this the case in religion and politics, but in every department of human thought and action, a restless desire for change is witnessed. In many cases this love of change may be properly called a thirst for improvement, but to others, alas! it must be admitted that the age is too fast, and there is very often change without improvement.

After this little bit of moralizing, it may be anticipated that we are about to growl about something, and we will therefore go straight to the point, and

state what our growl is. Well—it refers to the insatiable desire for amusement which seems to be spreading all over the country. We are among those who subscribe to the doctrine "all work and no play makes Jack a dull boy." We believe a moderate indulgence in harmless games, particularly out-door sports, is beneficial to young men. But we submit that this sort of thing is being entirely overdone throughout the Dominion at the present time. The papers daily teem with accounts of Cricket matches, Lacrosse gatherings, Base Ball tournaments, &c., in which champion balls and bolts flourish in a prominent manner. To attend these contests, many young men have to neglect their business, (whatever it may be) and in not a few instances too more "matches" in which they take part, the less inclined they are to work. Whenever amusements cause business to be neglected, they become an evil, and sensible employers will not allow, nor should well-disposed employees seek amusement at such a price.

Let it be remembered, before we go further, that we are not speaking against allowing reasonable time for relaxation and amusement. Very far from it, we know nothing more healthful, more enlivening to mind and body, more manly, than the practice of the noble old English game of Cricket. We know no class of men more shortsighted and contemptible than those traders who never allow those employed by them, a few holidays in summer, or an occasional afternoon. But there is a medium in all things. And it is because we conceive the public generally, are beginning to err on the other side—that the *furor* for Lacrosse and Base Ball is getting to be somewhat of a nuisance—that the TRADE REVIEW utters this growl on the subject.

So far has the amusement mania carried some towns in the West, that we observe that the citizens, or at least the mercantile class have consented to close up their shops every Friday afternoon during the summer weather! In several other places "agitations" are now going on with the same view. Really this seems to us, to use a Yankee phrase, to be "running the machine into the ground." It is true, we admit, that during the summer months particularly when the farmer are busy getting their crops housed, trade is quiet; but we conceive this to be no argument why a whole town of merchants should decide not to take whatever business is going. When there is little doing, employees might occasionally be spared, but we cannot characterize it otherwise than an act of folly for the business men of a place to close up their shops in the manner described. Such a course must be an injury to the town which so acts, for customers wants arise daily, and if they can't be supplied at one place, they will go to another. We hope such a suicidal course will not be extensively copied, but that when the plausibly written petition comes round to close up, business men will have courage enough to refuse to agree to that which must result injuriously to their municipality as a whole, and consequently to themselves as a part of it.

Business is business—play is play. Let each be kept in their proper place. We have said already "all work and no play makes Jack a dull boy." But we will add another phrase, which, on the other hand, is equally true, "all play and no work makes Jack a bad boy." To run to either extreme, is objectionable; but if we had to choose which was least injurious to young men or even old ones, we would unflinchingly choose the former. A clerk or apprentice with Lacrosse on the brain, is not apt to increase his love of labour. The more business is neglected, the less interest will be taken in it. The merrit of our growl, therefore is: keep amusements in their proper place; don't obstinately debar young men from taking part in them at proper times, and on proper occasions; but never, on any pretence, let business be neglected on account of them!

The Mississippi grain movement enters upon a new phase with the proposition of Messrs. De Wolf & Co. to organize a company, with a capital of \$2,000,000 to build twelve iron screw steamers, of 1,500 tons each, to run between New Orleans and Liverpool. The vessels are to make the voyage in 23 days, and be equally adapted for grain or cotton. One half the capital has been already subscribed in England, and in order to enlist the co-operation of business men on this side of the Atlantic, it is conditional that the other half shall be contributed by the United States. This enterprise is most important for the prosperity of all the Mississippi and Gulf ports, to say nothing of the interests of the Southern and Southwestern agriculturists and planters, and there ought to be no trouble in raising the balance of the capital in St. Louis, New Orleans and Charleston.

CANADIAN PACIFIC RAILWAY.

BY MR. W. R. BURTON, C. E.

1st—Will a Railway to the Pacific pay?

Without noticing the enormous receipts of the Union Pacific, even before it is completed as possibly being local and contingent upon the country through which it passes—what can we count on as through traffic?

On this head the only figures we have at hand as a basis of calculation is a report of Hon ED Mansfield, Commissioner of Statistics for the State of Ohio, in the year 1867. He says—

"The following facts are derived from Shipping Lists, Insurance Companies, Railroad and general information.

Ships going round Cape Horn,	
100,.....	80,000 tons
Steamships via Panama with California and China, 55,.....	120,000 "
Overland Trains, Stages, Horses, &c.,.....	30,000 "
	230,000

Here we have two hundred and thirty thousand tons carried Westward; and experience has shown that in the last few years the returning passengers from California have been nearly as numerous as those going. So also the great mass of gold and silver flows eastward; lately there is an importation of wheat from California, and goods from China by the Pacific Route. Fairly assuming, therefore, that trade each way will be about equal, we have 460,000 tons as the actual freight across the continent.

How many passengers are there? We make the following estimate—

110 (both ways) Steamships,.....	50,000
200 Vessels,.....	4,000
Overland, both ways,.....	100,000

Total,..... 154,000

Present prices by rail, averaging half the cost of steamships for both passengers and freight, give this—

154,000 passengers at each \$100,	\$15,400,000
460,000 tons freight, at per cub. foot \$1,.....	15,640,000

Total,..... \$31,040,000

This is an estimate made in 1867, of through business only, and without the benefit of railway communication. Add to this an almost, if not quite equal, amount for local or way traffic which generally springs up simultaneously with the construction of a railway, the increase of business since 1867, and the fact that quite a number of railways are already doing a large business fully one third the distance from the Atlantic coast, and how enormously will this amount be increased!

The completion of a line of railway across the Continent will reduce the time between Western Europe and Eastern Asia some thirty days or more.

China, Japan, and India, have now a population of over 600,000,000, and it is the trade of that country which is affected by this saving. Some idea of what that is may be gathered from the fact that the exportation of specie (chiefly in silver bullion) to that country in exchange for tea, silk, and spices, for a long time has varied from \$25,000,000 to \$35,000,000 per year, and is continually enlarging. "The importation of merchandise from 13 Chinese ports in 1865 was \$210,000,000 in value."—We knew also that a large and prosperous population is rapidly spring-

\* Since this report was made, we find that for the first six months of 1868 the Panama line of steamers carried 25,000 passengers, and the North American line 9,000, or at the rate of over 70,000 per annum.

ing up on the Pacific side of the Continent—and that the wheat crop alone of California in 1867 was 26,000,000 bushels.

We are certain that a saving of so much time will draw travel, and will not the use of the capital involved in so valuable merchandise, also tend to have it carried over the quickest and safest route? We can point to instances in New England where such bulky freight as lumber, and that along the shore of the finest navigation, is continually carried over 140 miles by rail.

Leave out all these fair means of increasing our estimate, take only the figures of Mr. Mansfield, or a gross revenue of \$31,040,000, deduct 50 per cent. for working expenses, and there remains a net revenue of \$15,520,000, or the interest at 7 per cent. per annum on a capital of \$221,715,000 or sufficient at \$35,000 per mile to build two lines of Railway of over 3,200 miles each.

2nd. What advantages will the Canadian Pacific have in competing for this business?

In the United States the Union Pacific and Central combined form one line which is now nearly completed. Let us compare it with the proposed Canadian, and for data on that we will take their most recent reports, while for the Canadian we will take such information as, with the assistance of Mr Dawson, can be gathered from official surveys and reports of the country to be traversed.

1st. Distance from Ocean to Ocean by the Union Pacific.

New York to Omaha	1,550 miles
Omaha to San Francisco	1,845 "
Total	3,395 "

By the Canadian Pacific

Montreal to Ottawa - 120 miles	
Ottawa to Ft. Garry 1,185 "	
Ft. Garry to Bute Inlet 1,480 " ....	2,785
Montreal to Halifax by Commercial route	730
Total	3,515

Making Montreal the eastern terminus, as it must be for 8 months in the year, we have a saving over the line to New York of 600 miles, or 30 miles per hour for 20 hours, making Halifax the eastern terminus, New York has the advantage of 120 miles, or 4 hours.

