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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. VI.

MONTREAL, FRIDAY, JANUARY 11, 1870.

No. 2

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

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

CHAPMAN, FRASER & TYLEE,
Successors to Matland, Tylee & Co.,
WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
8-ly 10 Hospital St.

GEORGE CHILDS & CO.,
(IMPORTERS)
WHOLESALE GROCERS.
Nos. 30 & 22 St. Francois Xavier St.,
46-ly MONTREAL.

TEAS AND GENERAL GROCERIES.
Fresh Goods regularly received Stock and assort-
ment large and attractive.
J. A. MATHEWSON,
202 McGill St., Stores in rear 41 to 47 Longueuil Lane.
Montreal, May, 1863. 1-ly

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

**GREENE & SONS—HAT MANU-
FACTURERS.** See next Page. 1-ly

CRATHERN & CAVEHILL,
81 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 Grex' 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. 43

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

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

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

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

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

KINGAN & KINLOCH,
IMPORTERS AND GENERAL
WHOLESALE GROCERS, and Commission Mer-
chants, corner St. Sacrament and St. Peter streets,
Montreal.
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9-ly

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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—WHOLESALE
FUR DEALERS.** See next Page. 1-ly

HALL, KAY & CO.,
METAL MERCHANTS,
MONTREAL.
Sole Agents in the Dominion of Canada for
following Manufacturers:
Wm. Allaway & Sons, Tin and Canada Plates; Works
at Lydney, Parkend & L B.
Morsewood & Co., Lyon Galvanizing Works, B
irmingham.
A. & J. Stewart, Boiler Tubes, Clyde Tube Works
Glasgow.
W. N. Baines, Engineers' Brass Work, Lancesfield
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
Finsmiths, Plumbers, and Brass Founders 1-ly

I. L. BANGS & CO.,
MANUFACTURERS OF FELT
COMPOSITION and GRAVEL ROOFING,
and all kinds of Roofing Materials, Office: 783 Craig
Street, (West) Montreal. 25-ly

JOHN H. B. HOLSON & 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 183 McGill Street, Montreal.
B. HUTCHINS. 6-ly EWD. LUSHER.

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

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

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

W. & F. P. CURRIE & CO.,
 100 GREY NUN 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, | Pavng 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 3,376,953

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

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

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

LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.
 Chief Office Company's Building, Leadenhall Street, LONDON.

Directors, Canada Branch, Montreal.
WM. WORKMAN, Esq., President City Bank.
JOHN HEDDATH, Esq., Vice-President Bank of Montreal.
ALEX. M. DELISLE, Esq., Collector of Customs.
LOUIS BRAUDRY, Esq., Manager New City Gas Company.

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

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

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

Risks taken against loss and damage by Fire, and Marine risks on Hulls and Cargoes at customary rates of premium. Losses promptly adjusted and paid.

1-ly **A. R. BETHUNE,** Agent.

PHENIX MUTUAL LIFE INSURANCE COMPANY,
 HARTFORD, CONN.

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

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

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

Parties at a distance can insure from blanks, which will be furnished on application.

Usual restrictions as to residence and occupation abolished.

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

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

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

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

GREENE & SONS
 MONTREAL.
 517, 519, 521 and 523 St. Paul Street 1-1y

ST. PETER STREET
 WHOLESALE
HAT, CAP AND FUR
 ESTABLISHMENT.

HAEUSGEN & GNAEDINGER,
WOULD call the attention of Country Merchants to their large stock of Hats, Caps and Ladies' and Gents' manufactured furs.

All of the latest Novelties: also, Buck and Kid Gloves, Mittens, Gauntlets, &c. &c.

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

Our special attention given to all early orders.
 H. & G.

N.B.—Having assumed a large Bankrupt Stock of Ready Made Clothing, principally for Fall and Winter, Merchants would find it to their advantage to examine the above before purchasing elsewhere, as inducements will be given to secure sales.

H. & G.
BUFFALO and WOLF ROBES always on hand.
 also **RACON COATS.** 32-ly

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

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

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

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

BUFFALO ROBES.
MOCASSINS specially manufactured for the LUMBER TRADE.

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

TERMS LIBERAL.

J. G. MACKENZIE & CO.,
 Importers of
BRITISH AND FOREIGN DRY GOODS,
 381 & 383 St. Paul Street,
 MONTREAL. 8-1y

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

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

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

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

THOMSON & CO.,
CANADIAN WOOLLENS
 4 Lemoine Street,
 MONTREAL.

Advances made on Consignments. 6m-37
SUTHERLAND, FORCE & CO.,
 Importers of
BRITISH & FOREIGN DRY GOODS
 480 St. Paul Street,
 Montreal. 13-1y

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.
 COVILLIER'S BUILDINGS, St. BLOIS STREET,
 Montreal. 50-1y

PHENIX FIRE ASSURANCE COMPANY
OF LONDON.

(Established in 1782)

Insurances effected at current rates.

JAMES DAVISON, Manager.

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

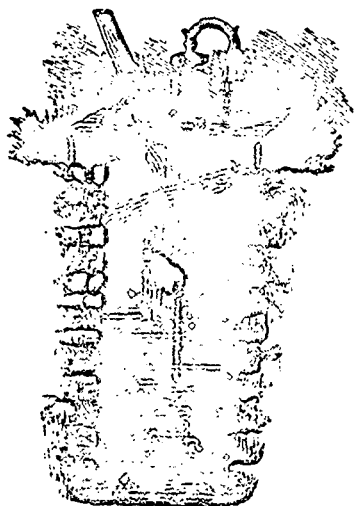
JAMES ROBERTSON,

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

METAL MERCHANT,

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

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



S. B. SCOTT & CO.,

SOLE AGENTS FOR THE DOMINION,

845 Notre Dame Street, MONTREAL.

AGENTS WANTED THROUGHOUT THE COUNTRY.

REFRIGERATORS & ICE CHESTS

MEILLEUR & CO., Manufacturers,

628 CRAIG STREET,

Also IMPROVED COOKING RANGES,

Family and Hotel Sizes. 16-C

W. OLENDINENG,

(Late Wm. Rodden & Co.)

FOUNDER, & MANUFACTURER OF STOVES, &c.

Works, 165 to 179 William Street,

City Sample and Sale Room, 113 and 120 Great St. James Street,

and 532 Craig Street,

MONTREAL, P.Q.

MONTREAL BUSINESS COLLEGE,

Corner of Notre Dame and Place d'Armes.

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

Circulars sent on application.

J. TASKER,
Principal.

THE CITIZENS' INSURANCE COMPANY

(OF CANADA)

AUTHORIZED CAPITAL \$2,000,000

SUBSCRIBED CAPITAL \$1,000,000

DIRECTORS:

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

Life and Guarantee Department

Office - - - 71 Great St. James Street.

This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and Bonds of FIDELITY GUARANTEE

Applications can be made to the Office in Montreal or through any of the Company's Agents

EDWARD RAWLINGS, Manager.

NELSON, WOOD & CO.,

IMPORTERS & WHOLESALE

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

MANUFACTURERS OF

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

WOODEN-WARE of every description

29 St. Peter Street, Montreal

AND

74 York Street, Toronto 26 3m

THE TRADE REVIEW

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, JANUARY 14, 1870.

See Advertisement of Moccasins for sale.

Purchasing Department of the **TRADE REVIEW.**

See Advertisement.

AN association has been formed in Nova Scotia for the promotion of manufactures in that Province. If they will be content without legislative protection, we hope the agitation now begun will succeed. Nova Scotia contains all the elements necessary as a basis for manufacturing success. It has coal and iron in abundance as well as water power, and being surrounded, it has direct access by the ocean, and with very short land transport or none, to the markets of the world. Having always return freights for Southern ports and the West Indies, it should be able to lay down cotton cheaply either at Halifax or Bay of Fundy ports. If they have not the population already, this Province can furnish them any number of the very best factory hands procurable anywhere. True, the market of Canada is a limited one, and a prohibitory tariff will shut them out of the United States market. But the United States manufacturers were formerly able to sell their coarser cotton goods in other markets. Nova Scotians, with cheaper coal and iron and machinery, with lighter taxes and cheaper living, securing cheaper labor, ought to be able to manufacture as cheaply now as our neighbours formerly did, and to find markets in the West Indies, South America and elsewhere for all that they can produce. If the Association confines itself therefore to collecting and publishing information, and urging upon the attention of those people among us who have capital lying idle, the advantages they possess for the development of a large manufacturing industry, we shall heartily wish them success. But we distrust manufactures which have not only to be legislated into existence, but supported by legislative props during their whole existence. What cannot be made cheaply enough to compete in some foreign markets

C I R C U L A R.

WE much regret the inconvenience to our customers from the interruption to our business, caused by the late fire in our premises. Our Stock is so largely damaged by smoke as to render its sale necessary by

PUBLIC AUCTION.

We hope in the course of a few days to obtain a prompt adjustment of our loss from the Insurance Companies, after which we shall immediately prepare our catalogues. Meantime

We remain,

Faithfully yours,

MCINNES, CALDER & CO.

Hamilton, 1570

THE CANADIAN CONVEYANCER,

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

RORDANS & CO.,

Law Stationers,

3m 2 89 KING STREET, TORONTO.

with goods made by third producing people, most almost necessarily be manufactured at a disadvantage and at too great cost in the first place. A Halifax contemporary, the *Express*, says:—

"We have on several occasions declared our belief that there was no reason in the world why Nova Scotia should not engage in cotton manufacturing; none why we should not turn our advantages, as a sheep raising country, to good purpose. The framers of the address, we are glad to see, hold the same view in regard to cotton. They ask, 'Is it not paradoxical that we have not in Nova Scotia although on the Continent which produces the raw material in abundance—one cotton factory?' We learn that the society purpose developing into practice their ideas on a cotton factory. We trust they will. The field is ample: the chances good; and success in the experiment will do more to awaken the needed enterprise among our people than dozens of addresses or hundreds of editorials."

JAMES TURNER & CO. vs. CROOKS & CO.

WE have been requested to publish the following award of the Hamilton Board of Trade:—

"Mr. James Turner, a member of the Board of Trade of the City of Hamilton, having laid before the Board the letters and statements between Messrs Robert Crooks & Co., of Liverpool, his firm of James Turner & Co., of Hamilton, and himself and Robert Crooks individually, in relation to certain disputed commercial transactions between them on the grounds of which he was arrested by Crooks & Co., in December, 1869. Your Committee to whom your Board referred the subject find:

1. That there was no justification whatever for the arrest
2. That James Turner & Co's. course was that of honourable merchants throughout.

(Signed)

J. I. MACKENZIE,
Chairman.

J. BROWN, (Kerr, Brown & Mackenzie.)
W. MCGIVERIN, (W. McGilverin & Co.)
D. MCINNES, (D. McInnes & Co.)
ISAAC BUCHANAN, (Buchanan, Binny & Mackenzie)
ADAM HOPE, (Adam Hope & Co.)
MATTHEW LEGGAT, (Wood & Leggat.)

Board of Trade Rooms,
(Hamilton, 5th January, 1870.)

WOODEN RAILWAYS.

THE Select Committee on Wooden Railways has presented its report to the Ontario Legislature. Among the witnesses it examined were Mr. Halbert of the Quebec and Gosford, Mr. John Foster, C.E., of Montreal, Mr. K. Tully, Architect and Engineer of the Public Works Department, Mr. C. W. Moberly, Chief Engineer of the Northern Railway, and Mr. T. N. Mole-worth, of the Civil Service. The following important conclusions of the Committee deserve the careful consideration of our law givers and all interested in the settlement and progress of these Provinces:—

Your Committee have no hesitation in expressing

the opinion that wooden railways are eminently calculated to supply a want long felt in this Province, and will prove most valuable in opening up and developing the resources of the new townships.

