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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. II.

MONTREAL, FRIDAY, NOVEMBER 30, 1866.

No. 46.

**ANGUS, LOGAN & CO.,**  
PAPER MANUFACTURERS AND  
WHOLESALE STATIONERS, 351 St. Paul st.  
1-ly

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

**MUNDERLOH & STENCKEN,**  
IMPORTERS OF STAPLE AND  
FANCY DRY GOODS, 233 St. Paul st., corner  
of Custom House square, Montreal. 1-ly

**EDWARD MAITLAND, TYLEE & CO.,**  
WHOLESALE WINE, GENERAL  
and COMMISSION MERCHANTS,  
1-ly 13 Hospital st.

**WITHERS, JOY & CO.**  
WHOLESALE GROCERS, WINE,  
SPIRIT AND GENERAL MERCHANTS,  
52-ly 21 & 23 St. John Street.

**MURDOCH LAING,**  
PRODUCE AND COMMISSION  
MERCHANT, 377 Commissioners Street.  
Flour, Pork, Hams, Lard, &c. 3-ly  
Dundee Grain Bags.

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

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

**JOHN DOUGALL & CO.**  
PRODUCE COMMISSION MERCHANTS.

**JOHN DOUGALL & CO.**

**LEATHER COMMISSION MERCHANTS.**  
MONTREAL.

January 4th, 1866. 1-ly  
**DAVID ROBERTSON,**  
IMPORTER of TEAS, 36 St. Peter  
Street, Montreal. 1-ly

**GREENE & SONS,**  
HAT AND FUR MANUFACTURERS  
AND IMPORTERS. [See next Page.] 1-ly

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

**S. H. & J. MOSS,**  
MANUFACTURERS OF READY-  
MADE CLOTHING, WHOLESALE IMPORT-  
ERS OF WOOLLENS, TAILOR TRIMMINGS, &c.,  
5 and 7 Recollet Street, MONTREAL,  
Our Spring Stock of Clothing is now complete, and  
is well worth the attention of Eastern and Western  
buyers. 33-ly

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

**BAUHAGE, BEAK & CO.,**  
IMPORTERS OF  
BRITISH, FRENCH AND GERMAN  
DRY GOODS,  
481 SAINT PAUL STREET.  
French and German Trimmings.  
Hoyle's and Ashton's Plain and Printed De-  
Prints, Laines,  
French Merinoes, Millinery,  
A. W. Poplins, Cotton Yarns,  
Dress Goods, Fingering do.  
Comprising a complete Assortment of  
STAPLE AND FANCY GOODS.  
Our FALL STOCK will be complete in all  
Departments by 25th August.  
French & German Tweeds, and Silk Mixed  
Coating & Moscow Beavers, Whitneys,  
&c. 1-ly

**THOMAS W. RAPHAEL,**  
COMMISSION MERCHANT,  
MONTREAL.

Consignments of Flour, Grain, Leather, Ashes,  
Butter, &c., receive personal attention.

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

**LINTON & COOPER,**  
MANUFACTURERS AND WHOLE-  
SALE DEALERS IN BOOTS AND SHOES  
524, 526 & 528 St. Paul st., Montreal  
We invite the attention of Merchants, East and West,  
to our large and varied stock of Boots and Shoes now  
on hand, all in process of manufacture for the Fall  
trade. Goods in every conceivable style will be found  
in our establishment, from the finest Kid or Satin  
Gaiter, to the strongest Stoga or Hungarian Boot.  
Men's, Boys', Youths', Ladies', Misses' and Children's  
wear, in over 200 different patterns. Special notice is  
requested to the fact that all our goods are hand-made,  
and of the very best material. The introduction of  
Pegging Machines having thrown a large number of  
workmen out of employment, and consequently re-  
duced the cost of labor, we are thereby enabled to  
manufacture neater and more substantial Boots and  
Shoes, at no greater cost than if made by machinery;  
and are prepared to offer the choicest goods at the  
very lowest possible figures.  
Orders personally or by Post, will have our immedi-  
ate and most careful attention. 1-ly