Take the through route from Asia to Europe, we find Montreal 240 and Halifax 700 miles nearer Liverpool than New York, while on the Pacific side, vessels from Asia by the force of currents and winds invariably make Vancouver's Island on their way to Francisco, thus necessitating a coast voyage of over 700 miles. So seriously is it supposed these currents in the ocean will affect the business of the Union Pacific that they have proposed a branch of over 700 miles, from their line west of Salt Lake to Puget Sound (there are no harbors between this and San Francisco) Gen. Dodge, Engineer-in-Chief of their line, for this reason, and to avoid the snows of Sierra Nevada, reports; "Puget Sound must be the western terminus of the route between the Atlantic and East Indies." This, then, will give them a saving in water communication between Europe and Asia of 1000 miles in favor of Montreal, and 1400 miles for Halifax via Canadian line, over New York via Union Pacific.

Allowing 14 miles per hour as the rate of travel for steamers, we have a saving respectively of 70 and 100 hours, or making the addition and subtraction necessary in combining land and water between Europe and Asia, 90 hours or 3½ days for Montreal, and 95 hours or 4 days for Halifax via Canadian Pacific, over New York via Union Pacific.

It is quite evident the Canadian side has the advantage in distance.

3rd. What is the nature of the country through which each will pass?

1st. As to speed in running and economy in operating. Both of these are largely dependent upon the grades and curvature required in crossing the continent.

From the reports to further the sale of their bonds, and which we take as as favorable as possible, we find the elevation above sea level of the Union and Pacific Railway at different stations, and the distance of each station from Omaha, their eastern terminus. We copy it, and from these, extend in three additional columns in a few instances, the distance and difference of levels between stations, and the rise or fall per mile, supposing a continuous grade established from station to station, which is the most favorable light in which we can put it.

Name of Station.	Dist. from Omaha.	Elevation above sea.	Dist. from previous station.	Diff. of elevation from last station.	Rise or fall per mile.
Omaha	0	967			
Wymont	46	1215			
Columbus	91	1465			
Kearney	199	2125			
North Platte	290	2830			
Julesburg	377	357			
Cheyenne	517	6962	140	2505	
Sheridan	550	8263	33	2200	66
Laramie	576	7194	26	1128	-3
Beaton	600	7534			
Green River	820	602			
Fort Bridger	845	7000	25	917	36
Weber Canon	935	4954	150	2355	
Humboldt Wells	1213	5650			
Humboldt Lake	1493	4047			
Big Bend Truckee	1534	4217			
Trucker River	1602	5863			
Summit Sierras	1817	7042	14	1176	84
Cisco	1624	5711	8	131	166
Alta	1152	3625	23	2086	74
Cel fax	1667	2443	15	1177	78
Sacramento	1721	68	54	2392	44
Stockton	1768	22			
San Francisco	1845				

We will now add a similar table for the Canadian line, which, with the assistance of Mr Dawson, we have gathered from the most authentic, and we believe reliable, sources; but as in no place does it show a rise or fall sufficient to necessitate grades of even 50 feet per mile, the three last columns will not be needed.

STATION	Distance from Montreal.	Elevation above Sea Level.
Montreal		15
Ottawa	120	250
Mattawan	313	499
Montreal River	495	540
Estateau, at source of Montreal River	565	850
End of Sinclair's Survey	617	1050
Nippegon	885	1100
Summit between Nippegon and Lac Sal	990	1400
Lac Sal	1075	1100
Rab. Portage	1175	900
Fort Garry	1305	700
Fort Ellipse	1530	1200
Fort Edmonton	2130	2100
Fort Henry	2275	3460
Summit of Tete Jaune Pass	2397	3760
North Fork	2450	2490
Summit North Thomson	2476	2900
Quesnelle Lake	2555	2040
Deep Creek	2592	1450
Chilcooten Plains	2651	2143
Cascade Summit	2698	3343
Bute Inlet	2785	

We also know that by leaving the above line near Fort Edmonton, running northwest, and making the Pacific Coast at Bentinck Inlet, or even by the Skeena River, the Rocky Mountains may be crossed at an elevation of not over 3,500 feet, and consequently with much easier work and lighter grades. It will pass through a good wheat growing country, and with a milder climate, (so much so that snow sometimes disappears from the ground in mid winter,) and does not put perceptibly lengthen the line.

Comparing the two preceding tables we see

that on the Union Pacific long continuous stretches of grades, 60, 74, 78, 84, and even 100 feet per mile are required to overcome the great altitude at which it passes the mountains, while on the Canadian 50 feet per mile is the maximum. Nearly 5,000 feet difference in maximum elevation will readily account for this. From their own reports, sharp curves will be required, so that at least eight times the power will be required to do the same amount of work on a large portion of their line, as on a corresponding length of the Canadian line. Again we notice from the table, that over 1200 miles of the American Pacific, or two thirds of its entire length from Omaha, is at an elevation of over 4000 feet above the level of the sea, or higher than the summit of Bute Inlet route, and nearly twice the elevation of the summit by a more northern pass.—also 400 miles is over 6000 feet above the sea, 150 miles over 7000, and a summit is reached of 8262 feet above sea level. We know the effect of such an elevation must be to make a more severe climate, and in this opinion we are confirmed by their reports. By this we learn that in addition to extensive tunnels, they have been obliged to build not less than 46 miles of snow shed of most massive structure, and roofed entirely with iron, to resist the pressure of avalanches of snow from hills, and it is stated, in order to keep their line open at least 100 miles of it will be necessary. On the Canadian line, after we leave Ottawa, from observation extended over years, we learn that even in the mountains a depth of snow of a foot is rarely attained, and never exceeds, while for almost the entire distance it rarely exceeds 14 inches. Also, we notice by the report of the Union Pacific Company's Land Agent, that 190 miles west of Omaha artificial irrigation is necessary to produce full crops; hence we infer a poor country and scanty supply of fuel. Further west we know they traverse immense deserts; and we find in the report of their survey that oxen were required to accompany the party to supply the men with water. No coal of any extent has yet been found, consequently in the important item of fuel and water, we may predict difficulty in obtaining a sufficient supply.

On the Canadian Route, leaving the Ottawa on which we have an abundance of both, we cross several well timbered streams before we reach Red River. Thence the Saskatchewan and its tributaries stretch along our course even to the Rocky Mountains, furnishing an abundant supply of both, while on the Pacific Slope we can draw even more abundantly from the forests on the Fraser and other rivers running west. Besides, there are immense deposits of coal on both sides of the Mountains.

In passing we may also note the great advantage the water communication by the Saskatchewan will furnish in transporting material and supplying wood in the construction of the road, while on the Union Pacific everything had to be carried from one end and at great expense, the one item of ties alone costing as high as \$3 each.

We have already seen that from the great elevation and consequent cold, desert nature of the country traversed by the American line, a large portion of it is ill adapted for producing grain while that on the Canadian line, from its more temperate climate, has been shown beyond a doubt to be most admirably suited for that purpose. Indeed so highly is it prized by the Americans that Mr. Greeley, anticipating the exhaustion of the soil of the Western States in producing wheat (which is going on more rapidly than any suppose) has stated before the New York Chamber of Commerce.—"We must look to the great Northwest Basin of Valley of the Saskatchewan as the future granary of the Continent. In the construction of the American Line, much difficulty was met with from hostile Indians. Sometimes parties after months of toil on surveys were swept off with all their notes, thus increasing

great delay and a heavy expense, and rendering an armed force necessary at all times. This same difficulty may still be apprehended in running their road, but we have reason to anticipate no such difficulty on the Canadian side.

Is it not, also, possible that so sudden changes in climate as must be experienced in passing from the snows of the Sierras to the arid plains of the desert, will have a deleterious effect on some of the Asiatic merchandise, which may be avoided by the more equable climate on the Canadian line?

In summing up, then, we see that the country through which the proposed Canadian Pacific Railroad will run has decided advantages over the American line, in giving easier grades and curves, in being nearly free from snow, in furnishing fuel and water, in capabilities of furnishing local traffic, in safety of transportation, and also in furnishing facilities for construction; therefore, it is fair to conclude that it can be operated with more speed, regularity, profit, safety and economy. We have already seen that between Asia and Europe it is the line of the shortest route. Why, then, should it not attract the traffic across the Continent? And if so, it must pay.