At the present time all the natural wealth of the newer portions of the country (with the exception of a part of the pine) is useless, in fact a nuisance, or positive loss to the settler from the additional labour it necessitates in clearing up his land, over the prairie land of the west. Without railway or water transportation to give them a money value, these heavy bulky articles cannot be profitably taken to market a distance of from thirty to one hundred miles. Neither will pot ashes, obtained at a heavy cost, pay for the time and expense of making and transporting over a long rough road to market; on the other hand, with the cheap wooden railway in operation, the whole position is reversed by practically bringing the points of supply within reach of a market. The new settler at once obtains a proper remuneration for the labour of felling the timber (his first crop,) and in this manner maintains his family during the time the clearing is in progress, soon rendering his land fit for cultivation, and self-supporting; and the market and the money thus brought to his door, will in a few years place him in comfortable circumstances. While without a railway and its attendant advantages, the backwood settler has but a life long struggle with poverty and toil, in which he very frequently succumbs at an early age, or leaves the country in disgust for the prairie land of the west.

A railway of this kind will tend more than any other means which can be adopted, to the rapid settlement of our lands, and so both keep the native population in the country and incite immigration.

Railways of this description can be built for one-third of the cost of the iron road. The importance of such a reduction in the first cost of railways in a country like our own, where capital is scarce, where for a time at least, the traffic must be small, where, at the outset the benefits derivable from such undertakings consist of the development of the country served by them, and when this reduction in their first cost does not entail any loss when the increase of traffic requires an iron rail, can hardly be over estimated.

That these roads are possessed of the advantages of cheapness of construct on, combined with a capacity equal to, if not surpassing that of several railways now in operation in this Province, your Committee believe to be beyond doubt. Coupling this with the fact that the speedy settlement of the country, and development of its resources, are of paramount importance to our future welfare as a Province; and remembering the trifling success attending the large expenditure which has been made in building long lines of colonization roads.

Your Committee are convinced that no more important subject has been brought under the consideration of the Legislature of the Province, than that of wooden railways. And would earnestly commend them to your favourable consideration, as by far the best and cheapest, means yet devised for developing the resources of the country, and securing its speedy settlement with an industrious and happy population.

BUSINESS HINTS FOR THE NEW YEAR!

(SECOND ARTICLE.)

AT the close of our article last week, we promised in our next to throw out a few hints to those hitherto unfortunate business men who have qualifications which, if properly applied, would render them successful.

And first, we would say: *Be enterprising!* At the present time of day, you seldom find a person prospering whose stock or manufactures are not up to the mark—are behind the times. Twenty years ago, when Canada was comparatively a wilderness, and competition in the different branches of trade slack the lethargic, sleepy-headed, old-toady tradesmen might have managed to make money; but those halcyon days have passed away, and so has passed the cream of business into the hands of the enterprising, wide-awake, live men, whose superiority in energy, tact and perseverance soon places them in the front rank in their particular localities. The great aim should be to be able to offer the public something better and cheaper than anybody else, and when any business man is able to do this, with ordinary prudence in other matters, he will have little cause to complain of "hard times," and that he can't do a business.

There are hundreds of apparently sensible men

whose wares are constantly inferior to those of their neighbours—whose stores or shops are dingy, dusty and often dirty—and who, when they have something attractive to offer the community, find they are a day behind the fair, and that their neighbours have been offering it for months before and stocked the community: such men, we say, have no right to expect success. If the truth must be plumply told—they don't deserve it! If the reader belongs to the *Rip Van-Winkles*, the sooner he wakes up to his folly the better.

We would strongly advise the adoption of the rule: *Pay as you go!* Whenever a person in business can possibly pay cash for stock or goods, it should invariably be done. *Nobody knows but those who have tried it, how much money is made in consequence of purchasing with the specie in hand.* Profits at both ends soon run up! Let a cash buyer go to any of our commercial centres—Toronto, Montreal or Halifax—he will become known marvellously quickly, and soon learn how to secure good bargains. When it is necessary to buy on time, which is unfortunately too often the case, there is at least no reason why "pay as you go" should not be the motto in all minor expenses. We have no horror of debt. If a man gets into debt judiciously, he may make money by it. But how few there are who do this, and, therefore, we say to the business man who wishes to be successful, "pay as you go," at least to the uttermost farthing you can. That inimitable Yankee humourist, Josh Billings, once got off the following clever *morceau*—which we heartily commend to our readers—on the important theme:

'PAY AS YOU GO.'

"This little maxim haz bin modestly at the sarvice ov the world for ages, supported by no pertickler pretensions, wether rhetoric, cadence, or pompous period, but brimfull and running over with practical philosophy and plebeian sense, adapted tew the latitude and longitude of every hummer's kritter. It kontains within its fore blessed unassailable an analysis ov wealth; it is fortin's stepin stone, and a letter ov credit run kan distrust wherever it goes. It iz the right bow of ekonomes and maid ov honour tew pleasure—filz the day hours with kwiet and drives the ballif from the nite dream. 'Pay az yu go,' and yu wil know how fast vure a going, how fur yu have gone, and when it iz time tew stop. Tradesmen wil bow when they meet yu, and det with its hungry woif tred wil starve on yure trail. 'Pay az yu go' tempers luxury and chastens want, adds dignity tew the poor man, and chastez tew the rich man, wrongs nun and iz justus tew all. Here iz an antidote for much that iz the philosopher's stone; here iz a motto for manhood; here iz a leaven for enny sized lump. Yung man pay az yu go, and whin yu gits old yu wil not depart from it; other virtues wil sartinly cluster about yu; and whin natur hands in her last bill, yu wil be awl the better prepared to 'pay az yu go.'"

It is quite probable, friend, the cause of your past want of success has been: *Long Credits!* Thousands have been wrecked on this rock. We venture to assert that there is no important locality throughout our country in which there are not some who do a large business, but whose profits filter away to less than nothing in consequence of the absurd credit system in vogue. Thanks to increasing wealth and intelligence, this evil is not so great as it once was. But in many parts it is still a gigantic evil, and in all its injurious influence is more or less felt. Both buyer and seller suffer from it. The former has always to pay more than the value of his purchases whilst the seller generally gets his books encumbered with accounts which he cannot realize upon, and many of which ultimately become worthless, frequently rendering him "hard up," and not unfrequently landing him in bankruptcy.

The writer has in remembrance one tradesman who was wealthier ten years ago than to-day, who had numerous good accounts on his books for several years without settlement, and had some which had run over ten years, the parties trafficking back and forwards all the time, without ever a settlement having been made! This is, of course, an extreme case; but illustrates the magnitude of the evil. Need we say that the person to whom we refer has, if anything, been progressing crab-like of late years, and that at one time he narrowly escaped going down altogether. But for the folly of giving such credits, he would to-day have been one of the wealthiest men in the wealthy locality in which he resides. Let the reader rest assured that the short credit system, even if your transactions are less, is the best road to success, and if you have been heretofore erring on the other side, take care, with the new year, to turn over a new leaf in this respect.

Another advice worth remembering is: *Invest a little in Printer's ink!* It pays. Publicity now-a-

days is a necessity, if a good business is to be done. It don't do in this matter any more than in morals, to hide your light under a bushel. If you have a better article to sell than your neighbours, let the public know it. If you have one that is cheaper, don't keep it hidden from purchasers. Go over to the printer and advertise judiciously, and you will find it one of the best investments you ever made. Take care that you fulfil whatever you promise through the Press, and a little printer's ink will soon prove itself to be not the least important element of business success.

We might go on and add to our New Year business hints. We might speak of the importance of living cheaply, of making prompt collections, and keeping down unnecessary expenses; but our "preach" on this text has already exceeded our customary limits. We have endeavoured to throw out a few seasonable hints, which may be useful to the business community, and we hope some who have hitherto been unsuccessful, acting upon our advice, will be able to show a different result before the close of the year.

THE BUFFALO AND LAKE HURON RAILWAY.

THE report of the directors states that of the amount announced in the last report as paid by the Grand Trunk Company, in settlement of the sums due to the company up to June, 1868, £12,500 had been paid to the bondholders' trustees. After protracted negotiations, conducted in a firm yet conciliatory spirit by the present directors of the company, Messrs. M. H. Maxwell, S. R. Healey, A. Ashton, and J. J. Stitt, they were now happy to report that such modifications and concessions had been secured as enabled them to recommend for adoption a new arrangement in lieu of the existing Parliamentary agreement, and in settlement of all questions in dispute between the two companies. The agreement provided for a rent-charge, payable by the Grand Trunk Railway to the Buffalo and Lake Huron Company in perpetuity, by half-yearly instalments within two months after the 1st of January and the 1st of July in each year, say for the year ending the 1st of July, 1869, £42,500; ending the 1st of July, 1870, £45,000; ending the 1st of July, 1871, £50,000; ending the 1st of July, 1872, £55,000; ending the 1st of July, 1873, £63,000; ending the 1st of July, 1874, £65,000; ending the 1st of July, 1875, £66,000; ending the 1st of July, 1876, £67,000; ending the 1st of July, 1877, £67,000; ending the 1st of July, 1878, £69,000; and for every subsequent year £70,000. To the amount of £42,500 per annum the rent-charge was to rank next before the First Equipment Bonds of the Grand Trunk Company and the balance would rank next after the Second Equipment Bonds, which the Grand Trunk were now authorized to raise. The ordinary shares of the Buffalo Company were to be exchanged—one-half, or say £16,000, for the like amount of Grand Trunk Fourth Preference; one-half or say £16,500 for the like amount of Grand Trunk Ordinary Stock. The £42,500 of the rent-charge payable for the year 1869-9 was to be liquidated in Grand Trunk Second Equipment Mortgage Bonds at par, but available only upon the new agreement being ratified by the Canadian Parliament. The formal embodiment of the agreement was now being prepared by the solicitors of the two companies, and would be submitted to the proprietors at meetings specially called for that purpose. The terms now proposed might be considered far short of what this company believed they were fairly entitled to, still, in view of existing circumstances, and to avoid, if possible, a harassing and costly struggle too likely to follow their rejection, the Board unanimously advised their acceptance. The injuries which the two companies had in their power to inflict upon each other would be poor compensation for the indefinite postponement of any share in the prosperity which appeared again about to dawn upon Canadian enterprise. The capital account to the 30th of June last showed that £1,711,066 had been expended, leaving a balance of £74,016.—*London Times.*

SHIPBUILDING IN NOVA SCOTIA.

THIS branch of industry has been active the past season, in Hants and Kings counties. In addition to the several launches recently announced in our columns, a fine ship of 1050 tons, named the *British America*, and said to be the finest vessel of her class ever built in Nova Scotia, was launched about four weeks ago from the shipyard of Ezra Churchill, Esq., at Hantsport. The *British America* took on board a full cargo of deals at Hantsport, and sailed for Glasgow on the 28rd ultimo.

J. B. North, Esq., has two vessels on the stocks at Hantsport, both under way—a ship of 1000 tons and a barque of about 400 tons.

Captain Joseph Lockhart is building a schooner of 180 tons, also at Hantsport.

At Windsor Shubael Dimock and Bennett Smith, Esqrs., have each a ship of about 1200 tons building.

Mr. Smith's vessel will be ready to launch in the spring, and Mr. Dimock's in August next.

At Wolfville Mr. Harris is building a barque of 600 tons.

These are only a few which have come to our notice, and certainly do not indicate that the country is going so rapidly to ruin as some of our Halifax contemporaries would have people abroad believe—*Hatifax Citizen.*

THE RETROSPECT.

THOSE who foretold disaster to business during 1869 look in vain for the fulfillment of their prophecies. The record of the year is, on the whole, encouraging. Though only the fourth since the close of a great war, it shows rapid progress in recovery from the numerous derangements consequent upon struggle. In every department of commercial and financial affairs, the drift has been in a healthier direction. To say that the year has restored a really sound and normal condition of things in any one branch of affairs would perhaps be too much; but to expect such a change in so comparatively short a period would betray ignorance of the laws controlling business affairs.