**J. TIFFIN & SONS,**  
GENERAL MERCHANTS, IMPORT-  
ERS of TEAS, SUGARS, and GENERAL (RO-  
GERIES, WINES, BRANDY, &c., Nos. 184 and 186 St.  
Paul st., and 49 and 50 Commissioners st.  
Offer for sale several Invoices fresh Teas just received  
per Steamers, consisting of:  
Imperial Gunpowder. Japan, Colored  
Old Hyson. and Uncolored.  
Young Hyson. Oolongs.  
Hyson Twankay. Souchong.  
Twankay.  
Also, now landing, the Cargo of the Bark "Maxi-  
milian," from Cardenas, Cuba, consisting of:  
449 hhd's }  
110 tierces } Choice Retaining Molasses.  
277 bbls }  
AND IN STORE:  
1700 hhd's Bright Porto Rico, Barbadoes and Cuba  
Sugars. 1-ly

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

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

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

**BROWN & CHILDS,**  
MANUFACTURERS OF BOOTS, SHOES AND LEATHERS,  
Montreal. (Established 30 years.)  
Office & Warehouse—Cor. St. Peter & Lemoine sts.  
MANUFACTORY—Corner Queen and Ottawa sts.  
TANNERY—Corner Bonaventure and Canning sts.  
All departments of the Boot and Shoe business are  
comprised in this establishment, and every satisfaction,  
both in quality and prices, may be relied on. 1-ly

**GREENE & SONS,**  
HATS, FURS, BUCK MITTS, &c.  
[See next Page.] 1-ly

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

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

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

**BUFFALO ROBES,**  
By  
GREENE & SONS. 1-ly  
See next Page.

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

**McMILLAN & CARSON,**  
CLOTHING.  
WHOLESALE.  
148 & 150 MCGILL STREET, Montreal. 6-1y

**JOHN McARTHUR & SON,**  
OIL, LEAD & COLOR MERCHANTS,  
Importers of Window Glass, &c.,  
1-ly 115, 120 and 122 McGill st., Montreal.

**BOOTS AND SHOES.**  
**JAMES POPHAM & CO.** beg to inform  
their numerous customers East and West, that  
they are now making extensive additions to the  
Machinery Department of their Factory, and will in  
future be enabled to meet the wants of their increasing  
trade with promptness and dispatch. Our Travellers  
are now on the road, and will wait on buyers in good  
season for their Fall orders. \$  
Office, Warehouse and Manufactory,  
60-ly No. 491 and 493 St. Paul Street.

**SCHNEIDER, BOND & Co.,**  
WHOLESALE GROCERS AND  
GENERAL COMMISSION MERCHANTS.  
491 and 493 St. Paul Street,  
MONTREAL.

**DAVID MORRICE & CO.,**  
**PRODUCE & GENERAL COMMISSION MERCHANTS,**  
 Shipping and Forwarding Agents, &c.,  
 52 ST. PETER STREET, MONTREAL.

**JOHN E. SHAWHAN & CO.,**  
**GENERAL COMMISSION MERCHANTS,**  
 AGENTS FOR ST. LOUIS FLOURS,  
 Nos. 210 & 212 SOUTH MAIN STREETS,  
 ST. LOUIS, MO.

JOHN E. SHAWHAN. W. O. BUCHANAN.  
 Liberal advances made on Consignments.  
 July 25. 2-3m

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

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

**MITCHELL, KINNEAR & CO.,**  
**HAVE** in Store and for Sale at low rates  
 SUGAR—Choice Barbadoes and Cuba in hhd's, tierces,  
 and barrels.  
 MOLASSES—Choice Bright, in puns.  
 RUM—St. Jago de Cuba, strong proof and fine flavor  
 BRANDY—"United Vineyard Proprietors."  
 KIPS—Prime African  
 AND TO ARRIVE  
 Brils. } Prime Canso Herrings of the celebrated  
 Hf-Brl. } McCutcheon brand.  
 Qtls. Codfish, &c., &c., &c.  
 Oct. 18, 1866.

**HENRY J. GEAR,**  
**COMMISSION MERCHANT,**  
 Importer and Dealer in Teas, General Groceries,  
 Havana and German Cigars. Agent for Dunville's  
 Belfast Old Irish Whiskey, 45 St. Peter st., Montreal.  
 4-ly

**LEWIS S. BLACK & CO.,**  
 (Late with W. & R. Mur.)  
**IMPORTERS OF DRY GOODS,**  
 20 Lemoine Street, Montreal,  
 Opposite Messrs. Wm. Stephen & Co. 9-6m.