But, as if nature had herself designed that this route should be the highway for commerce, she has stored inexhaustible supplies of coal at either end, which, now that in transportation of merchandise steam is largely taking the place of sailing vessels, is of incalculable advantage. New York is obliged to draw her supply of coal from the hills of Pennsylvania, and San Francisco from British Columbia, while Halifax has her supply at home, and almost any port we choose for a terminus on the Pacific is within easy access of a coal field. Surely, then, there can be no doubt of the superiority of this route nor of its paying qualities. There is also strong political and national importance to be attached to it.

**THE PRODUCTION AND MOVEMENT OF GRAIN.**

A WRITER in the *Commercial and Financial Chronicle* gives the wheat production of the several States in 1848 and 1869, as follows:—

	1848.	1869.
	bush.	bush.
Pennsylvania.....	15,367,691	13,012,165
Ohio.....	14,487,351	15,119,047
New York.....	13,121,498	8,681,125
Illinois.....	9,414,575	23,937,029
Indiana.....	6,214,458	16,848,267
Michigan.....	4,925,889	8,336,368

From this time, however, a marked change was noticeable. For instance (says the *Chronicle*) Wisconsin, which reported 4,000,000 bushels in 1848 and 15,800,000 in 1869, reported in 1868 20,367,920 bushels, at a valuation of \$33,914,224—a five-fold increase in crop in eighteen years, and a nine-fold increase in value. Other States named above present the following aggregates:—

	1868.	Value.
	bush.	\$
Pennsylvania.....	10,519,680	28,087,492
Ohio.....	10,208,854	25,726,812
New York.....	12,626,406	33,525,604
Illinois.....	23,551,421	55,104,243
Indiana.....	9,114,562	21,961,684
Michigan.....	14,741,639	37,588,630

Pennsylvania, in the interval from 1859 to 1866, fell off; New York, recovering from the devastations of the weevil, gained; Ohio fell off largely; considering her increase in population; Indiana also produced less, while Illinois and Michigan increased. Iowa now enters the lists with a production in 1866 of 14,000,000 bushels, having currency value of some \$20,000,000; Minnesota, which in 1857 imported breadstuffs, had 10,000 bushels for export ten years later, and kept 4,000,000 for home consumption. Twenty years ago the wheat products of New York and Pennsylvania was four or five bushels per head to the population; now it is but two or three. Of course these States and their Eastern neighbours look to these great Western granaries for supplies; and their confidence will not be misplaced. Directly west of Iowa and Missouri, and within the limits of Kansas and Nebraska, the wheat region virtually ends; but it will expand into immense dimensions on the vast areas of the Northwest. There will be a granary never to be drawn down.

There is a lesson of importance to be derived from this statement we have given. These wheat areas of the East, and in this term we include all the regions east of the Mississippi, are by no means exhausted. They need but culture to reach the highest promise they ever gave. The wheat crop of New York fell from thirteen millions in 1848, to eight millions in 1869, and rose then to twelve millions in 1868, the

prime cause of this was the renewal of wheat culture after years and years of disease. The farmers could not contend with the insect, and they yielded. The insect disappeared and again the fields returned productive crops. If land is higher in price in these Eastern States, the farmers are nearer a market and they can compete to a certain extent with the West. In Ohio, Michigan, Indiana and Illinois, there has been a falling off in the average yield per acre, showing a careless cultivation, for these wild lands are yet unexhausted.

An examination of the breadstuffs trade of Chicago for a series of years also indicates the growth of the West, and the tendency of the centre of cereal production in that direction. In 1854 the receipts of flour at Chicago were 234,575 bbls.; in 1868 they were 2,276,335 (a tenfold increase,) and Chicago, which in 1860 manufactured but 282,000 bbls., manufactured last year 747,932. In 1854 the receipts of wheat were three millions of bushels, and in 1868 they were fifteen millions. Corn grew from seven millions in 1854 to twenty-five millions in 1868. Chicago shipped last year 24,800,000 bushels of wheat and flour reduced to wheat. The five lake ports together sent out 53,000,000 bushels, and it is estimated that 18,000,000 bush went on the railroads.

The promise of an increased crop this present year is very good. Illinois has recently suffered so severely from the rains that the corn crop is considered to be in danger, all other sections of the country report good progress, and warrant the belief that the avenues of transportation will be crowded with the products of agriculture. For the great granary beyond the Mississippi, of which we have spoken, the competition of transporting interests is lively. St. Louis has an agent in New York to engage a steamship to proceed to that city and bring a crop of grain directly to this port; Iowa and Minnesota are pushing railroads into the interior; Chicago reduces her charge for handling and storing grain. Freights by rail on competing roads go down, and the great battle between the rail and the water route assumes new and more interesting proportions. Some of the experiments induced by this rivalry between different routes are on an extensive scale. This steamship from New York to St. Louis and return, involves a long voyage. It is 3,000 miles of water against 1,000 by land. It is an ocean voyage, a gulf passage and a long and sinuous river with all its opposing currents and unknown obstructions. It passes by the Mississippi cities, whose hopes have been of direct trade with Europe, and it has for its St. Louis guarantors the enterprise, and capital and pluck of a strong and vigorous city. As one attempt to solve this problem of transportation it is interesting to all observers. The world at large which takes many million bushels of wheat, corn and flour from the United States, and the army of consumers in the non-producing States no less than producers are all directly interested, for to them it is a question of cheaper food.

**CROPS IN AMERICA AND EUROPE.**

THE crop reports from various parts of the United States are more conflicting and doubtful than is usual at this season of the year. The extreme fluctuations in the weather, and the variations of rain and heat, have produced opposite results in different places. If we were to look only at the accounts from some parts of Illinois and Iowa, the wheat prospects would be gloomy in the extreme. But when we take a broader and more comprehensive view of our vast expanse of country, it will be found, on striking an average of the whole, that the prospects are more reassuring. It is at least quite certain that the usual occurrence of the successive seasons of good crops will be fully realized this year. We shall have as much wheat for home and foreign consumption as we had last year, and if the balance of the season is not very unfavorable we shall have a great deal more.

To come to particulars, we find that the crops are very favorable in the New England States, New Jersey and New York. The hay crops in all these States will be immense, and the cereals are in a prosperous condition. In Virginia and Tennessee there is nothing to be desired. From the Northwestern States the accounts are more conflicting. But it appears that damages by the recent tremendous rain storms are confined to a comparatively limited breadth of country. Wheat, in some parts of Illinois, Iowa, and a few of the Northwestern States, has suffered considerably. But even in the most unfavourable States the harvests—except in the unlooked for event of continued bad weather—may reach last year's average. In Minnesota, which is now the chief wheat producing State in the Union, the supply will be immense. A harvest of full 20,000 bushels of wheat is expected. In Ohio, Wisconsin, Indiana and Nebraska, the wheat harvest seems superb. Take it altogether, there can be little doubt that the upper Valley of the Mississippi, and nearly the entire Northwest, will advance considerably upon last year's supply. It will be remembered that this result will be partly the result of the increased quantity of land placed under wheat. If it were not for the drawbacks in various localities on account of the weather, the yield would be unparalleled.

In California the wheat has been already harvested, and the yield, in spite of the drawbacks on account of rust will be in excess of last year's supply. A greater breadth of land has been sown, much of it on new soil, and the aggregate is unprecedented. Every effort is made to push the grain to market, or to entrepôts where it may be available for transportation. From Oregon, Washington Territory and the Pacific slope generally, the accounts are favourable.

The drawback to this favourable view is the indication that corn will not much exceed half a crop. The cold Spring and the heavy rains have produced injurious results. Nearly all the Western States have something to complain of on this point. A larger portion than usual has been planted in the Eastern

and Southern States, which may neutralize the bad results of the short crop elsewhere. Unusually fine weather for the balance of the season may produce better results. But at the present time corn is in an unusually damaged condition, a fact which is sufficiently attested by the advancing market rates.

The South will, undoubtedly, produce more food than last year. In the Valley of the Colorado, Texas, and in portions of the lower Mississippi Valley, immense damages have resulted from the unusual inundations. Vast tracts of country have been devastated. But the supply of food from all the Southern States may be safely estimated as being in excess of last year's products. From all parts of Canada the wheat and corn accounts are highly satisfactory.