1. The national finances have been placed in a much healthier condition. Partly as the result of a better condition of business, and partly from a more effective enforcement of the revenue laws, the income of the Government has been so far in excess of its ordinary expenditures to enable the Secretary of the Treasury to purchase, within the last nine months, nearly \$90,000,000 six per cent obligations: an achievement which, by tending to enhance the Government credit, helps to alleviate the burdens of taxation. Partly as the result of this improvement in the public credit, and partly from other causes, the gold premium has steadily declined to below 120, crushing in its fall a class of speculators whose baneful function it has been, for years, to produce artificial fluctuations in the premium, much to the injury of legitimate business. This is so much progress accomplished toward the ultimate recovery of the specie basis; a consummation for which conservative capitalists impatiently await.

2. The long-predicted crisis in our foreign trade, which, it is said, must, some day, result from a suspension of foreign purchases of our bonds, has not darkened the record of 1869. On the contrary, the price of Five-Twenties has advanced, at London, from 79 to 86, or to within about 5 per cent of the equivalent of par in United States coin; and Europe has taken fully its average amount of our securities. Our foreign commerce has, within the last half of the year assumed a much more conservative course. While the imports now show only a nominal increase upon the same months of last year, the exports both at New York and the cotton ports have been very largely in excess of last year; the result having been that we have retained in the country a very considerable proportion of our production of the precious metals, with the effect of depressing the premium on gold. It has long been felt that an important condition precedent to a permanent decline in the gold premium is an increase in our surplus of exportable produce; and the crops of this year have enabled us to make very important progress in that direction. The fall in the premium has caused some uneasiness in prices of large classes of commodities, notwithstanding losses to merchants; but in point of fact, the injury, as never all similar fluctuations for the last eight years, has been greatly exaggerated in the popular estimate, no failures being traceable to this cause.

3. Another season of abundant crops has made a most substantial contribution toward the recovery of a sounder condition in our industries and commerce. The wheat crop has been such as to reduce the price of flour to near its former gold value. Some of the other cereal crops have been deficient, especially corn; it is, however, a matter of inessential consequence to the trade of the country that the main staple of food has been once more reduced to its former value. The wool crop has been such as to reduce the price of that staple sufficiently to benefit both the manufacturing interests and consumers. The cotton crop, though not sufficiently large to result as yet in any material reduction in the cost of cotton fabrics to home consumers, will yet realize probably a much larger amount in gold, upon the exportable surplus, than in any former year; which is to be viewed as another very important contribution toward the correction of the chronic derangements in our foreign exchanges. But, while there has been this increase in the natural productions of the country, with a consequent decline in the prices of important classes of commodities, it is to be regretted that a corresponding reduction in the scale of wages has not been accomplished. That there is a natural and just basis for such a reduction cannot be reasonably questioned; but it is one of the many pernicious evils of "trade" unions that they tend to keep up the cost of labor when the general interest of the community, the operative interest included, calls for a reduction of wages. However, these conventional obstructions can only temporarily delay a natural adjustment of the profits of industry between the capitalist and the operative classes.

4. There is, of course, a class who would be reluctant to regard any downward turn in the value of real estate as a satisfactory feature in the year's history. It must, however, be chronicled that such a tendency has really set in; nor will the laborer, who has urged his heavy payments for rent as one reason of his demand for high wages, nor the merchant, who has had to devote a very large slice of his profits for rent for his store, find much difficulty in understanding how a fall in house rent or store rent should enable them either to save more or to spend more upon their enjoyments.

5. A very healthy symptom in the year's record is the declension in Wall-street speculation. The registered business at the Board of Brokers shows that the transactions in stocks have fallen off very nearly one-half from those of 1868. One cause of this may have been some of the expedients for stimulating speculation have spent their force; but perhaps the more important reason lies in the fact that, after an experience of some years in this class of operations, a majority of the habitues of the "street" have found that speculation has been a comparatively profitless employment of capital. The improvement in general

business, the growing steadiness in values, and the gain of confidence in legitimate enterprise have also had their influence in drawing away capital from speculative employments. The Gold-Room panic of September 24th has left behind it a lesson as to the dangers of gold gambling which has since severely restricted operations of that character, and which, it may be hoped, will hereafter contribute much toward moderating artificial fluctuations in gold premium.

6. Although the remarkable activity in railroad building which has sprung up within the year is at present viewed with some caution, yet, upon the whole, it is to be regarded as a really healthy movement. Most of the roads are intended to supply the wants of existing commerce, and to meet the deficiency in transportation facilities growing out of the check to building new roads pending the war; and the movement is therefore to be regarded as indicating, on the one hand, that the trade of the country is expanding, and, on the other, that we have surplus capital enough to provide for its wants.

Upon a fair review of 1869, therefore, the country has abundant reason for satisfaction, and may enter upon the New Year with hopes of a continued improvement in all our industrial, commercial and financial interests.—*N. Y. Com. Chronicle*

THE FINANCES OF MASSACHUSETTS.

THE following is the statement of the finances of Massachusetts, made by Governor Claflin in his annual message to the Legislature:—

The indebtedness of the Commonwealth has steadily increased for ten years past, but its sinking funds, established by law for its prompt redemption, have also accumulated rapidly. The policy of providing a fund for the payment of a debt before it was issued, has been strictly adhered to for a long time, and the result shows the wisdom of this course; for the State has always had an enviable credit at home and abroad. Her bonds find ready sale in Europe, and at prices considerably higher than those of any other American securities; and here her scrip is sought for by all persons seeking places for safe investments.

I find that the funded debt of the Commonwealth is \$29,737,259.90
Temporary loans 1,086,124.12

Total amount of debt Jan. 1, 1870	\$31,823,384.02
Increase during the year	2,087,649.97
It should not be forgotten, in this connection that while the funded debt has increased, the sinking funds established for its redemption have also increased in proportion. These amounted on the 1st of Jan. current, to	11,476,351.27
And there is cash on hand, applicable also to the payment of the debt, amounting to	1,054,710.51
Back Bay lands fund in Treasury (which may be used for this purpose)	236,922.62
These sums deducted leave an indebtedness of the State, for which still further provision is to be made, of	18,055,305.56
From the last item, in order to understand the real liability of the State for principal and interest, there must be deducted the loan to the Western Railroad (not provided for in the sinking funds) of	1,621,282.30
Loan to the Boston, Hartford and Erie Railroad (unprovided for in the sinking funds)	2,832,144.00
Loan to the Norwich Railroad (also unprovided for in the sinking funds)	146,864.00
Loan to the Eastern Railroad	125,000.00
Total	\$4,725,250.00

Which leaves to be provided for by the State, principal and interest, the sum of \$13,330,145.26

There are several other items which will ultimately reduce the debt. Among these may be mentioned the receipts for the Back Bay lands, which are estimated at \$1,500,000.00
Land sold to the Boston and Albany Railroad 435,000.00

And the balance of our unsettled claims against the United States government, which are estimated at 400,000.00

It will be readily seen from this statement that the State is obliged to pay, from current revenue and taxation, interest on about \$13,500,000. A large portion of the loan is issued at five per cent, interest payable in gold. This indebtedness will be increased annually for the next four years, about one million dollars, by payments to the contractors for the work on the Hoosac Tunnel, under their agreement with the Commonwealth.

This amount, with that still to be issued to Boston, Hartford and Erie Railroad, will swell the liabilities of the State to thirty-five millions of dollars. Although with the large sinking funds in the Treasury and the items which by law are pledged to those funds, the debt is not heavy when we compare the present condition of the State with that of a few years since; still, with the heavy taxation for national purposes necessarily following the war, which is seriously felt by all, the question may be asked whether it is wise for the Legislature to increase its liabilities in aid of new enterprises.

LARGE SUPPLIES OF WHEAT IN ENGLAND.—The receipts of wheat in England from America are still very heavy. There is a great accumulation of wheat both in London and Liverpool, and a statistical journal says there are now 74 more cargoes afloat bound to England than at the corresponding period last year.—*Each. Rev.*

THE COMMERCE OF THE CANALS.

DIVERSION OF THE WESTERN GRAIN TRAFFIC.

THE annual statement of the commerce of Buffalo, furnished by the *Courier* of that city for 1869, presents some interesting though not very agreeable facts and figures as to traffic upon the Erie Canal. The imports of grain and flour (reduced to bushels) by lake, are 45,007,163, against 49,949,858 last year, a decrease of nearly 5,000,000 bushels. The total of exports by canal shows only 28,612,317 bushels choosing that channel to the seaboard; against 36,768,663 bush last year. The aggregate of all articles shipped by canal is 1,231,706 tons, against 1,476,293 tons last year; and the total of tolls received is \$1,944,542, against \$2,040,015 received last year, a loss to the canal revenue of nearly \$400,000 for the year.

The lumber trade stands about as last year, the receipts, 224,355,748 feet, being an increase of nearly 17,000,000 feet over last year; while the exports by canal are 165,197,178, or over a million of feet less than last year. A falling off of nearly one half is noticeable in the trade in staves.

A comparative statement of the receipts at the five principal lake ports, shows that the grain trade of the west continues to expand in its proportions, although the share of Buffalo is it is annually shrinking. The receipts at these ports (Chicago, Milwaukee, Toledo, Detroit and Cleveland,) for the present year amount to 117,317,064 bushels of grain and flour, an increase over last year of nearly 9,000,000 bushels. It thus appears that of the enormous totality of western grain receipts, of which formerly the great bulk reached Buffalo, there are now scarcely three-eighths shipped to that port, while one-fourth of the same seeks its way to the seaboard by the Erie Canal.

New York State has therefore to make note of two great phases of diversion of trade which are now in operation to her detriment; the first being the tendency of grain to avoid the canals, the second its tendency to ignore the State altogether. The *Courier* says in its résumé:—"As the difference between lake imports and canal export of grain amounts, according to our tables, to 16,304,816 bush, it is not difficult to believe what is indicated in a recent report of the Erie Railway, that nearly 10,000,000 bush have been transported to New York by that route alone, during the year now closing. But, admitting that each of the two great lines of railroad from the west has carried to New York 10,000,000 bush of grain during the present year, there are still nearly 69,000,000 bush of the aggregate received at lake ports which have failed to reach the commercial metropolis. A large amount of this, of course, is absorbed for home consumption, but the far larger remainder, it is clear to see, has obtained egress to the seaboard at other points than New York. In confirmation of this fact, we note that the receipts of the present year at Montreal, of flour and wheat alone, amount to 12,174,565 bushels, an increase of 5,890,651 over last year. The figures of the grain trade at Baltimore, Philadelphia, and other points would doubtless tell a similar tale, if we had them at hand. To sum up, we have 17,000,000 bush of the cereals starting on the route of exportation. Of this aggregate 45,007,163 bush reached this city by lake; 28,612,317 are shipped by canal to tide-water, and perhaps 20,000,000 are otherwise conveyed to New York. Thus the Erie Canal, the natural highway of which is the Erie Canal, is being diverted from that neglected channel, and from the State. These figures are interesting to Buffalo, but they are still more important to New York city and the State at large. Their forcible teaching is, that, if there be any such thing as a policy adequate to the retrieving of what is lost, and the retention for New York of her commercial supremacy, it had better be tried at once."

There is certainly much food for reflection, as the *Courier* suggests, in the exhibit of Buffalo commerce relating to the canals; for the canal commerce of Buffalo, standing at the head of canal navigation, is the commerce of the whole line of the great Erie channel. There is no doubt that if New York is to retain her position with her public works as the main channel of the grain and other bulky products of the west, bound east, she must lose no time in making an effort toward the end in view. How much of the grain trade diverted from the Erie Canal may be chargeable to the rapacity of the Buffalo dock men in levying rates of elevation, &c., is a question which among the others connected with this subject will bear investigation.