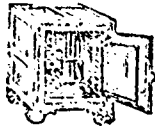
**CRATHERN & CAVERHILL,**  
**IMPORTERS OF HARDWARE,**  
 IRON, STEEL, TIN PLATES, &c., WINDOW  
 GLASS, PAINTS & OILS, Agents, Victoria Rope  
 Walk, Vieille Montagne Zinc Company, have removed  
 to Caverhill's Buildings, 61 St. Peter Street, Montreal.  
 2-ly

**EVANS & EVANS,**  
**WHOLESALE HARDWARE**  
**MERCHANTS, MONTREAL.**  
 AGENTS FOR THE  
 PROVINCIAL HARDWARE MANUFACTURING  
 COMPANY,  
 7 Custom-House Square. 33-ly

**JAMES & FOSTER,**  
**ATTORNEYS AT LAW,**  
**NOTARIES AND CONVEYANCERS,**  
 HALIFAX, N. S.  
 Refer to Dun, Wiman & Co., Montreal and Toronto.  
 ALEXANDER JAMES. JAMES G. FOSTER.  
 July 13, 1866. 6m-28

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

**KERSHAW & EDWARDS,**  
 ESTABLISHED YEAR 1839.



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

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

We also manufacture Patent Combination Bank  
 Locks, and the most modern Bank and other securi-  
 ties.

Lists of sizes and prices mailed on application.

**KERSHAW & EDWARDS,**  
 1-ly \$2, \$4 & \$6, St. Francois Xavier street, Montreal.

**FURS, HATS, BUCK MITTS, &c.**

**GREENE & SONS**  
**INVITE** inspection to their **FALL**  
**STOCK** of  
**LADIES' FURS, MEN'S WOOL HATS,**  
**MEN'S FURS, BOYS' FANCY HATS,**  
**BUFFALO ROBES, WHITNEY CAPS,**  
**BUCK MITTS, &c., SILK HATS,**  
**FURS, SKINS, &c.**  
**HAT & CAP TRIMMINGS, &c.**

The attention of the Trade is directed to our Stock  
 this Fall, which is very complete, embracing all the  
 NEW AND LEADING STYLES,  
 among which will be found a large variety of Men's  
 and Boys' STEEL BRIM RESORIE HATS, which are  
 becoming very fashionable. Samples sent by Express  
 to parties not visiting the city.

Orders promptly executed.  
**GREENE & SONS,**  
 1-ly Montreal.

**JEFFERY BROTHERS & CO.**  
**GENERAL MERCHANTS, 44 St.**  
 Sacramento st., Montreal. 2-ly

**A. CHARLEBOIS & CO.,**  
**IMPORTERS OF HARDWARE, CUT-**  
**LERY, IRON, STEEL, &c., manufacturers of**  
**STOVES, CUT NAILS, &c., 433 St. Paul Street,**  
 Montreal. 47-ly

**B. HUTCHINS & CO.,**  
**COMMISSION MERCHANTS, Im-**  
 porters of TEAS and GENERAL GROCERIES,  
 No. 128 McGill st., Montreal. 5-ly

**SMITH & COCHRANE,**  
 Manufacturers and Wholesale Dealers  
 IN  
**BOOTS AND SHOES,**  
 Corner St. Peter and St. Sacramento sts.,  
 47-ly MONTREAL.

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

**WINN & HOLLAND,**  
**GENERAL COMMISSION**  
**MERCHANTS.**  
 15-ly 24 RENAUD BUILDINGS,OUNDLING STREET

**McINTYRE, DENOON & CO.,**  
**IMPORTERS OF STAPLE AND**  
**FANCY DRY GOODS.**  
 23-ly Lemoine st., Montreal.

**J. Y. GILMOUR & CO.,**  
 (Late Gilmour, White & Co.,)  
 IMPORTERS OF  
**BRITISH AND FOREIGN DRY GOODS**  
 WHOLESALE,  
 NO. 375 ST. PAUL STREET,  
 MONTREAL. 62-ly

**ETNA LIFE INSURANCE**  
**COMPANY.**  
 The success of this popular Company is most extra-  
 ordinary. Its policy holders now receive a yearly  
 profit of fifty per cent. in cash, reducing the annual  
 payments to one half the sum usually charged by  
 other Companies.  
 Applications for Agencies in Canada or the Maritime  
 Provinces made to S. Pedlar & Co., Managers, and  
 General Agents, Office, No. 85 St. Francois Xavier  
 Street, Montreal. 28-ly