In Europe, we find the crops have been subject to very nearly the same conditions as in the United States. A cold backward spring and a wet summer, will reduce the supply of cereals in England below last year's average. A drought in France will produce very nearly the same results. From Hungary, Germany, Southern Europe and Russia, the accounts are much more favourable than they were a few weeks ago. Spain will have a more than average good crop, a fact that is the more gratifying in view of last year's deficiency. But when we come to balance the accounts from the surplus grain-producing and the importing States in Europe, it will be found that the entire supply can hardly be expected to reach last year's average. Unless, in the contingency of very favourable weather, the supply may fall considerably below the present estimates.

For the American producers, then, the prospects are generally favourable, so far as relates to the chief staple of wheat. There will certainly be a good demand for exportation, a fact that will keep prices firm on this side of the Atlantic, and prevent the decline that would otherwise result from the abundant harvest. The deficiency in the corn crop is to be chiefly regretted on account of the probable influence upon cattle and swine. This product feeds the millions in America and Europe indirectly. Its enormous bulk scarcely pays the cost of transportation. But Western farmers, by feeding it to cattle and swine, realize upon it in another form. The condition of this staple is therefore a matter of much interest, and it is to be hoped that a favourable turn in the weather may materially improve the only drawback to an otherwise highly prosperous harvest.—*United States Economist.*

**NEW MODE OF CARRYING MOLASSES IN BULK.**

THE *Boston Journal* gives an account of the arrival there of the iron tank molasses brig "Novelty," from Cuba, of which we have already given a brief mention. This vessel was constructed by the owners of vessel and cargo, to test this method of transportation. The *Journal* says:—

"She made the homeward passage from Matanzas in eleven days, which is a very quick run. The sea-going qualities of the vessel have proved to be all that could be desired, while the new and novel method of carrying the cargo has been fully demonstrated to be correct in principle, and its practical result has become a success. On the outward trip the vessel behaved finely, and as considerable heavy weather was encountered, a good opportunity was afforded to test the working qualities of the craft, her highest speed being 12½ knots per hour. The tanks were ballasted with water, but did not leak a drop.

On her arrival at Matanzas her tanks were pumped out in a single day, and the vessel was then ready to receive her cargo, which she took on board at the rate of 200 hogsheads per day, easily, while 50 hogsheads is considered a good day's work when stowed in the ordinary way. The hogsheads of molasses came alongside in lighters, and were turned into troughs, from which it flowed readily into the tanks. In this way she can take her cargo on board in three days, but if she had loaded at Havana, where the article is stowed in tanks on the wharf, she could have loaded in one day. With the cargo on board she draws eleven feet three inches. On her return voyage everything worked well, the tanks remained perfectly tight, and not a pint of molasses was lost by leakage.

It is calculated that when the cargo is already at the point of shipment, it will require only four days to load her when it is received from lighters, and under favourable conditions the round voyage can be performed in thirty days. Heretofore charter parties considered it necessary to allow thirty days in which to receive cargo by vessels of the size of the "Novelty," and it is shown by the experience this vessel has thus far gained that there will be an immense saving in point of time over the old method.

The cargo of the "Novelty" consists of 84,075 gall, which will be pumped by steam power from the vessel into pipes connecting with an iron tank at the Oxnard sugar refinery. This tank holds 125,000 gallons, and the whole cargo can be discharged in about five hours, or at the rate of two and a half to three hogsheads per minute.

The greatest difficulty to overcome was to allow for fermentation, which is usually equal to ten per cent. To insure safety it was necessary to keep the tanks full, or otherwise the rolling of the vessel would destroy them by the swashing of the molasses; so over each tank a turret was constructed holding about 12 per cent of the cargo, and when the article was in a fermented state it would naturally rise to the turret, a hole in it being made for the purpose, and when it subsided it would fall; thus by having molasses in a sufficient quantity in the turret, it insured a full measure for the tank.

The advantages acquired by the success of this experiment are important. It saves large in the expense of cooerage, and in the handling of the cargo, while the gain in the point of time and the prevention of leakage can not be readily estimated.



### THE COMING LABORER OF THE SOUTH.

**A**MONG the numerous streams of immigration now flowing into the United States, from all parts of the world, the Chinese although not the largest is probably destined to be the most important. The indications now are that this immigration is destined to assume vast proportions, and yield a large, if not a preponderating, supply of the lower kinds of labor in this country. China could spare us a number of laborers equal to three times the population of the United States, and the indications now are that we can obtain all the labor that we may want from this source, without any extraordinary exertions, and, in fact, by merely sitting still and permitting it to occupy our country.

Great diversity of opinion prevails respecting the desirability of this new element. It is claimed by one party that any considerable influx of Asiatics, accustomed to despotism, and with all the vices engendered by centuries of Paganism, must degrade our own population without improving them, and is full of dangers to our religion and civilization. On the other hand, it is asserted that the Chinese are the best and most docile workers in the world; that they are highly imitative, and capable of filling the requirements of the factory, the field and the plantation, and that they come in good time to supply the increasing want of labor in all parts of our country.

Without entering fully into the merits of this question, it is apparent that these diverse views must soon occupy a share of public attention. In fact, the Chinese are already among us, nearly a quarter of a million strong. They have hitherto been restricted to the Pacific States and Territories; but they are now pouring in along the track of the new Pacific railroad, and in a short time they will probably be as numerous on this side of the Mississippi river as they now are on the Pacific slope.

The capitalist class in our country is preparing a hearty welcome for the new laborers. The Southern planters see in them the means of recovering their former prosperity. In St. Louis a Chinese Immigration Society has been formed. The idea is to bring over from the Pacific States two hundred thousand Chinese, who are anxious and willing to go to the Southern States. South Carolina planters intend to introduce them on the cotton and rice fields of their States. A Chicago Company proposes to bring over fifty thousand. General Forrest is engaging them to work on the El Paso and Memphis Railroad. A convention of Mississippi States is to be held in Memphis or Vicksburg, to devise means for promoting the new immigration. Texas is also ready to welcome the Chinese laborers.

This unanimity of the South in favor of Chinese labor is easily accounted for. The great want of that section is labor. The negroes are rapidly, since the emancipation, abandoning the cultivation of cotton for the growth of corn and other staples requiring small capital and means. There is, therefore, a continually increasing demand for more labor, and the Chinese seem to be the best fitted of all the foreign populations of the world to supply the peculiar requirements of the South. They are accustomed to the cultivation of cotton and rice in their own country, and they are equally qualified for the plantation and the factory. They work cheaply, and this fact, which is the cause of a formidable opposition on the part of the white workmen, is, of course, a grand recommendation to employers. If the Chinese are introduced in any numbers in the South, they will undoubtedly find their way to the North. New England and Pennsylvania employers are already casting about for this desirable labor in the mines and cotton mills, a labor that never "strikes," and that is always satisfied with the barest pittance over and above a mere sustenance.

Labor is the great want of the country at the present time, and it does not seem possible to exclude a supply which appears so exactly suited to the requirements of the occasion. The age of exclusion and petty restriction has passed away for ever. The experience of California seems to establish the impossibility of shutting out the Chinese. They were legislated against, and are still subjected to the severest restrictions. But in spite of every obstacle, Chinese workmen now have possession of the factory, the mine and the field, in that State. The issues involved are most momentous, and the result will be looked for with eager interest by all classes, and must exercise an important influence on the future of our country.

### CO-OPERATIVE BANKING.

**T**HE proceedings of the Co-operative Congress in London continued up to the 3rd instant, and we glean the following from the full reports in the London papers:

#### CO-OPERATIVE BANKING.

The chairman, Mr. W. Morrison, member of Parliament, in announcing for discussion the subject of co-operative banking, said there was a great field open for the existence of co-operative banks. The Rochdale Pioneers' Society, which was not the largest in the country, sometimes had as much as £40,000 at their bankers'. The united funds of all the co-operative societies in the country would amount to an enormous sum, and by the present system of banking and lent out for their benefit. One of the chief difficulties in the way of co-operative banking would be the securing of efficient management. Of course, the men who had organized other forms of co-operation would make banking successful, but they should not conceal from themselves the immense difficulties that stood in their way. One source of weakness would be the reluctance which would be felt by managing bodies to pay sufficient remuneration for the first order of ability, which it was necessary to secure. Co-operators up to now

had struggled against adverse opinions, and had, like the promoters of all new propaganda, the advantage of being a select body, from whom the mass of men kept aloof. Now, however, co-operation was becoming fashionable, and all classes would now rush towards it, and co-operators would have the assistance of scamps as well as true men. It was strange that whereas in England successful co-operation had taken the form of distribution of stores, French co-operators had applied all their energies more to the department of production and manufactures, while in Germany the special feature of the co-operative movement had been the successful establishment of co-operative banking.