One thing is certain, and that is, the carrying trade must be made the objective point. All tax of entry at the point of transshipment, and all tolls of transportation, must be reduced and varied as circumstances may require in subervency to that maintenance of the canals in proper repair, with a free channel and sufficient depth of water, going, of course, before all. These are the desiderata of the canal situation. The men at the head gates of Buffalo, the State, and all other parties in interest, save the productive classes of navigators, whose compensation is regulated in great measure by the law of supply and demand, must yield of the income they are deriving from the canals, and allow more to go to the account of construction and repairs and remuneration of the forwarders and boatmen, or very soon the bulk of the traffic will have flown in other directions, and there will be little profit for division in any quarter.—*Rochester Union.*

PORK PACKING IN THE WEST.—The Cincinnati *Price Current* states that the number of hogs packed up to the 30th ultimo was 446,124, and estimates the packing for the season will reach 631,420, against 488,576 packed in that preceding. The number of hogs packed at Milwaukee this season to December 31, 1869, was 100,000; average weight 200 lbs per hog; an increase of 4,009 head, and a decrease of 14 lbs per hog over corresponding period last season.

THE SUEZ CANAL AND THE COTTON SUPPLY OF EUROPE.

THE importance of the Suez Canal as a channel for the marketing of India cotton has been over-rated; and there is less to fear from the competition of the Indian and American staples than was anticipated. The subject of the production and shipment of Indian cotton is attracting much attention in Europe, and especially in England. It is also a matter of no little importance to cotton growers in the United States. In the circular of Messrs. Ellison & Hayward of Liverpool, lately received, we find the following concerning shipments of India cotton via Suez:—

"Just now American cotton is relatively dearer than Surats, the margin between middling upland and fair Dholachar being about three pence per pound. Two months hence we should not be surprised to see this margin reduced to two pence or less, either by a fall in American or a rise in Dholachar, or a combination of both movements. Early in the new year good Surats will become very scarce. The stock may be replenished via Suez; but it would be a mistake to look for much assistance in this direction; for it is obvious from the latest advices that some time must elapse before the canal can be in a fair working order. Our impression is that too much importance has been attached to the probable influence of the new route upon the movements of the Indian crop. Supporting the most sanguine expectations of M. de Lesseps, as in the engineering success of his enterprise, as realized, it does not follow that the canal will be extensively used by shippers of Indian produce. Everything will depend upon the state of the markets. Hitherto the bulk of the Indian crop has arrived here in the autumn, when the supply of American is running down; but if shipped via Suez it would arrive here in the spring and early summer, when the supply of American is large. Is it reasonable to suppose that merchants will hurry their cotton forward by an expensive route to meet the competition of the cream of the American crop? If the supply of the American is small and prices are thereby enhanced no doubt the canal will be freely used, supposing it to be in working order; but if the supply of American is large and prices are thereby depressed, the bulk of the Bombay crop will be detained in India until late in the season, or sent via the Cape so as to arrive here when the stock of American is approaching its minimum. Buyers of Surat to arrive are ruled by the same considerations as guide the shippers, hence the bulk of the forward contracts entered into the course of the past month has been for cotton to be shipped via the Cape. Much of it, perhaps, said to arrive in solid form, is shipped, and if a merchant can find it less easy to sell via Suez than by way of the Cape, they will sell by way of the latter route, and telegraph shipments accordingly. Prices will fluctuate according to circumstances. In American cotton sometimes distant parcels are higher priced than near ones, and sometimes near cotton is higher priced than distant. So will be the Indian crop; at times canal cotton will be cheaper than Cape, and at other times Cape will be cheaper than canal.

These predictions, of course, are based on the assumption that the canal will always be navigable by large steamers, or those of the average size at least. Should it prove otherwise, the efforts of the British cotton-growers in India to secure a monopoly of the European market will stand a smaller chance of success than they do now. The American growers must not be too confident, however, of their ability to hold their own against competition. A cheap and abundant supply of cotton is needed in Europe, and unless it can be obtained from this country it will be found elsewhere. The foolish policy pursued by the planters of the Southern States, and unwisely recommended by Commissioner Wells, of limiting the supply for the purpose of maintaining the present high price of cotton is suicidal, and if persisted in, will destroy the industry it aims to protect. Unless the United States can supply the world with cotton at a lower price than it can be obtained in India, the production of the staple in that country will be stimulated by the introduction of British capital and the encouragement afforded by the British government through the extension of railroads throughout the cotton-growing districts; and the American growers will find the demand for their cotton constantly decreasing in ratio proportionate to the increase of the Indian product. No immediate danger from this source need be apprehended, but it should be borne in mind that the establishment in India of cheap and convenient routes from the interior provinces to the seaboard is having its effect of stimulating the production, as well as lowering the price of the India staple. The British Cotton Commissioner of India has published in the Government Gazette the return showing the extent of the cotton cultivation in the Bombay Presidency and in a few of the native states this year, compared with the previous season. The result of the comparison is an increase of no less than 42 per cent in the land under cultivation in 1869. This statement, of course, only refers to a portion of the cotton-producing districts, Kattwar, the Berars and the rest of the Nizam's dominions, Baroda and other native states not being included. Still it shows the effect the high rates ruling at sowing time produced on planting, and the circular adds, "we must expect to see a very large crop from all quarters."—*New York Bulletin.*

Hops.—There is very little doing in the country just now. The dealers would take prime hops freely at 20c to 25c, but most of the growers are waiting to see whether they will not command higher prices before the 1st of February. The resident dealers in Otsego county have handled about 18,000 bales this season—for which they have paid about; \$860,000.—*Ec.*

IRON AND STEEL RAILS.

THE question of economy in railroad materials of all kinds, but more particularly in rails, is one of much interest, and should be carefully considered by the directors of the several companies now building or proposing to build new roads throughout the country. Our experience of the relative endurance of the different kind of rail is so short that it can hardly be assumed as conclusive. It is known that changes in temperature affect steel less seriously than iron, and that owing to the changeableness of the climate of many of the northern portions of the United States, rails of good quality are more needed here than in Great Britain or Continental Europe. But the experiments made with rails to determine which most perfectly combine the qualities of cheapness and durability have, in some instances, led to widely various conclusions, and contradictory results. It has been found that some of the iron rails on the G. T. R. lasted six times as long as others, under the same description of traffic, and that some cheap rails had lasted longer than those for which a higher price had been paid. The reason why more breakages occur in winter than in summer, it is asserted, is that the extreme cold renders the ballast and sleepers rigid. Mr. San berg's experiments on iron rails in Sweden resulted in showing that on an average the strength of a rail in winter is not more than one-fourth of the strength exhibited by the same bar in summer. Steel rails have been laid on the Hudson River road, and the 10 miles of Bessemer track on the Erie have given satisfaction. In the last report of the Grand Trunk it is stated that "the experience of all railways on the American continent has proved that iron rails, as now manufactured, do not stand the strain of a heavy traffic, and they are of course more severely tried in the northern climate. All the trunk lines are now renewing the heaviest worked portions of their roads in Bessemer steel rails, they having found that the best iron rails obtainable do not last more than an average of five years, and in most cases considerably less. The Directors have decided in future to relay those parts of the main line where the traffic is heaviest and the climate most severe with Bessemer steel, and they will next year send to Canada 5,000 tons of these rails."

It has been assumed that under a very heavy traffic common iron rails will last five years; steel-headed rails, fifteen years; and solid steel rails, thirty years. The cost of iron rails is about 35 per cent; steel-headed rails, \$50 per ton; and solid steel, 55%. A table whose calculations were based on this assumption, shows that solid steel rails are the cheapest up to ten years' wear of iron rails; that steel-headed rails are cheapest for between ten and twenty years; and that iron rails are cheapest when they last twenty years or more. The conclusion to be drawn from this is that the amount of traffic must decide which material it is the most economical to use for the maintenance of permanent way.—*N. Y. Bulletin.*

THE CUBAN SUGAR TRADE.

THE Havana Market Report of December 31st, in its review of the sugar trade, says:—We expect that after the holidays are over there will be more animation in the market, especially if the difference which exists between buyers and planters with regard to the new fare is resolved satisfactorily to both parties.

The last crop of sugar in boxes, according to exports and stock remaining on hand December 31st has been as large in 1869 as in 1868, the decrease being unimportant, and the general opinion is that 1870 will show an equal production if grinding is not interrupted in the districts which are the largest producers of box sugar. Sugar in hogsheads, or Muscovades, show a heavy decrease, in 1869, as compared with 1868, but a large production is, from estimates made at this date quoted upon for 1870, because, in spite of the insurrection, the principal producing districts are now fully at work, including St. Yago which last year suffered serious damages from being partly occupied by the insurrection.

The receipts of sugar at the warehouses at the port of Havana during 1869, were 1,376,560 boxes, against 1,439,000 in 1868. The clearances during the same period were 1,348,000 boxes, against 1,433,000 in 1868; and the stock remaining at the close of December last was 64,208 boxes, against 23,000 in 1868 and 17,000 in 1867. The exports from Havana and Matanzas during 1869 show a decrease of 46,795 boxes as compared with 1868, and an increase of 232,749 boxes as compared with 1867. The decrease last year was compensated, however, by the increase in the exports of sugar in hogsheads, which equals an increase of 46,270 boxes. The total exports from Havana and Matanzas from January 1st to December 31st for the past three years compare as follows:—

	1869.	1868.	1867.
United States.....	594,600	455,115	388,695
Great Britain.....	596,440	728,121	692,955
Northern Europe.....	41,694	64,404	79,359
France.....	196,424	199,890	122,254
Spain.....	189,567	186,623	189,956
Southern Europe.....	12,829	14,420	9,821
Other parts.....	11,583	22,254	22,842
Total boxes.....	1,633,142	1,679,987	1,400,993
Stocks in 1869.	1868.	1867.	
Havana.....	54,208	23,892	19,658
Matanzas.....	12,599	6,243	4,973
Total boxes.....	66,798	30,141	24,831

—*New York paper,*

NEW DEVELOPMENT AT PETROLIA.

PETROLIA, Jan. 3, 1870.

NO doubt you will have heard in London of the excitement that has prevailed here during some days past on account of the new "strike" that has been made. The facts are as follows:—For some time a desire has been felt to demonstrate to American capitalists, refiners, and others, that the territory of Petrolia is practically inexhaustible, and thus induce them to make further investments in a business that bids fair to assume an importance in Canada second to no other industrial operation. The first territory that was operated upon, the Fluts and Pit-Hole, close to the village of Petrolia, was gradually abandoned in 1866, owing to the uprising of the King Territory. The great "King" well was struck, and flowed and pumped an immense quantity of oil, and the same well is still alive and in profitable operation. Land was quickly taken up around it at prices varying from \$600 to \$1000 per acre. Numerous wells, some of them like the "Atlantic," giving very large yields, were got, and matters in the King Territory made lively enough. Still it was circumscribed, and some of the wells running to water, outsiders were not willing to invest largely in refining, not knowing how soon a stand still might be come to. It is to Mr. McDougall (a brother of the Governor) that the credit is due of making a bold venture into a distant location, for some weeks since he erected a derrick and commenced to drill a well on Lot 7, in the 12th Concession of Enniskillen. The spot is distant more than two miles from the King territory, in a direction due west, and one mile and a quarter further on that line than any oil had been previously found. Last week he was rewarded by finding a good show of oil, and on Tuesday, the depth of 390 feet having been reached, it was evident that a good vein had been struck. While waiting for the necessary pumping apparatus to come up, the well-hole filled with oil and flew over, the pressure of gas being remarkably strong. It was admitted on all hands that a large well had been struck, but on putting in the pump on Thursday it was found that the yield would not be more than from 15 to 20 barrels a day. To this extent it has flowed, and so far a good thing has been resulted. But the drill not having gone down as yet into the true oil-bearing rock it has been determined to sink about 60 feet further down, and thus reach the same level at which the "King" and "Atlantic" wells found their chief supplies. As it is, however, the great fact has been demonstrated, that the true oil territory exists as far west as a distance of three and a half miles from the great King territory, and, possibly, still further.