**MULHOLLAND & BAKER,**  
**IRON, STEEL AND GENERAL HARDWARE**  
**MERCHANTS,**  
 419 AND 421 ST. PAUL STREET,  
 MONTREAL.  
 YARD ENTRANCE, ST. FRS. XAVIER ST. 1-ly

**SIDEY & CRAWFORD,**  
**GENERAL MERCHANTS, 33 St.**  
 Nicholas Street,  
 MONTREAL.  
 Sole Agents in Canada for—  
**FREDERIC MUSPRATT'S CHEMICALS.**  
**D. ANDERSON & SON'S ROOFING AND OTHER**  
**FELT**  
**THOMAS BRAMWELL & CO.'S VENETIAN RED**  
**AND COLO. 'S.**

AGENTS CANADA LIFE ASSURANCE COMPANY.  
 2-ly  
**ANDREW MACFARLANE & CO.,**  
**WHOLESALE DRY GOODS IMPORTERS,**  
 258 & 260 St. Paul and 92 & 93 Commissioners Streets,  
 MONTREAL. 1-ly

**F. SHAW & BROS.**  
 14, LEMOINE STREET.  
**TANNERS AND LEATHER MER-**  
**CHANTS.**—Our Leather is tanned at the well-  
 known Roxton Falls and other Tanneries, under our  
 own superintendence, thereby enabling us to produce  
 an article of superior quality at the least possible cost,  
 which we are prepared to offer to the trade at lowest  
 market prices. All orders promptly attended to. 4-ly

**HUA & RICHARDSON,**  
**LEATHER IMPORTERS AND**  
**COMMISSION MERCHANTS,** have always in  
 Stock an excellent assortment of FRENCH CALFS,  
 KIDS and PATENTS, &c. Also a large supply of O.  
 L. Richardson & Sons' Spanish Sole and Slaughter  
 Leather, for which they are agents in Canada.  
 Consignments of leather respectfully solicited.  
 Sole Agents for Alexander's Kid Gloves.  
**HUA & RICHARDSON,**  
 1-ly St. Peter st., Montreal.

**THOMAS LEEMING & CO.,**  
**PRODUCE AND COMMISSION**  
**MERCHANTS,**  
 St. Nicholas street, Montreal.  
 Special attention devoted to the Sale and Shipment  
 of FLAX, and liberal Advances made on consign-  
 ments of either Fibre or Seed. 1-ly

**JAMES S. NOAD & CO.,**  
 Commission Merchants and General Agents,  
 48 St. Peter Street, Montreal. 52-ly  
**LIDLAW, MIDDLETON & CO.,**  
 Commission Merchants and Shipping Agents,  
 Montreal. 21-ly

**JAMES ROY & CO.,**  
**IMPORTERS OF DRY GOODS, in-**  
 cluding TABLE LINEN, SHEETING, &c., No  
 505 St. Paul st. near St. Peter. 1-ly

**JOHN ANDERSON & CO.,**  
**COMMISSION AND SHIPPING MERCHANTS,**  
 Importing, Insurance, and General Agents,  
 MONTREAL AND QUEBEC. 29-3m

**JORDON & BREWER,**  
 Wholesale and Retailers in  
**GROCERIES, PRODUCE, CORDWOOD, &c.,**  
 General Agents and Commission Merchants,  
 174 PRINCESS STREET,  
 Five Doors West of Bagot Street,  
 28-ly KINGSTON, C. W.

**ANDREWS, BELL & CO.,**  
**COMMISSION MERCHANTS and**  
**SHIPPING and INSURANCE AGENTS, 7 INDIA**  
**BUILDINGS, Fenwick Street, Liverpool.**  
 Having large experience in buying for the Canadian  
 market, they invite orders for LEAS and GROCERIES,  
 and hope to give satisfaction in the execution of any  
 commands entrusted to them. Produce consigned to  
 their care will receive special attention. Goods expedi-  
 ditiously forwarded on the most favourable terms.  
 REFERENCES.  
 Messrs. J. Carruthers & Co., Kingston, C.W.  
 " Rimmer, Gunn & Co., Montreal. 42 1y.