A paper was then read by M. Morier, Chargé d'Affaires at Darmstadt, on "The Principle of Co-operation as applied to Credit, with special reference to the Co-operative Credit Banks established in Germany." Starting with the two questions, "How to give to the consumers direct access to the producer?" and "How to give to the producer direct access to the capital required for production?" The paper proceeded to show that co-operation was the channel by which capital would be brought within the reach of labor. It was a long and closely reasoned argument, illustrated with frequent references to the success of co-operative banking in Germany. This he attributed to the rigid application of principles which might be summed up in the sentence, "Minimum of risk; maximum of responsibility." In conclusion he expressed an assurance that on his return to Germany he should be happy to obtain all the information he could on the subject of co-operation for the benefit of home co-operators.

The Rev. W. N. Molesworth, of Rochdale, read a paper on the "Best means of making Co-operative Societies mutually helpful." Co-operative banking he placed in the foremost place, and as a co-operator of many years standing he saw no difficulty in establishing a sound and profitable system of banking and credit.

After a discussion, a series of resolutions were proposed by Mr. J. M. Ludlow, to the effect that it is expedient to establish a Co-operative Banking and Credit Association, with a central office and branches, the Association to be constituted under the Joint Stock Companies Act, 1862, with limited liability, and to be formed exclusively of co-operative societies, provided always that trades societies of workmen which might obtain legal position should be permitted to become members. Another provision is that moneys might be received on deposit from registered friendly societies, benefit building societies, and individual members of co-operative societies. The motions were carried unanimously.

### PROSPECTS OF TRADE THIS FALL.

**T**HE very quiet which prevails in business circles during the summer foretokens a most encouraging reaction early in the Fall. Our men of finance and trade who are wise enough now to escape from their usual excitements, and cool off and recuperate in the mountains or on the sea shore, will return to the city with invigorated health and purposes. The revival of trade will be proportionate to the revival of their mental and bodily power to give it a fresh impulse and a wider scope. American business men have been long in learning that to unbend the bow occasionally will insure a speedier and surer flight to the arrow, but they have at length learned the lesson. Dyspepsia and failure—the frequent consequences of unremitting attention to mercantile pursuits—are less common than they used to be before a summer trip to Europe or to some one or other of the numerous pleasure resorts in America became the rule instead of the exception. The redoubled energy with which our merchants, after their vacation, will devote their accustomed activities, would alone suffice to insure a revival of trade this Fall.

Moreover, early autumn will pour into our markets millions of dollars worth of fruit, and the stimulus of which the fruit trade will impart to other activities of trade will be immediate and powerful. The granaries of the great West will also send to New York, as the main distributing point of their treasure, an unprecedented wealth of corn and wheat. Despite the drawback of extraordinary rains and floods, even the crops of Illinois, which have suffered so much that the use of reaping machines is reported to be out of the question, will not prove to be an utter failure. In Northern Illinois the grain looks very well, and promises a good yield. Corn can scarcely be expected to yield more than two-thirds the average crop, but there will be an immense yield of oats. There is no cause for alarm as to the winter wheat in Southern Illinois, notwithstanding the delay of stacking on account of the rain. The wheat crop in Iowa, Wisconsin, Nebraska and Minnesota is in excellent condition. Throughout Illinois there has been planted an enormous extent of small grain, and, although more than half of it should be damaged, a good average crop will be secured. Almost everywhere similar promises of a bountiful harvest exist. And although the cotton and tobacco crops of the Southern States are raised under new conditions, so that in consequence of the great number of small farmers engaged in producing them, a more ample volume of currency is needed to move them; yet the virtual contraction in the currency of the Northern States, on account of the thirty millions dollars which it has been necessary to send South during the past nine months, has already been followed by a relaxation in Mr. Boutwell's policy of contraction, and it has been rightly conjectured that "from this relaxation we may anticipate a measure of timely relief to the money market." With an easier money market, with a reduction in the high prices which have hitherto prevailed, with the opening of multiplied channels of industry and commerce with renewed enterprise on the part of our

merchants after their needed repose during the heated term, with the return of the families of our wealthy citizens, and with a steadily increasing influx of European emigration, it is safe to predict that the prospects of New York trade in the Fall are brighter than ever.—N. Y. Herald.

### LIVERPOOL MARKETS.

LIVERPOOL, Wednesday, July 21, 1869.

**T**HE weather this week has continued remarkably fine, and has done wonders for the growing grain crops, by swelling out the grain, and causing to the eye, an appearance of an average crop being on the ground, nor will the public be convinced to the contrary, and this has affected the country corn markets to the extent of 1s. to 2s. per qr., and now that hay making is over farmers deliver more freely.

At the London Corn market, on Monday, there was a small show of English wheat, but with such continued fine forcing weather buyers held off and the few sales made were at 1s. to 2s. per qr. decline. Barley firm. Beans and peas is dearer. Oats 6d cheaper. Flour 6d. to 1s. lower.

At our Corn Market, on Friday last, there was only a moderate attendance of country millers and dealers, and the small transactions in wheat were at a decline of fully 2d. per cental. Flour dull at 6d. per barrel decline. Oats scarce and rather dearer. Peas very scarce and held at 1s. advance. Indian Corn quiet and in moderate demand at former prices.

At our Corn Market yesterday, there was a small attendance of country millers and dealers, who, owing to the hot weather, would not purchase more than in retail lots at fully 2d. per cental decline. Flour was equally dull at 6d. to 1s. reduction. Indian Corn being scarce, was held at full market advance of 6d. per qr. on Tuesday's rates.

Deliveries of British wheat for week ending 17th inst.:—39,308 qrs, against 25,642 qrs in 1868, and 27,898 qrs. in 1867.

Imports into this port for week ending 19th inst.:—Wheat, 57,391 qrs; oats, 4,212 qrs; peas, 2,449 qrs; Indian corn, 16,150 qrs; oatmeal, 2,895 loads; flour, 10,148 sacks and 6,005 bbls.

Exports for the same time were:—Wheat, 6,997 qrs; peas, 20 qrs; Indian corn, 3,704 qrs; oatmeal, 56 lbs; flour, 748 sks and 301 bbls.

Provisions.—Butter sells more freely at 70s to 84s. Lard is dull and lower. Cheese, the arrivals are increasing, but there is a good demand, and the stock continues small. For bacon there is a good demand but hams are neglected and lower.

Ashes.—We had another quiet week without change, sales about 720 bbls.

Copper Ore.—Not much done this week but as there are large orders in town the market is firmer at a slight decline.

KENNETH DOWIE & CO.

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

ST. JOHN, N.B., July 27, 1869.

**MONEY.**—No material change has taken place in the market since our last report. Trade generally continues brisk and money plentiful.

Rates for Sterling Exchange remain firm, with a good demand at 110 for 60-days sight bills; short sight bills 110½.

**BREADSTUFFS.**—The tendency of the market is upwards, and prices are fully 25c. higher than a week ago. The leading markets all quote an advance, and it is evident that considerable damage to the crop of grain has been experienced from bad weather. Superfine, \$5.70 to \$5.85. Fancy and Choice Brands held at \$6.00.

Cornmeal ¼  
SUGAR and MOLASSES.—Sugar is firmer, and has advanced slightly in the United States and Montreal. Molasses unchanged.

COAL.—No change in price. The only arrivals we have to report is the "Mary Grace," with 240 tons Cow Bay Coal from C. B.

FREIGHTS.—Deal freights continue dull with few engagements. As many of the mills have shut down, or are about doing so, shippers are unwilling to increase rates while ships will not engage at present quotations. There is little probability of change for some weeks. We note the following charters:—"Mary Baker," 361, Cork Quay, 70s; "Gullia Paris," 401, Penarth Roads, for orders, 65s.

In West India Freights there is no change, and we have no engagements to report. The prevalence of sickness in West Indian ports will interfere with business for a time.

Coastwise Freights still continues unchanged, with little doing. We hear of but two charters this week.—News.