This is of great importance, as demonstrating that an almost unlimited oil-producing area exists and that the yield will be of a kind such as to warrant the outlay of large capital, both for oil producing and refining. As you may suppose, the price of all lands in the neighborhood has jumped up amazingly, and I heard that upon seeing the new well, a noted oil producer offered \$1000 for an acre adjoining that of the "King" or "Weston";—for it is by that name that Mr. McDougall's well is now appropriately known. Hundreds of persons have been out to see the new strike, and are in bright hopes as to the result. I will keep you informed as to the prospect in and around this new centre of production, and feel sure that every one will wish Mr. McDougall the greatest good luck as the just reward of his enterprise.—*London Free Press Correspondence.*

THE TRADE OF THE LAKES.

THE statistics of the lake trade shows that the number and tonnage of the vessels entering and clearing at the port of Buffalo have steadily declined since 1865. From 1868 to 1869 there was an increase in the number of vessels from 8,318 to 13,866; and of tonnage from 3,329,246 to 6,932,806. From that time the increase went on till 1866, when the number of vessels was 19,444, and the tonnage 7,032,533. Since then it has steadily declined. In 1869 the number of vessels was 10,534; tonnage 4,091,214. It is necessary to have the statistics of the entries at the ports of Lake Ontario, in order to know whether this is a general decline, or a change of lake routes. But we suppose that this is a general decline of the lake trade, and that the chief cause is the competition of the railroads. Last summer for the first time, the northern railroad lines offered rates that competed with the lakes and canals, and laid up many vessels and canal boats. This is one of the unmistakable signs of the change that is gradually taking place by which the more direct through routes are gaining an advantage over the old system as leaders of the lakes and canals. The water routes will continue to offer invaluable facilities with which it would be impossible to dispense; but the railroads form independent lines which will share in the movement of produce throughout the entire year.

The fact that the railroads were able to compete successfully with the canal last summer, is mainly owing to the high tolls, a reduction of which is now recommended by the Canal board. The management being too unwieldy to act promptly, the boats and vessels suffered, which discouraged the building of more. A reduction of the tolls one-half will probably enable the water route to hold its own. If not, provision should be made for further reduction. It is probable that improvements will be made in the construction of lake vessels that will make freighting more economical. For instance, iron vessels are much fitter for fresh than salt water. British builders contract to build them for the ocean to class A 1 for 21 years. The life of a wooden vessel on the lakes is but 8 or 10 years. When crude iron shall be sold at a fair profit on the cost of production, we shall see it introduced into lake vessels, canal and river boats as it is rapidly superseding wood on the ocean.—*N. Y. Bulletin.*

METALLINE.

A NEW AND IMPORTANT INVENTION.

A NUMBER of scientific and practical gentlemen connected with manufacturing and other machinery have been for several months watching the operations in this city of an invention that aims at the entire abolishment of oil, and all other lubricating material for boxes, slides, and every condition of motion where metallic friction is to be overcome or expected. It is claimed that such a result has been fully achieved and there are engines now running with this material that the proprietors ever have worked to complete satisfaction for weeks and months. Such, in general terms, is the claim of this novel invention. It is the work of a scientific and practical gentleman, well known here and in Europe, who has spent a great many years in the study of physical forces and their effects, with especial reference to metals. The exact nature of the present invention cannot be given, for the reason that patents are being sought for in several countries in Europe, and any clear description of the materials and processes would be likely to defeat that end. It may, however, be said in a general way, that the discovery—which has received the name of Metalline—consists of such combinations and manipulations of various metallic substances as to make a surface on which the ordinary journals, axles, crank pins, slides, &c., &c., of iron, steel, brass, or any other metal will run with much less friction, without heat that comes within the slightest possibility of danger, and without increase (in fact an actual decrease is claimed) of the motive power used. These, briefly, are the claims, and the inventor refers to a large number of trustworthy gentlemen who have examined and tried the thing, and speak from actual knowledge.

Supposing this invention to do what is claimed for it, the wide extent of its use and its real value to the world may warrant the statement made by an eminent engineer, that the importance is above that of any of the great discoveries of the time. In the silk cotton and woolen mills of this country alone, the use of oil subjects manufacturers to large losses on goods spoiled by it, to spontaneous combustion where it is not constantly watched to extra-hazardous insurance, and to heavy expenses for the cost and application of lubricants. On railroads disastrous accidents have often occurred and annoying delays have been endured from hot axles, and whenever wheels revolve we hear shrieks for grease that indicate neglect, superfluous wear, and perhaps immediate danger. Now if we could run axles of Bessemer, steel in boxes of Rockland Lake ice, the dangerous delays and detentions of friction would be avoided. If this Metalline proves to be all that is claimed for in these same losses and dangers may be avoided by its use.

We are told that a company has undertaken to put this discovery in practical use in a public way as soon as proper arrangements can be perfected. This company, as well as the inventor, ask no one to take the thing on trust, but fully to satisfy themselves by observation, credible testimony, or personal experiment should Metalline prove to be what is claimed, there certainly is the widest field for its use that was ever open to any modern invention. Wherever there is motion there is friction; that friction is desirable to overcome as far as possible, to that end oils, lard, tallow, soft metals and other matters are used; yet it is estimated that one-fifth of the friction resistance in driving machinery, locomotives, wagons, etc., may be overcome by this material. Everything that will reduce friction, or do away with foreign substances used to modify it, will be valuable to each engine, axle, slide or other movement, in the amount gained in cost, time, labor and safety. How far this invention will fulfill these conditions remains to be made manifest to the public. Private trials, continued for months and even years, have proved to the satisfaction of the parties interested, presuming their representations to be true, that it is a discovery of very great value. It now remains for the owners and claimants to demonstrate beyond cavil in a public way the justness of their claim and the value of their discovery.—Exchange.

SUPPLY OF GRAIN.

THE Chicago Tribune of Thursday notices the fact that there are now in store about 50,000 bushels of wheat in Detroit, 1,700,000 in Milwaukee, 2,800,000 in Chicago, 82,000 in Buffalo, and 3,763,000 in New York and Brooklyn warehouses, a grand aggregate of about 9,100,000 bushels, against 5,633,000 at the corresponding period last year, showing the large increase of over 3,500,000 bushels, also that it is said there are 74 more cargoes all at sea to England than last year, and that heavy shipments are being made from California. Commenting on these facts, the Tribune says:— "All this has at first blush an unfavorable look, but it must be remembered that there is now a very active demand for the British market, which was not the case last year. It is true that we have to contend with competition from the Black Sea and the Baltic, as well as other regions, but if English buyers did not consider present existing prices the bottom of the market, it is hardly probable that they would buy our wheat as freely as they are now doing. The spring shipments from the Black Sea do not reach England until about the 1st of June, before which time the stock in England will be reduced, and some improvement may not unreasonably be looked for." "The result may be as our contemporary anticipates; but the fact up to the latest advices, English imports have been considerably in excess of the requirements, as estimated from the returns of the home crop, tends, to our mind, to throw considerable doubt on its theory of an advance in price being probable.—Toronto Telegraph.

SUGAR CULTURE.

THE Southern press has for some time past been urging the planters of Florida and Alabama but more particularly those of Florida, to abandon cotton culture and turn their attention to the raising of sugar cane. No doubt this would be good advice if it were practicable to follow it, but there are several reasons for believing that an experiment in this direction will prove satisfactory and profitable to but few of the many who may perhaps be induced to engage in it. The culture of sugar cane can only be made profitable in sections where the crop is safe from injury from frost. This is not always the case in Louisiana, as much injury was done to the cane crop last year by the severe and unusual frosts experienced in the early winter months, but in Florida the liability to injury from the same cause would be much greater. Florida is by no means the region of balmy zephyrs and perpetual sunshine which land speculators and interested newspaper correspondents have represented it. Many of those who visited there last season to escape the rigors of the Northern winter, suffered severely from the cold, and owing to the exposed position of the peninsula, sudden and severe frosts are not unusual. This certainly constitutes one great and, so to speak, insurmountable difficulty in the way of making Florida a sugar growing State. As far as the soil is concerned, we have no doubt that some portions of Florida would be found well adapted to growing cane. Many of the swamps, if properly drained, would furnish soil as well suited to cane as any that can be found along the banks of the Mississippi. This advantage, however, will not outweigh the disadvantages of the climate, and we doubt that any very important results will follow the attempt on the part of the newspaper press to introduce the cultivation of sugar into that State.

Although much advantage has been reaped from the successful prosecution of this important branch of agriculture in Louisiana, and particularly at the present time, it must be admitted that no part of the United States, unless it be Texas, is entirely adapted to the raising of the sugar cane, and our main dependence in the future, as in the past, must be the West Indies. A comparison of Cuban and American cane shows the great superiority of the former over the latter. Not only is it larger and longer jointed, but the yield of sap is greater and the quality generally better. Whatever success may attend our efforts to enlarge the sugar crop of the Southern States, it is not probable that enough will be raised to supply any considerable part of the demand for consumption, and if it is ever found necessary or desirable to supply our markets from other sources our experienced planters would find it largely profitable to turn their attention to sugar growing on the rich fertile and healthy plains of Tehuantepec. The explorations of the late Mr. Latimer lately made with a view to determining the route of the projected inter-oceanic railroad, have demonstrated the peculiar adaptability of the soil for the growth of sugar cane, and should it ever be necessary to raise a larger sugar crop than Cuba and Louisiana together can furnish the extraordinary facilities offered by the luxuriantly fertile plains of Tehuantepec might be turned to much better account than the Florida swamps ever can be.—N. Y. Bulletin.

WONDERFUL DISCOVERY OF PETROLEUM.

A PRIVATE letter, received by a gentleman in this city on Sunday last, contains intelligence of a remarkable petroleum discovery in Mexico. The writer is Dr. M. P. Manfred, who is well known to some of our citizens, and whose statements will be received with credence. The history of the discovery is briefly this: In 1863, rich deposits of petroleum, asphaltum, and other mineral and vegetable products were found near the banks of the Tecolutla, a river emptying into the Gulf of Mexico, at a point distant about seventy miles from Vera Cruz. The Mexican Gut Company was immediately organized for developing the vegetable and mineral products of this region. St. flowing springs were discovered, and what is more remarkable, a lake of petroleum from thirty to forty yards long, from ten to twelve wide, and from four to five in depth. On the bank of the river, a vein of bitumen of fine quality was found, and a large hill of sea coral completely saturated with petroleum. A letter from T. H. Nelson, American Minister to Mexico, written at the request of Dr. Manfred fully authenticated these statements. General Nelson witnessed an analysis of the petroleum, and testified that the result showed 44 oz of oil from 49 oz of crude. The letter received here on Sunday confirms previous accounts of the extraordinary character of the discovery, and announces yet another wonderful discovery. While awaiting the shipment of machinery, the company was putting its grounds in readiness. Blasting operations were undertaken, and three weeks since a new spring was struck, which commenced flowing at a rate reckoned at from 3,000 to 4,000 barrels daily. There were no means to save this vast flow of oil when the letter was written—no barrels and no tanks—the oleaginous fluid pouring in a stream, waiting as much in a day as would place a poor man in comfortable circumstances for life. It is certainly the greatest flow of oil ever discovered, and means to bring it to market will not be wanting.— Erie Dispatch.

A writer in the Spirit of the Times says of moose skins:—The hide is the most persons of any skin that I have seen, and when well dressed by the Indians with oil, soap, and above all, hand-rubbing, and camp-rubbing, and camp-smoke, it is as soft and pliable as cloth and makes famous moccasins. The green hide is worth \$5; for this hundreds of moose are butchered in the deep snow and their carcasses left to rot.

TRADE OF NEW YORK.