**JAMES LORIMER,**  
**GENERAL COMMISSION MERCHANT,**  
*Corn Exchange Building, Montreal.*

**LIBERAL Advances made on Goods for**  
 Sale in this Market, or on Shipments to his Cor-  
 respondents in Britain. Special attention given to the  
 purchasing of GROCERIES, and other Merchandise.  
 Montreal, 23rd Aug. 1866. 3m 19

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

**JAMES & WILLIAM PITTS,**  
**GENERAL COMMISSION MERCHANTS,**  
 AUCTIONEERS,  
**SHIP AND INSURANCE BROKERS.**  
 Agents for the sale of New Ships, &c., &c.  
 Liberal advancements made on Consignments.  
 No. 261 WATER STREET,  
 St. John's Newfoundland  
 43-5

**A MARITIME ADVERTISING MEDIUM.**  
**THE MORNING JOURNAL,**  
 ST. JOHN, N.B.  
 A COMMERCIAL, POLITICAL AND GENERAL  
 NEWSPAPER,  
 PUBLISHED THIR-WEEKLY.  
*Terms of Subscription, —\$2 50 per Annum, in advance,*  
*Advertisements inserted at usual rates: Brief Busi-*  
*ness Cards \$10 to \$14 per annum.*  
*The Colonial Presbyterian is issued weekly from the*  
*same Office, is an excellent Advertising medium.*  
**WILLIAM ELDER, A.M.,**  
*Editor and Proprietor.*

**THE "MORNING NEWS,"**  
 A FIRST-CLASS  
 POLITICAL, COMMERCIAL, AND GENERAL  
 NEWSPAPER,  
 Established in the year 1853, and printed in St. John,  
 New Brunswick, is furnished to Subscribers on the  
 following cash terms:—  
 Tri-Weekly Edition, per year..... \$2.50  
 Weekly Edition, " " " " " 1.00  
 The "NEWS" contains the latest intelligence,  
 foreign and domestic, and affords to the general reader  
 an invaluable source of information.  
 The "NEWS," being without a successful rival in  
 New Brunswick in point of circulation, etc., offers to  
 Canadian Merchants, Manufacturers, and others, an  
 excellent medium of advertising, by means of which,  
 to a certain extent, now that Confederation may be  
 regarded as accomplished, an extension of trade to the  
 Maritime Provinces, may be secured.  
**TERMS MODERATE.**  
**WILLIS & DAVIS,**  
 Proprietors.  
 33-4m.

**SPRING TRADE, 1866.**  
**OUR STOCK of FANCY and STAPLE**  
**DRY GOODS** for the Spring will be well-as-  
 sorted, and being in great part bought before the  
 recent advances, we will be prepared to give our  
 customers every advantage.

**WILLIAM BENJAMIN & CO.,**  
 1-ly 377 St. Paul Street.

**HENRY CHAPMAN & CO.,**  
**IMPORTERS AND GENERAL**  
**COMMISSION MERCHANTS,**  
 St John and St. Alexis Streets, MONTREAL.  
 Their stock comprises every description of  
**LEAS, TOBACCO, AND STAPLE GROCERIES,**  
**WINES, BRANDIES, GINS, ALES, &c.,**  
 And a large and varied assortment of  
**GERMAN CIGARS.**  
 Agents in the Province for Hinet, Castillon & Co.,  
 Cognac. F. G. Sandeman, Oporto, &c., &c., &c. 1-ly

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

**KINGAN & KINLOCH,**  
**IMPORTERS AND GENERAL**  
**WHOLESALE GROCERS, and Commission Mer-**  
**chants, corner St. Sacramento and St. Peter streets,**  
**Montreal.**  
**W.M. KINLOCH. W. B. LINDSAY.**  
 8-ly

**GILLESPIE, MOFFATT & CO.,**  
**EAST AND WEST INDIA, GENE-**  
**RAL AND COMMISSION MERCHANTS.**  
 Agents for  
 The Phoenix Fire Insurance Company of London.  
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 of Liverpool.  
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 Bartolomeo Vergara, Port St. Mary's.  
 Otard, Dupuy & Co., Cognac. 4-ly

**PHOS. FULLER & CO.,**  
**AGENTS AND COMMISSION MERCHANTS.**  
 FLOUR, GRAIN, PROVISIONS, ASHES, &c.,  
 403 Commissioners Street — 482 St. Paul Street,  
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 Agents for Canada and Pennsylvania Kerosene Oil.  
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**ALFRED SAVAGE & SON,**  
**OIL MERCHANTS,**  
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 1-ly

**J. MEYER & CO.,**  
 WHOLESALE IMPORTERS OF  
**DRY GOODS AND FANCY GOODS.**  
 108 Broadway, 611 St. Paul St.  
 New York. Montreal.  
 Sole Agents for the Genuine Duchesse Gloves.  
 10-ly.