At a meeting of the Polytechnic Association of the American Institute, a few days ago the chairman exhibited a letter which was certainly a curiosity. The letter and envelope were made of sheet-iron, and yet weighed less than the regular letter weight, one half ounce. The envelope measures 4½ by 2½ inches, and the letter is eight by five inches. Careful measurement with a micrometer gave one five-hundredths of an inch as the thickness of the sheet. Letters have been written on sheet-iron before, and an iron book of three hundred pages, which measured less than one inch in thickness, was shown at the World's Fair. The book was printed with elastic type made especially for the purpose.

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**WINES, GROCERIES, AND LIQUORS,**  
 8 St. Hel Street. 31-1y

**THE CANADA BRICK MACHINE.**  
 Patented 1868.

**MEDAL and DIPLOMA** awarded at the Provincial Exhibition, Montreal, 1863.

**THIS Machine will mould 15,000 Bricks PER DAY**, with the attendance of one man to put in the Clay, one man or smart boy to attend to the Moulds, three strong boys to wheel off the Bricks and hack them up, and a small boy to sand the pallets.

To make **SLOP BRICKS**, less attendance than the above will be required.

By an alteration in the relative speed of the pinions and crown wheel, it will mould

**30,000 BRICKS PER DAY.**

The Clay can be moulded stiffer than by ordinary Machines, and the great pressure applied gives more solidity and strength to the Bricks. They also retain their shape, and dry much quicker.

This Machine is inexpensive and simple, and is adapted for either steam or horse power.

If a stone or other obstruction prevents the Moulds from moving forward, the Machine will not get out of order, but regulates itself.

Provision is made for giving the pressure required for soft or firm Clay.

The corner is always well filled, and the Bricks turned out will all be fit for front work.

It is undoubtedly the most perfect and suitable Machine for making Bricks yet introduced into use.

**NINE** of these Machines worked by steam, and **TWO** by horse power can be seen in actual operation at the Steam Brick Manufacturing Establishment of the undersigned, head of Fullum Street, Montreal.

The **CANADA AUTOMATIC BRICK MAKING MACHINE** is manufactured and for sale (with the right of using it) by the Patentees.

**THE PATENT RIGHT**

For towns, counties, or districts, will be sold on application to

**BULMER & SHEPPARD,**  
 Patentees,  
 Office, 212 PARTHENAIS STREET,  
 MONTREAL. 5m-23

**N. S. WHITNEY,**

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

**P. D. BROWNE,**

**BANKER & EXCHANGE BROKER**  
 and Dealer in U. S. Securities.  
 No. 18 St. James Street,  
 MONTREAL.

Cash advanced on all kinds of negotiable securities. Silver, Greenbacks, and all kinds of Uncurrent Money, bought and sold at most liberal prices. Collections made on all parts of the Dominion. 1-6m

**AKIN & KIRKPATRICK,**

**GENERAL COMMISSION MERCHANTS**  
 COR. COMMISSIONER & PORT STREETS,  
 MONTREAL.

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

**AKIN & KIRKPATRICK,**

**GENERAL COMMISSION MERCHANTS**  
 No. 2 Ontario Chambers,  
 CORNER CHURCH and FRONT STREETS,  
 TORONTO.

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

**AKIN & KIRKPATRICK,**

**GENERAL COMMISSION MERCHANTS**  
 COR. COMMISSIONER & PORT STREETS,  
 MONTREAL.

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

**THE ETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.**

**RELIABLE, PROMPT, ECONOMICAL**

*Incorporated 1820. — Commenced business in Montreal in 1850.*

Accumulated Funds, over	\$10,000,000
Policies issued in 1867	16,251
Amount insured in 1867	44,733,322
Receipts for 1867	5,123,447
Surplus Fund (over all liabilities)	1,884,768
Deposited with Canadian Government	100,000
Daily income in 1868, nearly	20,000

The best facilities for the Insurance of Healthy Lives  
 Head Office for the Dominion—20 Great St. James Street, Montreal, with Agencies in every city and town.  
**S PEDLAR & CO.,** Managers.  
 Montreal. 16th August, 1868. 28-1y

**FERRIER & CO.,**

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

Agents for:

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

**A. RAMSAY & SON,**

**IMPORTERS OF WINDOW GLASS,**  
 Lined Oil, White Lead, Paints, &c.,  
 37, 39 & 41 Recollet street, MONTREAL.  
 And Agents for

A. Fourcault, Frison & Cie. Glass Manufacturers, Dampremy, Belgium.  
 Joseph Lane & Son, Varnish Manufacturers, Birmingham and London.  
 Sharratt & Newth, Makers of all descriptions of Glaziers' Diamonds, London.  
 Halmemann & Eitelner, Patentees of Magalesia Green and Manufacturers of Colours, New York and Germany. 1-1y

**DOMINION METAL WORKS,**

(ESTABLISHED 1833)

**CHARLES GARTH & CO.,**

*Manufacturers and Importers of*  
**PLUMBERS, ENGINEERS & STEAMFITTERS,**  
**BRASS, COPPER & IRON WORK.**  
**GAS FITTINGS, &c., &c.**  
 EVERY DESCRIPTION OF WORK FOR  
**SUGAR REFINERIES, DISTILLERIES,**  
**BREWERIES, GAS, WATER WORKS, &c., &c.**  
 Warming of PUBLIC and PRIVATE BUILDINGS,  
 CONSERVATORIES, VINERYS, &c., &c.,  
 By Hot-Water, Steam, or Warm Air.  
 Office and Manufactory Nos. 536 to 542 Craig Street.  
 MONTREAL. 1y-17

**EAGLE FOUNDRY, MONTREAL,**

**GEORGE BRUSH, Proprietor.**

Builder of Marine and Stationary  
**STEAM ENGINES,**  
**STEAM BOILERS** of all descriptions  
**MILL and MINING MACHINERY,**  
 All kinds of **CASTINGS** in **BRASS** and **IRON**  
**LIGHT and HEAVY FORGINGS, &c.**  
**PATTERNS AND DRAWINGS FURNISHED.**  
 33-1y

**M. H. SEYMOUR,**  
**LEATHER COMMISSION MERCHANT**

57 St. Paul street, Montreal.

*References:*

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

**COAL OIL.**

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

MONEY MARKET.

P. D. Brown.

THE demand for accommodation falls short of the supply of money, the market being still marked by a continuance of the easy condition which has characterized it for some time past.

Sterling Exchange is steady at 103 for Bank at 60 days sight, the rate in New York being 110 1/2. Private Bills are offering sparingly, and are quoted at 103 1/2 to 103 3/4.

Demand Drafts on New York, payable in gold are in somewhat more active demand, and may be quoted at par to 1/2 dis.

Gold in New York has again receded, closing at 135 1/2.

Silver is less abundant, brokers buying at 3 1/2 to 3 1/4, with exceptional purchases at 3 1/4.

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

Bank on London, 60 days sight.....	103 1/2
"	eight.....110 1/4
Private, " 30 days sight.....	108 1/2 to 109 1/2
Bank in New York, 60 days sight.....	110 1/2
Gold Drafts on New York.....	par to 1/2 dis.
Gold in New York.....	135 1/2
Silver, large.....	3 1/2 to 3 1/4 dis.

THE GROCERY TRADE

Baldwin, C. H., & Co.  
Chapman, Fraser & Tyles.  
Childs, George, & Co.  
Hutchins, H. & Co.  
Kinnaird & Kitchin.  
Matheson, J. A.

Mitchell, James.  
Robertson, David.  
Tiffin, Bro.  
Thompson, Murray & Co.  
Torrance, David, & Co.

THE past week has again been one of extreme inactivity, whether as regards the regular trade with no country, or the city trade with the jobbers. There is no wholesale transaction reported, the demand being of the merest retail character. Prices are nominally unchanged.

CORNFEE.—The small city demand which has existed has been met at prices varying little from our quotations.

SUGAR.—Raws have had a small demand, no transactions of consequence being reported. Really good to bright grocery samples are held at 58 1/2 to 59; fair to middling 58 1/2 to 59 1/2. There has been a steady business in Refined of all grades; prices unchanged.

MOLASSES.—Centrifugal has been chiefly asked for, but the enquiry has been of a limited character. We quote for round lots, Centrifugal, 23c. to 23c.; Muscovado 22c. to 25c. The better grades are arriving freely, but price may be considered nominal.

FRUIT.—Rusins have been in fair demand at full rates, but we hear of no larger transactions. Currants have had little enquiry, and prices are unaltered.