BELOW we give a comparative statement of the imports of a few leading articles of general merchandise at the port during the last four years—

Imports of a few leading articles of general merchandise at New York from foreign ports for the years

	1865	1867	1868	1869
Books	851,683	929,167	1,111,115	1,374,805
Buttons	1,894,384	1,657,065	1,639,313	1,288,552
Cheese	188,411	218,183	2,310,838	281,934
Chinaware	955,239	698,717	671,430	723,418
Cigars	1,261,918	193,590	693,282	884,927
Coal	583,243	657,830	339,194	378,710
Coffee	12,808,748	14,433,110	15,625,076	14,067,289
Cotton	17,113	76,885	113,621	239,150
Earthenware	2,948,419	2,291,335	1,821,819	2,114,415
Furs	2,621,578	2,251,620	2,625,690	2,583,620
Glassplate	1,099,074	944,280	67,391	1,101,374
rubber	1,081,844	2,499,349	1,062,691	1,818,343
Indigo	111,971	457,379	834,590	1,961,819
Leather & d'd skins	477,310	1,192,691	4,031,117	5,093,572
Undressed do	7,745,216	11,205,126	8,052,681	10,591,626
Brandy	730,123	790,512	453,081	724,700
Whiskey	88,672	69,515	98,194	99,228
Copper	665,330	31,141	44,383	109,355
Iron, bars	2,210,949	2,136,417	2,558,712	2,911,776
Iron, pig	879,793	1,024,128	514,604	1,522,627
Iron, flat	1,742,633	2,191,685	4,691,569	3,040,917
Iron, sheet	696,948	893,467	650,343	328,678
Lead	2,485,810	2,217,311	2,256,215	2,956,839
Spelter	462,732	175,622	388,116	604,156
Steel	2,949,349	3,315,322	3,352,145	2,342,918
Tin and tin plates	6,823,146	5,794,694	6,029,759	7,559,576
Zinc	611,439	298,116	187,611	422,957
Molasses	3,616,183	3,939,046	6,600,426	4,969,620
Sage	1,289,322	1,334,453	1,493,510	2,104,262
Salt	463,525	429,055	462,942	463,251
Saltpetre	165,525	79,451	113,226	207,372
Sugar	21,818,117	13,815,192	20,989,811	35,233,757
Tea	8,685,438	10,673,949	10,633,755	12,644,403
Watches	2,887,769	1,902,929	1,942,272	2,380,686
Wines	1,321,570	2,488,425	2,313,160	3,439,419
Wool & wash	6,778,124	3,421,784	2,015,433	2,574,763

—Journal of Commerce.

CONSUMPTION OF PETROLEUM IN GERMANY.

WE have received the usual monthly circular from Bremen giving full accounts of the quantities of petroleum taken during the first eleven months of this year from the ports of Antwerp, Bremen, Hamburg and Rotterdam which supply that densely populated portion of Europe, Northern Germany and Belgium, as well as the more Southern states, Austria. These accounts are taken from official sources. Representing as they do the exact condition of the petroleum trade in a district which annually consumes considerably more than one-half of the entire quantity exported from America, they will be found interesting. Subjoined are the quantities taken during the first ten months, and during Nov. 1869, and for the corresponding periods in 1868.—

	1869.	1868.
Bremen in the first ten months	251,394	192,839
Bremen in November	85,733	83,680
Antwerp in the first ten months	267,389	244,767
Antwerp in November	42,633	34,121
Rotterdam in the first ten months	58,806	97,183
Rotterdam in November	39,434	13,905
Hamburg in the first ten months	101,938	95,053
Hamburg in November	16,685	14,677
Total in the first 11 months	821,441	726,612
Total in November	121,914	102,233

The increase in the total quantity taken from all the ports, this year, was, it will be observed, 100,000 barrels, or 13 per cent., while that during November, this year, shows an increase of about 22,000 barrels, or about 22 per cent. From our files of circulars we gather that the consumption during the first eleven months of 1868, in the district for which the above ports are distributing points, exceeded that for 1867 by 23 per cent. This shows a loss in the aggregate increase in the consumption of 10 per cent. in 1869 from that of 1868.

The falling off in the rate of increase as here indicated is marked, and it has undoubtedly contributed to bring about recent decline in prices. The fact, however, that the consumption in this great district, has increased 10 per cent. is gratifying, particularly as prices have ruled higher during this than during either of the two previous years.—Titusville Herald.

THE UNITED STATES WOOL CLIP.—Returns of the States' wool clip for the past season have just been published. They state that the entire number of sheep in the United States is 33,000,000. One-half of these are kept in the sever undermentioned States, Ohio taking the lead and producing nearly one-sixth of all the wool in the country. Michigan shows third in the list, and though it is only within a few years that her farmers have turned their attention to sheep-raising. The total amount produced in the principal wool-growing States are as follows:—

Ohio	6,730,126
New York	3,676,224
Michigan	3,618,101
Pennsylvania	3,442,402
Indiana	2,852,176
Illinois	2,726,331
Iowa	2,201,330

WOODSTOCK AND RIVIERE DU LOUP RAILWAY

TO THE EDITOR OF THE CARLETON SENTINEL.

SIR,—I am glad to see that the men of New Brunswick are busy turning themselves in the matter of Railway communication along the frontier route from Woodstock to Riviere du Loup. Any one at all acquainted with the country, or the circumstances of the people of the Lower Provinces, is well aware that this most important matter deserves the anxious attention of all who wish to see the Union of the Provinces accomplished, not only by Act of Parliament, but in reality, by the development of solid and substantial Intercolonial interest.

It is an all important matter to the citizens of St. John, Fredericton and Woodstock, that this Railway should be made, and that at an early date. They may rely upon it that if exertions are not made now, the time is not far distant when the Province of Quebec which already is pushing Railway communication in all quarters will project and execute Railway communications in the District of the Madawaska and Upper St. John, and the trade of these Districts will be forever lost to St. John and New Brunswick generally.

The people along the St. John Valley have a right to feel, and I have no doubt do, much dissatisfied with the route decided upon for the Intercolonial Railway. Theirs is the most populous district, it was the shortest route, by far the best for commercial purposes, and one likely to prove, if not the most remunerative, certainly the least expensive. People who understand the subject here, know perfectly well that it was the deservedly great influence of the Leader of the Lower Canadian party who went to the scale in favour of the Northern route which caused that to be selected. He was no doubt powerfully supported by the Hon. Mr. Mitchell, but the latter's influence would have been of small account had not French interest been thrown energetically into the scheme to secure the North Shore line.

There are not a few people here, who, knowing well, that Mr. Tiley strongly opposed the Northern route, and that he was supported by at least one of his colleagues, the present Governor of the North West Territory, think that he should have taken a still more decided step, and that he and his colleagues, finding that a useless expenditure of public money was decided on to build a line which can never be remunerative, and which can do little in promoting the settlement and cultivation of the waste land of New Brunswick,—should have resigned. We who know the Hon. gentleman and here believe that whatever he did was done from conscientious convictions, and perhaps the course he took may in the end prove the best. It is certain however that from that gentleman and the members from New Brunswick generally, the scheme of building a Railway by the Valley of the St. John to Riviere du Loup should receive earnest support.

In Ontario Railways are being projected in all quarters, and the Government of Quebec, as you are probably aware, agreed last session to aid several cheap lines, and I have no doubt are quite ready and willing to go still further. And certainly if the Province of New Brunswick does not wish to be left behind in the march of improvement its public men should bestir themselves and make an effort to keep pace with the times.

Most of your readers have doubtless seen a pamphlet which was published by Mr. Walter Buck some time ago, on the routes for the Intercolonial Railway. Any one turning to that pamphlet will find evidence conclusive to an unprejudiced mind of the advantages which a Frontier line possesses over any other in point of public convenience, distance, and cheapness of construction. It ought certainly to be the object of the Counties through which the Railway would pass to give it all the aid in their power. In Upper Canada the Municipalities have voted large sums of money towards the construction of Railways. Why should not New Brunswick follow their example? and by grants of land or in any other way which would be effective aid in the great work. The Local Government would certainly be justified before the people in aiding the construction of a line by the St. John Valley. If the proper steps were taken and the necessary pressure brought to bear upon the Dominion Government, they would not refuse to aid the construction of the line in any manner which may be within their

power, unless they are anxious to have the larger part of the population of New Brunswick as dissatisfied as the citizens of Halifax.

The distance to be constructed is 180 miles. A very good railway could doubtless be built and equipped for \$10,000 per mile. I think it would not be difficult to find Contractors to undertake to build a first class line for £1,000,000 stg.

It would be worth while if the parties interested in this scheme cannot see their way to building a really first-class Railway, to consider whether or not it would be advantageous to build a Railway on the less costly plan now being adopted in Ontario. If the trade of the Madawaska and Upper St. John, and the district in and around Temiscouata, is to be secured for New Brunswick, this Railway will undoubtedly have to be built.

I believe that the project would meet with favor in this centre of commerce, and doubtless aid would be got from Quebec in the construction of that portion of the Railway from the New Brunswick frontier to Riviere du Loup, were the public men of the Province convinced that the promoters in New Brunswick were thoroughly in earnest and determined to have the Railway built.

I am glad to see that one of our papers here in Montreal has given prominence on one or two occasions to what has been said and done in New Brunswick in reference to this project, and the other one, which has been also discussed at some length, of improving the navigation of the St. John and Madawaska River, so as to reach Temiscouata.

The advocates of the North Shore Line were frequently told during the time that the merits of the various routes were being discussed, that long before they could construct that line, the Western Extension Railway would be pushed on to the borders of Maine, and there connected, by the energy and perseverance of the Americans, with the great Railway system of that State, by which an Intercolonial communication much superior to that along the North Shore would be established. They affected not to believe this, but there is no one but must now be convinced that that prediction was correct, and so long as friendly relations are maintained with the United States the North Shore Line is never likely to carry one pound of traffic from Montreal, or west of Montreal, to St. John or Fredericton. That traffic will undoubtedly find its way by the Grand Trunk and Maine Central to the Western Extension Line. It is certainly not unsafe to predict that there would be a very fair traffic on the line up the St. John Valley. The territory on the east side of the River is largely settled by Americans—the soil is cleared, and the population generally in a very thriving condition. Their traffic would undoubtedly find its way across the River and be transported by this Woodstock and Riviere du Loup Railway.

I am an entire stranger to the great bulk of your readers, but I am a much interested spectator of what is taken place, and I say to you and them, by all means push forward this Riviere du Loup scheme, and give no peace either to the Federal or Local Governments until they consent to assist you in its construction.

I am, Sir,

Your very obedient servant,

One who has had some

RAILWAY EXPERIENCE

Montreal December 16th 1869.

THE UNITED STATES NAVY.

(From the N. Y. Times.)

The brief anticipatory notice our Washington Correspondent has given of the Navy Department report, shows that this will be an important document. For example, we are told that it will recommend the total reorganization of the navy, with the "scraping of all the old and worthless vessels of the Isherwood class" and the construction of new and serviceable ships to supply their places. Now, the so-called Isherwood vessels not only from a great part of our navy, but some of its most recent and most costly additions. They represent millions upon millions of dollars, and they constitute, among other things, nearly the whole of our new screw fleet. It was a shame, with the tremendous expenses of the war upon us, to allow a man like the late Chief of the steam bureau to go on building ships to be pronounced "worthless" on investigation. The twenty "line

draughts" were so many monuments of engineering blundering, since they are apparently good for nothing. Their plans were wretched, and the faults in this respect were repeatedly pointed out to the Department by well-known practical ship-builders and professional engineers during their construction. The contract price of each was \$395,000; the sum already expended on each to improve it, has made the cost \$533,000, and the contractors have declared that, to save them from loss, their vessels ought to be paid for at the rate of \$700,000 apiece. And now we are told that they are "worthless," or, in other words, that, multiplying these last figures by twenty, between \$11,000,000 and \$14,000,000 have been flung into the sea. Again, there have been stored at the various navy yards no less than fourteen sets of engines that have no ships to go in. These shipless engines cost \$400,000 apiece, making a total of \$5,600,000 stored away.