**GAULT BROS. & CO.,**  
**IMPORTERS OF FANCY AND**  
**STAPLE DRY GOODS, CLOTHS, TAILORS'**  
**TRIMMINGS, SMALLWARES, &c. &c.**  
 14 and 46 St. Peter Street, and 1 & 3 RECOLLECT  
 STREET,  
 MONTREAL.  
 Solicit an inspection of their Stock, which is now  
 very complete in all the Departments. Their Stock of  
 Cloths of every description and variety are unsur-  
 passed in the Province. They also operate largely in  
 all kinds of Canadian Manufactured Goods, and have  
 now on hand a fine selection of Tweeds, Etolfes,  
 Satinets, Flannels, Cottons, Cotton Yarn, &c., all  
 which they offer at lowest prices. 33-ly

**A. ROBERTSON & CO.,**  
 IMPORTERS OF  
**STAPLE AND FANCY DRY GOODS**  
 478 St. Paul, and 399 Commissioners Streets,  
 MONTREAL,  
**WOOLLEN MANUFACTURERS,**  
 Auburn Mills, PETERBORO', C.W.  
*Awarded Prize Medals, Dublin Exhibition,*  
*also at Montreal.*

**SPECIAL NOTICE.**  
 WE take this medium of informing our customers  
 that we have now received into store, the greater  
 portion of our Importations for the coming season,  
 and will be prepared to show the same by the last  
 week of the present month. These goods having been  
 bought before the last advance, we are enabled to sell  
 them on the most favourable terms.  
 MONTREAL, 16th February, 1866. 1-ly

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

**REFERENCES:**  
 ANGUS CAMERON, Esq., Pres. Toronto Bank.  
 E. H. RUTHERFORD, Esq., Vice-Pres. Upper Canada  
 Bank.  
 Messrs. JOSEPH MACKAY, Bros., Montreal.  
 Messrs. WM. STEPHEN & Co., Montreal.  
 Hon. WM. McMASTER, Toronto.  
 Messrs. BYVOE, McMURRIE & Co., Toronto.  
 " WM. ROSS & Co., "  
 " GEO. MICHIE & Co., "  
 " D. MOLYNEUX & Co., Hamilton.  
 Consignments solicited. Returns made on day of  
 sale.  
 Consignees may draw against property at two-thirds  
 Montreal market price at time, which will be accepted  
 only when accompanied by bills lading, railroad, or  
 other receipts.  
 Cash advances made on Warehouse receipts of Flour,  
 Grain, Pork, Ashes, and general Produce.  
 July 21, 1864.

**FOULDS & HODGSON**  
 IMPORTERS OF  

Grey Cottons,	Laces,	Spools,
White Shirtings,	Blondes,	Plus,
Regattas,	Handkerchiefs,	Needles,
Prints,	Fancy Dresses,	Tapes,
Bed Ticks,	Umbrellas,	Buttons,
Denims,	Parasols,	Combs,
Silexias,	Shawls,	Brushes,
Cobourgs,	Hoop Skirts,	Hair Oils,
Orleans,	Table Oil Cloths,	Colognes,
M de Laines,	Yarns,	Soaps,
White Muslins,	Battings,	Stafouery,
Jeans,	Silks,	Brooches,
Moleskins,	Velvets,	Spectacles,
Flannels,	Linen Threads,	Dolls,
Blankets,	Playing Cards,	Mirrors,
Cloths,	Jewellery,	Razors,
Tweeds,	Tea Trays,	Pocket Knives,
Vestings,	Snuff Boxes,	Table Knives,
Hosiery,	Pipes,	Chaplets,
Gloves,	Toys,	Crosses,
Braces,	Bag Purses,	Marbles,
Ribbons,	Pencils,	Slates.