RICE.—Has been in light request, and difficult of sale even under offer of considerable inducement.

SALT.—Enquiry has not been over active. Arrivals, however, have been light and prices are well maintained.

SPICES.—Of all kinds are without any but the most limited enquiry, and in the absence of transactions quotations must be considered to a great extent as nominal.

THE DRY GOODS TRADE.

Greenhalgh, R., Son & Co.  
Leip, Kay & Co.  
McIntyre, Devere & French.  
MacKinnon, J. G. & Co.  
Sutherland, Force & Co.

Dalry & Co.  
Palmont, Waincock & Co.  
Roy, Jas., & Co.  
Robertson, Stephen, & Co.  
Sirling, McCall & Co.

BUSINESS as yet has not commenced to show any symptoms of a renewal of activity; but before long, the travellers of all the leading houses will be sent out to solicit orders all through the country, and it will be the duty of the trade to lay in stocks for their fall and winter business. As far as we have any means of knowing, stocks of fall goods, as well as of heavy woollens, are still large, though perhaps noticeably less than they were a year ago, and purchases will still require to be made with caution. Over-trading has brought the commercial interests of Canada into a position fraught with danger, from which recovery must come from movement in the opposite direction, and a taking in of sail, instead of crowding it on. Buyers should buy below and not above what they think they will need. It will be easy for them, and much safer to send down second order, if they find they have been able to dispose of their first purchases readily; and as stocks in the hands of importers are likely to be fully an average there will be no danger of their not being plenty of goods to fill any supplementary orders that may be sent in.

On the abundance of the harvest will of course to a great extent depend the trade of the immediate future. We hope the crops will be large and profitable; but they are not safe yet, and a continuance of the heavy and often cold rains which have fallen so plentifully, will blast those hopes of an abundant harvest, which a short time since appeared so certain.

THE HARDWARE TRADE.

Crofton & Govelett;  
Evans, John Henry;  
Farrier & Co.  
Hall, Kay & Co.

Menland, Watson & Co.  
Methell & Baker.  
Robertson, Jas.

WE have no improvement to note in this business in which great stagnation still continues. Prices are unaltered, but in the absence of transactions, quotations may to some extent be looked upon as nominal.

The following are the shipments of Iron, Hardware, &c., from Liverpool to Montreal for the week ending July 22:—

23 tons chains; 2 cks 4 ea cutlery; 32 plgs hardware; 69 tons bar and bolt iron; 133 tons hoop iron; 23 kgs nails; 500 tons pig iron; 10 tons plate iron, 167 tons sheet iron; 7 tons iron ware; 16 casks shot; 125 tons steel; 616 bxs tin plates.

The shipments from Glasgow for same week were 225 tons bar iron, and 83 tons cast iron.

MONTREAL PRODUCE MARKET.

Akin & MacPatrick.  
Davies Brothers & Co.

Mitchell, Robt.

THE business of the week has generally been rather quiet.

FLOUR.—The want of ocean tonnage has despite the favorable British advices checked exports for the present, and with heavy receipts and demand mainly confined to local wants, the market has ruled dull, though prices have undergone very little change.

Owing, however, to anxiety to sell at the close, on the leading grades some slight concession would be made. Extras, in the course of the week have sold at \$5 15 to \$5 20, but from scarcity have closed firm at \$5.25. Sales of Fancy may be noted at \$5.10. Little remaining in first hands, \$5.15 is now asked. Strong Swyers have been more pressed, and may be quoted lower. Exceptional sales of the choicest brands have been made at \$5.30 and up to \$5.40; but very little now in market will command over about \$5.25. Ordinary Canada sals in single hundreds with some difficulty at from \$5 to \$5.10. There have been large arrivals of Welland Canal, and at the close sales were reported at \$5.05, with rumours of even \$5.00 having been accepted. No recent transactions in city brands. Western has continued to arrive pretty freely, but sellers being less urgent, higher rates have been realized; recent sales at \$5 to \$5.10, but at the close \$5 may be considered the ruling price. No. 2 has been taken to a limited extent at \$4.65 to \$4.70, with sales of choice at the close at outside figures. Fine continues unchanged. Recent sales have been at prices ranging from \$4.40 to \$4.50. Middlings may be quoted at \$4 to \$4 15 according to sample, and Pollards \$3 25 to \$3 50. Bags have been more sparingly supplied, and relatively high prices rule. Recent sales of Upper Canada have been at \$2.45 to \$2.50 for good to choice. Local millers are firm at \$2.55 to \$2.70. Oatmeal is in small retail demand at unchanged rates.

GRAIN.—Wheat.—Little to report in Upper Canada spring. A few car loads have sold in the course of the week at \$1.13 to \$1.16, closing at \$1.14 to \$1.16. No. 2 Chicago is held at \$1.16, buyers at \$1.14; no recent transactions. A sale of No. 1 Western may be noted at \$1.16 1/2. Pease.—Little to report. Stock here is in one or two hands, and held at \$1.05. No buyers, except to fill small orders. A few parcels of Oats have been placed at 4 1/2 to 4 1/4. In the course of the week, very little remaining in stock, and holders firm at 4.50 to 4.60. Other grains nominal, in the absence of transactions.

PROVISIONS.—Pork generally unchanged; stocks small, and demand restricted to consumptive wants. Cattle generally unchanged. Lard inactive at former prices. Butter.—Adverse advices from Britain together with heavy receipts, and the generally defective condition in which butter has arrived, serve to force prices down. Any recent transactions have been at 36c. to 37c. with occasional sales ranging up to 38c. There is a general anxiety to sell, and prices have a strong downward tendency.

ASST.—Pork has engaged little attention, and rates are barely maintained. Peas are in better request, and from scarcity command some advance. Closing at \$3.15 to \$3.70.

STOCK MARKET.

	Closing prices.	Last Week's Prices.
BANKS.		
Bank of Montreal.....	161 1/2	161 1/2
Bank of B. N. A.....	102 1/4	102 1/4
City Bank.....	100	99 3/4
Bank of People.....	109 1/4	109 1/4
Molson's Bank.....	109 1/2	109 1/2
Ontario Bank.....	105 3/4	105 3/4
Bank of Toronto.....	103 3/4	103 3/4
Quebec Bank.....	102 3/4	102 3/4
Bank Nationale.....	107 1/2	105 1/2
Gore Bank.....	40	42 1/4
Bank of Quebec.....	107 1/2	104 1/2
Bank of St. Charles.....	97 1/2	94 1/2
Bank of St. John.....	104	104
Bank of St. James.....	102 1/2	102 1/2
Mechanics Bank.....	83	84
Royal Canadian Bank.....	103	103
Bank of Commerce.....	103	103

	Closing prices.	Last Week's Prices.
RAILWAYS.		
Q. T. R. of Canada.....	15	15
A. & St. Lawrence.....	10 1/2	10 1/2
Q. W. of Canada.....	10 1/4	10 1/4
G. & St. Lawrence.....	8 1/4	8 1/4
Do, preferential.....	80	80

	Closing prices.	Last Week's Prices.
MINES.		
Montreal Consols.....	\$3.00	\$3.25
Canada Mining Company.....	50	45
Huron Copper Bay.....	50	45
Lake Huron S. & C.....	111 1/2	112 1/2
Quebec & L. S.....	112	111 1/2
Montreal Telegraph Co.....	113 1/2	114 1/2
Montreal City & C. Company.....	112	112 1/2
City Passenger R. R. Co.....	112	112 1/2
Richelieu Navigation Co.....	113	113
Canadian Inland Steam N. Co.....	109 1/2	109 1/2
Montreal Elevating Company.....	50	50
British Colonial Steamship Co.....	50	50
Canada Glass Company.....	50	50
St. Lawrence Glass Co.....	50	50

	Closing prices.	Last Week's Prices.
BONDS.		
Government Debentures, 5 p.c. 87.....	98	94
"	98	94
"	103	104
"	103	104
Domestic 6 per cent. stock.....	107	107 1/2
Montreal Water Works 6 per cent.....	97	97 1/2
Montreal City 6 per cent.....	97	97 1/2
Montreal City 6 per cent.....	110	108 1/2
Montreal Harbour Bonds, 6 1/2 p.c.....	102 1/2	103 1/2
Quebec City 6 per cent.....	90	90
Toronto City Bonds, 6 per cent, 1860.....	92	91 1/2
Kingston City Bonds, 6 per cent, 1852.....	92 1/2	92 1/2
Ottawa City Bonds, 4 per cent, 1860.....	86	87 1/2
Champlain R. R., 6 per cent.....	70	69 1/2
County Debentures.....	.....	.....