But this is not the worst of the story. All these engines have been constructed on the chimerical Isherwood theory, which the Department is about to officially pronounce worthless. Here is another enormous debt saddled on the country by the late Navy Department. Then, again, we have our screw vessels of the Wampanoag class, those of the Piscataqua class, and so on. The Wampanoag as a war ship has proved an utter failure. Everything was sacrificed to speed, in order to redeem her constructor's reputation in that particular. The consequence is that she carries a battery much too light for a war ship, while she can carry only about six day's supply of coal, and almost totally lacks sailing power. Hence she can only cruise to advantage under steam, and becomes so enormously expensive that she cannot be used even in time of peace, while she is utterly unfit for a war ship that she could not be relied upon in time of war. No wonder that one of the leading scientific journals in England satirically said, "Our engineers, while reading the awful doings to be performed by this great destroyer, (the Wampanoag,) which could be sunk by a single gun from any fighting ship in our navy, will wonder how it happened that Mr. Isherwood was ever intrusted with the design of her machinery. Long may he remain the Chief of the American Bureau of Steam Engineering! He is evidently 'the right man in the right place'—not for his own country, but for her possible future enemies." This severe satire our Navy Department is now forced to pronounce well deserved. A Committee of experts has lately been investigating some of the Isherwood machinery, and the result has been what we have already spoken of. Tens of millions of dollars were virtually thrown away by the late Administration in this single direction; for although we must deduct any money that may be received from the sale of these engineering failures, a good portion of the machinery will probably go to the scrap heap, and the rest will yield but little by way of offset to these tremendous outlays.

RECEIPTS OF HOOS IN CINCINNATI.—The Price Current gives the receipts of hoos this season, with comparative statistics, as follows:—

Total for the week	13 479
Previously reported	236,181
Total for the season	238,610
Same time last season	222,022
Same time 1867-8	237,713
" 1867-7	240,621
" 1867-6	221,682
" 1866-5	250,699
" 1865-4	270,623
" 1864-3	693,457
" 1863-2	474,437
" 1862-1	433,799
" 1861-0	403,489
" 1860-9	252,826
" 1859-8	448,677
" 1858-7	244,512
" 1857-6	405,295
" 1856-5	313,702

Advices from Shanghai state that the exports of tea from Shanghai and Japan during the period which elapsed between June 1st and October 11th, 1869, amounted to 3,899,091 chests to the Atlantic ports of the United States, and 4,222,553 chests to Great Britain. During the same period in 1868 the exports to the United States were 5,835,441 chests, and to Great Britain 6,228,283 chests. Of the exports of tea from June 1st, 1863, to the United States, 123,226 chests were of black tea, 3,213,612 green, and 633,419 Japanese. It is also announced that 12 bales of raw silk had been shipped from Yokohama to New York by way of San Francisco and the Pacific Railroad.—American Paper.

STATEMENT of Passages and number of Cabin and Steerage passengers carried by steamers of the M. O. S. Company's Mail Line, between Portland and Liverpool, and Liverpool and Portland, during season winter navigation 1868-'69:—

STEAMERS.	At Liverpool	Arrived at Portland	Passage.		Passengers.		Left Portland	Arrived at Liverpool	Passage.		Passengers.	
			dys	hours	Cabin	Stg'e.			dys	hours	Cabin	Stg'e.
North American	Novr. 12	Novr. 25	10	11.30	14	207	Dec. 5	Dec. 17	11	12.5	22	35
Dominicus	19	Decr. 5	12	21	7	193	12	21	11	5.30	7	36
Peruvian	26	6	9	7	36	89	20	29	9	14.30	52	31
Nestorian	Decr. 3	15	11	11	14	106	27	Jan. 6	15	33	3	9
Hibernian	10	23	11	1	10	76	3	13	9	20.18	18	13
Austrian	17	29	10	21.40	12	143	9	23	10	12.10	52	5
North American	24	Jan. 5	15	3	6	74	17	28	10	7.35	41	21
Moravian	31	14	14	5.30	27	59	24	Feb. 3	9	22.15	33	21
Peruvian	Jan'y 7	19	10	29.15	15	50	31	10	10	25	5	5
Nestorian	14	29	14	4	1	61	Feb. 7	19	14	31	14	14
Hibernian	21	Feb. 4	13	9.29	11	106	14	25	10	26.55	17	14
Austrian	28	9	10	17.40	16	76	21	March 3	10	4.5	38	12
North American	Feb. 4	17	12	1.20	15	54	March 5	15	15	16	12	12
Moravian	11	25	13	17.15	28	119	7	17	9	0.45	14	13
Prussian	18	March 3	12	7.30	42	110	14	25	10	8.10	8	13
Peruvian	25	11	13	8.45	39	187	21	31	9	18.30	30	31
Nova Scotia	March 4	16	11	8.25	29	198	28	April 9	11	16	30	16
Hibernian	11	21	11	23	5	205	April 4	14	10	11.10	18	23
Austrian	18	30	10	18.29	9	318	11	22	10	12	10	21
Moravian	25	April 5	10	2	36	480	18	28	9	18	29	16
North American	April 1	14	12	9.25	26	709	25	May 10	14	9	17	37
Peruvian	8	21	10	12	46	543	May 2	14	11	23.10	34	40
Total Passengers						493					575	442
Average Passage		Westw'rd	11	23.8				Eastward	10	15.14		

STATEMENT of Passages and number of Cabin and Steerage passengers carried by steamers of the M. O. S. Company's Mail Line, between Quebec and Liverpool, and Liverpool and Quebec, during season navigation 1869:—

STEAMERS.	Left Liverpool	Arrived at Quebec	Passage.		Passengers.		Left Quebec	Arrived at Liverpool	Passage.		Passengers.	
			dys	hours	Cabin	Stg'e.			dys	hours	Cabin	Stg'e.
Nestorian	April 15	April 26	10	2.40	29	789	May 8	May 18	9	16.15	36	53
Prussian	22	May 4	10	8.36	57	1,844	15	26	20	22	48	56
Austrian	29	9	10	4	53	843	22	June 1	9	11.40	84	50
Moravian	May 6	17	10	2	7	869	29	1	9	15.0	55	293
Hibernian	13	24	10	4	32	545	June 5	10	9.20	84	81	
Peruvian	20	31	9	11	51	74	12	2	8	51	74	
Nestorian	27	June 7	9	23	37	836	19	29	9	7.30	30	258
Prussian	June 3	15	9	8	46	10-2	26	July 6	9	16	58	44
Austrian	10	20	9	17.10	8	703	July 3	13	9	7.45	91	32
Moravian	17	28	8	6.15	69	650	10	1	9	3.30	40	54
Hibernian	24	July 5	9	0.30	37	4-4	17	27	9	17.14	47	47
Peruvian	July 1	10	8	4.15	46	474	24	Aug. 3	8	2.45	86	81
Nestorian	8	19	9	17.35	41	516	31	9	19.5	41	47	
Prussian	15	25	8	21	46	524	Aug. 7	16	8	16	45	71
Austrian	22	August 1	9	8.25	78	4-2	14	23	9	4	44	45
Moravian	29	8	9	5.40	60	52	21	31	10	9.50	31	41
Hibernian	August 5	18	10	4.55	83	556	28	Sept. 7	9	13.25	31	49
Peruvian	12	23	8	15.30	79	4-2	4	13	9	17	25	44
Nestorian	19	2	8	20.10	124	395	11	21	9	17.15	44	44
Prussian	26	Sept. 5	8	15	41	507	18	28	10	19.3	26	54
Austrian	Sept. 2	12	9	13.15	112	418	25	October 4	9	7.40	24	56
Moravian	9	19	9	9.20	63	3-3	2	12	9	7.45	57	64
Hibernian	16	2	9	24.20	65	509	9	19	9	3.8	43	66
Peruvian	23	October 4	10	5.45	48	8-1	16	26	9	6.45	47	67
Nestorian	30	10	8	3	42	259	23	Nov. 1	9	4.25	5	73
North American	Oct. 7	19	10	13	36	36	30	10	10	4.30	10	56
Nova Scotia	14	26	11	3.58	61	323	ovr. 8	17	10	1.25	25	67
Moravian	21	3	9	7.45	31	284	13	22	9	16.25	21	57
Hibernian	28	Novr. 1	10	12.13	41	355	20	Decr. 2	11	16	57	67
Peruvian	Nov. 4	15	10		22	236	27	7	9	0.20	28	69
Total Passengers						1717					1453	2145
Average Passage		Westw'rd	9	15.5				Eastward	9	16.5		

THE BUSINESS IN FURS.

THE extent of the business in furs is hardly realized by those who have no special acquaintance with it. These figures of the number of different skins put upon the market in London for each of the last three years, are, indeed, a surprising revelation. These furs come mostly from British North America and Siberia, and are gathered and brought to market by two concerns alone:—

Description	1867.	1868.	1869.
Beaver	176,487	150,940	163,216
Muskrat	2,202,181	2,044,829	2,035,441
Bear	9,454	9,032	9,694
Otter	18,281	17,172	16,272
Fisher	7,874	8,057	10,220
Marten	139,378	121,867	95,503
Mink	71,183	93,134	106,825
Silver fox	1,840	1,886	2,240
Cross fox	4,126	5,991	6,291
Red fox	61,799	58,738	59,070
Kit fox	10,772	11,435	8,673
Grey fox	25,140	19,452	17,877
Lynx	42,005	79,055	72,522
Wild cat	6,644	8,406	5,812
House cat	659	7,455	2,266
Raccoon	451,083	218,533	230,590
Skunk	109,691	70,499	84,356
Wolf	6,283	7,491	9,309
Badger	4,188	4,061	2,804
Opossum	214,177	129,233	74,366

A steam excavator, which fills a car of the capacity of six tons in two minutes, and does as much as 100 men, has been put in operation at Whitehall, 2 miles from Boston, N. J.—American Paper.

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

ST JOHN, N.B. Jan 4, 1870

BREADSTUFFS.—Nothing new to report in the flour market. Very small demand, and everything at the dulllest. The stock is large and daily increasing. Prices unchanged.

SUGAR AND MOLASSES.—We have nothing new to report in West India goods. The imports are at an end till the new crop commences to arrive. Sales are only made in a small way, at our quotations, which are firm for a good article.

FREIGHTS.—Deal freights are quiet; no new features to report. We hear of the following charters:—Howard, 597, Bristol Channel, 70a; 'Melbourne,' 621, Queenstown, and a port east coast Ireland, 123 6d; the ship 'Enos Soule,' about 1500 tons, for Liverpool, rate not transpired, but understood to be about the same as the last transactions.

West India freights keep steady, and the demand for the past week has been fair. We hear of the following charters:—

'Ralph Souder,' 395, at 20c and 18c; 'D. B. Everett,' 250, at \$7 and \$6.50; 'J. M. Churchill,' 416, p. t.—all for North side Cuba; 'R. C. Thomas,' 235, 'Ida,' 334, and 'Lizzie Troop,' 207, all for Havana, at 20c and 18c; 'Hannah G.' 248, Matanzas, 20c and 19c; 'Mary Givan,' 169, Cardenas, 20c and 18c; 'Navita,' 114, and 'Choice,' 182, both for direct port north side Cuba, 20c and 17c; 'Anna Lindsay,' 217, Cienfuegos and back, on private terms.

South American freights—One charter has been effected, the 'Igoma,' \$18 for boards to Valparaiso. Coastwise freights are dull, and rates continue low.—News.

HALIFAX MARKET REPORT.

HALIFAX, N. S., Jan. 6.

AS usual in the first week of the year business has been quiet, and but few transactions have taken place. The imports and exports are both light. Among the imports in addition to those given under the different headings below, are 100 M lumber, and 314 bags wheat. Exports, 133,540 ft lumber, 181 M laths, 113,700 shingles, 80 M hoops, 7 ch-sts, and 9 chests tea, 200 tons plaster, 20 tons bone dust, and 2 boxes tobacco.