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

**W. & F. P. CURRIE & CO.,**  
 100 GREY NUN STREET, MONTREAL,  
**HAVE FOR SALE—**

Boiler Tones,	DRAIN PIPES,
Oil Well Tubes,	Roman Cement,
Gas Tubes,	Water Line,
Paints and Putty,	Portland Cement,
Fire Bricks,	Laving Tiles,
Fire Clay,	Garden Vases,
Flue Covers,	Chimney Tops, &c., &c.

Manufacturers of AMERICAN Sofa, Chair, and Bed  
 SPRINGS. 12-ly

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

**C. E. SEYMOUR,**  
**COMMISSION MERCHANT,**  
 DEALER IN LEATHER, HIDES AND OIL.  
 507 St. Paul Street,  
 Agent for Lya Tannery. 12-ly

## MONTREAL.

## EXCHANGE BROKERS.

**C** HAS T IRISH, *Exchange,*  
11 Place D'Armes.

**N** ICHOLS, ROBINSON & CO.,  
*Exchange, 311 Notre Dame Street*

## ADVOCATES.

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**W** H. KERR,  
8 St. Sacrament Street.

**L** AFRAMBOISE & ROBIDOUX,  
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**L** H. DAVIDSON,  
41 Little St. James Street

## CIVIL ENGINEERS.

**C** HAS, LEUGE & CO.,  
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**T** M. CLARK & CO.,  
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**D** ONALD McLEAN,  
97 Grey Nun and 82 McGill Streets

**P** HILLIPS & CO.,  
Cor. St. Sacrament and St. Nicholas Streets

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**B** EVINGTON & MORRIS, London, England  
SCULTHORP & PENNINGTON,  
*Agents for British North America*  
131 Great St. James Street.

## HARDWARE MERCHANTS—WHOLESALE.

**B** ENNY, MACPHERSON & CO.,  
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**R** JELLYMAN & CO.,  
682 Craig Street.

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**N**ORTH BRITISH & MERCANTILE,  
MACDOUGALL & DAVIDSON,  
31 St. Francois Xavier Street.

**S**COTTISH PROVINCIAL,  
A. D. PARKER,  
Toupin's Building, Place d'Armes.

**S**TANDARD LIFE,  
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47 Great St. James Street.

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*Agents for British North America.*  
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**W** A. PHILLIPS,  
41 St. John Street.

## SHIP CHANDLER, ETC.

**G** ORDON KINGAN,  
452 St. Paul Street.

## SOAP AND CANDLE MANUFACTURERS.

**C** HRISTIE & BELLIS,  
516 Craig Street.

**W** CHRISIE,  
16 St. Constant Street.

## BREWERY.

**M** WILLIAMS, Jr.,  
93, 95 and 97 College Street.

## LEWIS, KAY &amp; CO.,

**I** MPORTERS OF STAPLE AND  
FANCY DRY GOODS,  
1-ly Nos. 275 and 277 St. Paul street, Montreal

## OGILVY &amp; CO.,

**I** MPORTERS OF STAPLE AND  
FANCY DRY GOODS,  
2-ly 291 St. Paul, cor. St. Peter st., Montreal

## R. C. JAMIESON &amp; CO.,

**M** ANUFACTURERS of every descrip-  
tion of VARNISHES, JAPANS, &c., &c.,  
60-ly No. 14, ST. JOHN STREET, MONTREAL

**G** EORGE WINKS & CO.,  
**I** MPORTERS OF BRITISH and FOREIGN,  
FANCY and STAPLE DRY GOODS, Wholesale,  
70, 71, 72, and 73 Commissioners street, and Custom  
House Square, Montreal. 8-ly

T. M. CLARK & CO.,  
MONTREAL AND TORONTO.

**G** ENERAL COMMISSION AGENTS  
for the sale and purchase of Breadstuffs and  
Provisions.  
Cash advanced on warehouse receipts, or Bills of  
Lading. 2-ly

**S.** GREENSHIELDS, SON & CO.,  
DRY GOODS, WHOLESALE.  
COVILLIER'S BUILDINGS, ST. SACRAMENT ST.,  
Montreal. 60-ly

**C. H. BALDWIN & CO.,**  
**I** MPORTERS AND WHOLESALE DEALERS  
IN  
WINES, GROCERIES, AND LIQUORS,  
18 Lemoinc Street. 31-ly