	Closing prices.	Last Week's Prices.
EXCHANGE.		
Bank on London, 60 days.....	109 1/2	109 1/2
Private do.....	109	108 1/2
Private, with documents.....	108	108 1/2
Bank of New York.....	108 1/2	108 1/2
Private do.....	108 1/2	108 1/2
Gold Drafts do.....	108 1/2	108 1/2
Silver.....	3 1/2	3 1/2
Gold in New York.....	135 1/2	135 1/2

GREAT WESTERN RAILWAY.

Traffic for the week ending July 9, 1863.

Passengers.....	\$50,449.05
Freight.....	32,912.77
Mails and sundries.....	1,865.25

Total receipts for week.....	\$85,427.07
Corresponding week, 1863.....	59,073.14

Increase..... \$ 26,353.93

NORTHERN RAILWAY.

Traffic receipts for week ending July 17, 1863.

Passengers.....	\$2,769.32
Freight and live stock.....	11,621.24
Mails and sundries.....	247.49

Total.....	\$14,149.29
Corresponding week, 1863.....	8,527.61

Increase..... \$ 5,621.68

PORT OF QUEBEC.

STATEMENT OF ARRIVALS AND TONNAGE.

Comparative statement of arrivals and tonnage at this port, from 1853, in 1853 and 1859, up to 23rd July. Inclusive:—

	Vessels.	Tons.
1853.....	609	344,335
1859.....	478	261,629
Loss.....	54	23,264 more.

Number of ocean steamers which arrived here up to this date, and to the corresponding date last year:—

	Steamers.	Tons.
1853.....	33	31,665
1859.....	37	34,779
More.....	3	10,155 more.

Comparative statement of arrivals and tonnage from the Lower Provinces up to date, and to the corresponding date last year:—

	Vessels.	Tons.
1853.....	89	6,612
1859.....	83	6,830
Loss.....	53	2,722 tons.

J. BELL FORSYTH & CO.

WEEKLY PRICES CURRENT.—MONTREAL, AUGUST 5, 1890.

MARKET PRICES OF COUNTRY PRODUCE.

Main table of weekly prices current for Montreal, August 5, 1890. Columns include Name of Article, Current Rates, and Name of Article, Current Rates. Categories include Groceries, Tobacco, Hardware, Soap and Candles, Boots, Shoes, Havana Prices Current, and various oils and paints.

Table of Market Prices of Country Produce for Montreal, August 5. Lists items like Flour, Oats, and various seeds with their respective prices.

Table of Market Prices of Country Produce for Montreal, August 5. Lists items under the 'GRAIN' category, including Barley, Oats, and Buckwheat.

Table of Market Prices of Country Produce for Montreal, August 5. Lists items under the 'FOWLS AND GAME' category, including Turkeys, Ducks, and various fowls.

Table of Market Prices of Country Produce for Montreal, August 5. Lists items under the 'MEATS' category, including Beef, Pork, and Mutton.

Table of Market Prices of Country Produce for Montreal, August 5. Lists items under the 'DAIRY PRODUCE' category, including Butter and Milk.

Table of Market Prices of Country Produce for Montreal, August 5. Lists items under the 'VEGETABLES' category, including Beans, Potatoes, and Turnips.

Table of Market Prices of Country Produce for Montreal, August 5. Lists items under the 'SUGAR AND HONEY' category, including Haps Sugar and Honey.

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers), Havana Prices Current of Imports, dated July 9, 1890.

Table of Havana Prices Current, dated July 9, 1890. Lists various goods such as sugar, coffee, and other commodities with their prices and origins.

**PURCHASING DEPARTMENT**

OF THE

**TRADE REVIEW.**

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

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

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

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

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

Satisfactory references given on application.


All communications should be addressed


**THE TRADE REVIEW,**

**PURCHASING DEPARTMENT,**

*58 St. Francois Xavier Street,*

**MONTREAL.**

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

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

TORONTO.

THE LEADER.

THE DAILY LEADER is published every Morning at \$6.00 a year in advance.

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

THE PATRIOT,

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

JOB PRINTING executed in all its branches.

JAMES BEATY, Proprietor,

63 King Street East.

42-ly

Toronto.

THE MERCANTILE AGENCY,

Established 1841.

FOR THE

PROMOTION AND PROTECTION OF TRADE

DUN, WIMAN & CO.,

Proprietors.

Toronto Office, 4, 5 & 6, Merchants' Exchange

HURD, LEIGH & CO.,

IMPORTERS AND DECORATORS OF FRENCH CHINA.

Hotels supplied.

72 Yonge Street, Toronto.

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TORONTO AUCTION MART.

Established 1834.

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

WILLIAM WAKEFIELD. FREDERICK W. COATE. 39-ly

KINGSTON.

JOSEPH BAWDEN,

(Successor to the late Ewen MacEwen, Esq.)

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

LONDON—ONT.

ROWLAND & JOHNSON,

OIL WAREHOUSEMEN and Agents for the sale of Oil. Office:—Richmond Street, opposite City Hall, London, Ontario.

FREDERICK ROWLAND. JAMES JOHNSON, 42-ly

BOSTON.

W. C. WILLIS,

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

TORONTO.

GROCERS

DODGSON, SHIELDS & CO.,

Wholesale and Retail

GROCERS

AND

PROVISION MERCHANTS,

And Manufacturers of

BISCUITS, CONFECTIONERY, &c., &c.,

Corner Yonge and Temperance Streets.

42-2m

TORONTO.

GEORGE MICHIE & CO.,

IMPORTERS & WHOLESALE GROCERS

Front and Yonge Streets,

Toronto.

25-ly

S. W. FARRELL,

GRAIN AND COMMISSION MERCHANT,

78 FRONT STREET,

TORONTO.

TORONTO.

RIDOUT, AIKENHEAD & GROLBIE,

(Late Ridout Brothers & Co.)

Corner of King and Yonge Streets, Toronto,

Importers of and Dealers in

IRON, STEEL, NAILS, COPPER, LEAD, TIN, CUTLERY, PAINTS, CORDAGE,

Fishing and Shooting Tackle,

And every description of

British, American, and Domestic Hardware

42-3m

ROCK OIL.

PARSON BROTHERS,

PETROLEUM REFINERS

and Wholesale Dealers in

LAMPS, Etc.,

37-ly

Toronto, C.W.

JOHN FISKEN & CO.,

BOOK OIL

AND

GENERAL COMMISSION MERCHANTS

13 Corn Exchange,

MONTREAL,

AND

53 Yonge Street,

39-3m

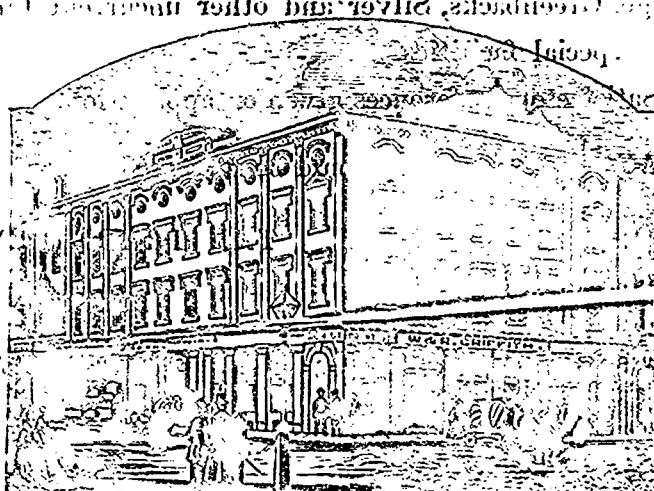
TORONTO.

STATIONERY, ACCOUNT BOOKS, &c.

BROWN BROTHERS,

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

42-3m



TEAS! TEAS! TEAS! TEAS! FRESH ARRIVALS NEW CROP TEAS WINES AND GENERAL GROCERIES. Special discounts given to Prompt Paying Purchasers. ALL GOODS SOLD AT VERY LOWEST MONTREAL PRICES. W & R. GRIFFITH 134 TORONTO

ONTARIO CHAMBERS, Corner Front and Church Streets,

**HAMILTON.**

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