BREADSTUFFS.—Flour continues very dull, and prices have again declined, some sales having even been made below our quotations. The stock on hand, especially of poor grades, is heavy, and the receipts continue to be in excess of the consumption, making it very difficult to effect sales. Receipts of the week: 3,410 bbls flour and 50 bbls oatmeal. Exports: 130 bbls flour and 1 bbl oatmeal.

FISH.—There is not much activity, the advices both from West Indies and United States, being rather unfavourable. Last week's prices are unchanged, except with regard to Salmon, for which there is more enquiry, and a slight advance has taken place. We have heard of \$15½ having been offered for a lot of Labrador No 1 during the week and the stock on hand is now held at about \$15 for No. 1, \$12 for No. 2, and \$10 for No. 3. Mackerel are firm and cannot be purchased from store at less than \$19 to \$20 for No 1 and proportionate rates for other numbers. Our quotations are from vessel.

RECEIPTS.

	Qtls.	Bbls.	Hf-Brls.	Bxs
Codfish	446			
Herring		55		

EXPORTS.

	Tons	Drms	Bxs	Hf-Bxs	Qtls
Codfish	676	101	330	26	
Haddock	81				
Sunk Herring			20		

	Bbls.	Hf-Bbls.	Kits.
Herring	2580		
Mackerel	496		
Alwives	20		
Salmon	64	4	

OILS.—Kerosene, in the presence of further receipts, has declined slightly, though the demand continues fair. Cod and Dog ara unchanged. Receipts: 4 casks cod and 116 do Kerosene oil.

PRODUCE.—Oats quiet at 35c to 40c, though sales have been made at auction during the week at 35c. Potatoes dull at 18c to 22c, sales having been made as low as 16c. Barley quiet and nominal. Turnips dull. Butter quiet and unchanged. Receipts: 4 pkgs butter 7,578 bush potatoes, 6,242 bush oats, 66 bush barley, 10 bush turnips, 10 bush beets, 150 dozen cabbages and 15 pkgs rad. Exports: 10 brls potatoes, 25 lbs beets, 219pkgs butter and 51 brls apples.

PROVISIONS.—The demand is not active, being mainly confined to sales of small parcels for retailing. Sales were made at auction during the week at \$22.75 Prince Edward Island pork. We quote at private sales \$23 to \$24. Beet quiet and unchanged. Receipts: 41 casks fresh and 16 brls pickled pork. Exports: 93 barrels pork.

WEST INDIA GOODS.—Molasses is less active and prices are a shade lower, holders now asking 42c to 43c for Cienfuegos, duty paid. Demerara and Barbadoes Sugar is quiet, but there is an active demand for good Porto Rico and Vacuum Pan. At a sale the other day the latter realized as high as 10c per lb by the bid on the wharf. Rum, in presence of considerable receipts, has declined slightly, and may now be quoted at 80c to 85c per gallon in bond for Demerara, though at an auction a day or two ago a small lot of three puncheons was sold at 78c, but the holder would not allow the sale to proceed at that figure Jamaica unchanged. Exports: 100 hds sugar. Receipts: 88 puns and 84 cks rum, and

Molasses.

	Puns.	Tons.	Bbls.
Ex Frank	182	0	0
Constance	41	0	0
Total to date	173	0	0
Same date last year	0	0	0
Stock Jan. 1st, 1870	619	31	26
and 182 puns, 35 hds Rum.			
Stock Jan. 1st, 1869	200	11	10
and 94 puns, 1 hhd and 3 brls Kam.			

Sugar.

	Hhds.	Tons.	Bbls	Bxs	Bkts
Fawn	71	0	116	0	0
Frank	120	0	0	0	0
Con-stance	54	5	9	0	0
Total to date	245	5	125	0	0
1870	0	0	16	0	0
1870	718	67	526	110	0
1869	760	32	294	26	0

The following return shows the amount of goods passed through the books of the American Consul at Kingston, Ont., and shipped for Cape Vincent during the past fortnight, up to Jan. 5th:—

	Value.
Poultry	\$ 29 12
Butter	890 00
Forty-four head cattle	1,001 25
Seven hundred	

IRELAND'S LINE FOR THE SEASON OF 1869.

The Line for LAKES ERRIE and HURON is composed of Propellers

CITY OF LONDON and **GEORGIANA**, which will run regularly on the route.

The Line for LAKE ONTARIO is composed of five first-class Propellers, between

MONTREAL, **TORONTO**, **HAMILTON** and **ST. CATHERINES**.

H. W. IRELAND, & Co.

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Importers of

HARDWARE, IRON STEEL, TIN PLATES CANADA PLATES, GLASS, &c., &c.

419 & 421 St. Paul Street

Yard Entrance—St. Francois Xavier Street.

McINTYRE, DENON & FRENCH,

Montreal.

HAVE RECEIVED BY LAST STEAMER

SILK MANILE VELVETS, 21 27 and 30 Inch,

TARIANS and TARTAN POPLINS

Which they offer to the trade cheap.

And **KNITTED WOOLLEN GOODS** of all descriptions

November 3, 1869.

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C. H. BALDWIN & CO.,

IMPORTERS AND WHOLESALE DEALERS

IN

W. VES, GROCERIES, AND LIQUORS,

8 St. Hel. Street

31-1y

KINGSTON.

JOSEPH BAWDEN,

(Successor to the late Eben MacEwen, Esq.)

ATTORNEY-AT-LAW, Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston C.W. 47-1y

LONDON—ONT.

ROWLAND & JOHNSON,

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

FREDERICK ROWLAND, 43 1y

JAMES JOHNSON, Sublyside

BOSTON.

W. C. WILLIS,

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

BOSTON

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PORT HOPE, C. W.

R. S. HOWELL,

Forwarder, General Commission Merchant, and Shipping Agent,

WALTON STREET, PORT HOPE, C. W.

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BRANTFORD, ONT.

BRANTFORD ENGINE WORKS
 OF ALL SIZES
 UPRIGHT, PORTABLE, STEAM SAW MILLS, &c., &c.
C. H. WATERHOUSE & Co. BRANTFORD, ONT.
 42-1y

N. S. WHITNEY,

IMPORTER of Foreign Leather, Elastic Goods, Prunella, Linings, &c.

14 St. Helen Street,

MONTREAL.

1-1y

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. Consignments 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,

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COR. COMMISSIONER & PORT STREETS,

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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 1859.

Accumulated Funds, over	\$10,000,000
Policies issued in 1867	15,251
Amount insured in 1867	44,733,322
Receipts for 1867	5,129,157
Surplus Fund (over all liabilities)	1,584,768
Deposited with Canadian Government	100,000
Daily income in 1868, nearly	29,000

For best facilities for the Insurance of Healthy Lives.

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

S. PEDLAR & CO., Managers.

Montreal, 16th August, 1868. 2-1y

M. H. SEYMOUR,
M. LEATHER COMMISSION MERCHANT

107 St. Paul street, Montreal.

References:

- Wm. Workman, Esq., Montreal, President City Bank.
- Henry Starnes, Esq., Montreal, Mans. Ontario Bank
- Hon. L. H. Holton, Montreal.
- Messrs. Thomas, Thibaudau & Co., Montreal.
- James, Oliver & Co., Montreal.
- Thibaudau, Thomas & Co., Quebec.
- Hon. Wm. McMaster, Toronto, C. W.
- Messrs. Denny, Rice & Co., Boston, Mass.
- Anstin Sumner, Esq., Boston, Mass.
- Henry Younib, Esq., 22 John street, New York.
- Samuel McL. Esq., Park place, do.

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IRON & HARDWARE MERCHANTS

St. Francois Xavier Street,

MONTREAL.

Agents for

Windsor Powder Mills.

La Tortu Rope-Walk.

Burrill's Axe Factory.

Sherbrooke Safety Fuse,

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A. RAMSAY & SON,

IMPORTERS OF WINDOW GLASS,

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

37, 39 & 41 Recollet street, MONTREAL.

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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.

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

DOMINION METAL WORKS.

(ESTABLISHED 1828).

CHARLES GARTH & CO.,

Manufacturers and Importers of

PLUMBERS, ENGINEERS & STEAMFITTERS,

BRASS, COPPER & IRON WORK,

GAS FITTINGS, &c., &c.

EVERY DESCRIPTION OF WORK FOR

SUGAR REFINERIES, DISTILLERIES,

BREWERIES, GAS, WATER WORKS, &c., &c.

Warming of PUBLIC and PRIVATE BUILDINGS,

CONSERVATORIES, VINETTS, &c., &c.,

By Hot Water, Steam, or Warm Air.

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

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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.

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IMPORTERS OF SHELF AND HEAVY HARD VARE, PAINTS, &c.

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

Good terms to the trade.

WAREHOUSE AND OFFICE.

238 AND 235, ST. PAUL STREET,

and

12 & 14 St. Ann's Street.

MONTREAL

WEEKLY PRICES CURRENT.—MONTREAL, JANUARY 13, 1870.

Table with columns: ARTICLES, CURRENT RATES. Includes sections for COFFEE, TEA, SUGARS, SPIICES, and WINES.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for TOBACCO, HARDWARE, IRON, LEAD, COPPER, and DRUGS.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for GLASS, SOAP AND CANDLES, BOOTS, SHOES, and FURS.

MARKET PRICES OF COUNTRY PRODUCE.

Table with columns: MONTRÉAL, January 13, and various commodity prices. Includes sections for GRAIN, FOWLS AND GAME, VEGETABLES, SUGAR AND HONEY, MEATS, DAIRY PRODUCE, HAVANA PRICES CURRENT, and REMARKS.

HUDSON'S BAY BUFFALO ROBES.

GREENE & SONS, MONTREAL.

The subscribers have received their supply of FRESH SKINS, which they offer at

LOWEST MARKET PRICES.

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

TERMS CASH.

GREENE & SONS, MONTREAL.

PURCHASING DEPARTMENT

OF THE

TRADE REVIEW.

THE 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.

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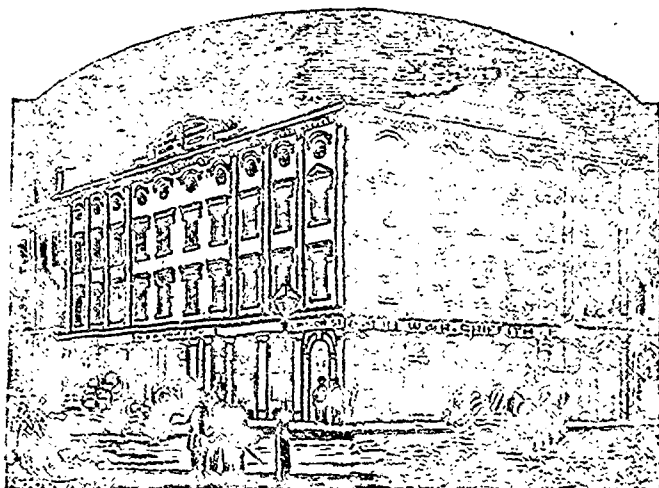
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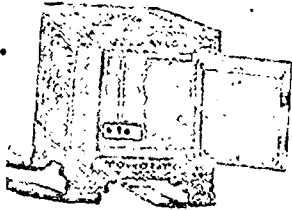
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GOVERNMENT HOUSE, OTTAWA.

Thursday, 23rd September, 1899.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

ON the recommendation of the Honourable the Minister of Customs, and under and in virtue of the 8th Section of the Act 31 Vic., Chap 6, intitled: "An Act respecting the Customs"

His Excellency has been pleased to order, and it is hereby ordered, that Sheet Harbour, situate in the County of Halifax East, in the Province of Nova Scotia, shall be and the same is hereby declared to be an Out Port of Entry, under the Survey of the Port of Halifax

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

WM. H. LEE,

Clerk Privy Council.

3-42

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TERMS OF SUBSCRIPTION:

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The Trade Review and Intercolonial Journal of Commerce, printed and published for the Proprietor every Friday, by the Montreal Printing and Publishing Company, Printing House, 67 Great St James Street, Montreal.