## R E M O V A L.

**R** OBERT SEATH, WHOLESALE  
CLOTHIER and IMPORTER, has Removed to  
No. 10 St. Joseph Street, four doors from McGill  
Street. 31-ly

**R** OBERTSON & BEATTIE,  
**I** MPORTERS, WHOLESALE GRO-  
CERS, and General Commission Merchants, corner  
McGill and College streets. Montreal 8-ly

## W. BENJAMIN &amp; CO.,

**W** HOLESALE IMPORTERS  
OF DRY GOODS,  
1-ly No. 377 St. Paul street, Montreal,

## MONTREAL.

## PRINTING HOUSE.

**M** ESSRS. M. LONGMOORE & CO.,

**S** INCE their removal into their new and much more  
extensive and commodious premises, have been  
enabled to make great additions to their printing ma-  
chinery and stock of type.

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

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

They have the newest styles of type for hand-bills  
and posters.

They will give particular attention to the printing of

## LEGAL,

## MUNICIPAL,

## and ASSESSMENT FORMS,

Guaranteeing at once despatch and correctness.

They have recently purchased one of the  
COUPON PRESSES

of Messrs. Sanford, Harroun & Co.,

THE ONLY ONE OF THE KIND IN CANADA

by means of which they are enabled to print,

NUMBERED CHEQUE BOOKS,

performed to tear off the Cheques as required, the  
side slips being numbered to correspond with  
the Cheques.

FORMS OF BILLS OF EXCHANGE

and

PROMISSORY NOTES,

also numbered.

NUMBERED CONCERT TICKETS,

STEAMBOAT TICKETS,

RAILROAD TICKETS,

&c., &c.

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

M. LONGMOORE & CO.,

Printing House,

67, Great St. James Street.

MONTREAL.

## QUEBEC.

HENRY R. GETHINGS & CO.,

COMMISSION MERCHANTS  
AND BROKERS, QUEBEC.

Particular attention paid to purchase and forward-  
ing Salt and Coals.

## PORT HOPE, C. W.

R. S. HOWELL,

Forwarder, General Commission Merchant, and  
Shipping Agent,

WALTON STREET, PORT HOPE, C. W. 24

## ST. STEPHEN, N. B.

**J** OHN BOLTON,  
SHIP BUILDER AND MERCHANT.  
10 King Street, St. Stephen, N. B.

## HALIFAX, N. S.

COMMISSION MERCHANT.

**G** EORGE J. PAYNE,  
Commercial Wharf, Upper Water Street,  
References: Messrs. MACLEAN, CAMPBELL & CO.

**THE COMMERCIAL UNION ASSURANCE COMPANY,**

Chief Office, 19 Cornhill, London, England.  
Capital, \$12,500,000. Invested, over \$2,000,000

**FIRE DEPARTMENT.**—The distinguishing feature of this Company is the introduction of an equitable adjustment of charges, proportionate to each risk incurred.

**LIFE DEPARTMENT.**—For the pre-eminent advantages offered by this Company, see Prospectus and Circular—33 per cent. of profits divided among participating Policy Holders.—Economy of management guaranteed by a clause in the Deed of Association.

**MORLAND, WATSON & CO.,**  
General Agents for Canada.

**FRED. COLE, Secretary.**  
Office, 385 and 387 St. Paul street, Montreal.

Surveyor—**fl. MUNRO, Montreal.**  
Inspector of Agencies—**T. C. LIVINGSTON, P.L.S.**  
5-ly

NOVEMBER 16, 1866.  
NEW GOODS.

**T. JAMES CLAXTON & CO.,**

**HAVE** just received 84 packages by the "Nova Scotia," now in port, being purchases from our Mr. Lonsdale, contents of which are in part as follows.—Cottons of all kinds, among them low priced Groys and Prints; Dress Goods and plain Vests; Balmain Skirts and Skirting; Ribbons; Velvets; New Belts and Buckles. Also, New Fancy Goods of various descriptions.  
All orders will have careful and prompt attention.  
1-ly 53 St. Peter Street, MONTREAL.

**THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.**

Head Office.—Liverpool, London, Montreal.

CANADA BOARD OF DIRECTORS.

**J. Anderson, Esq.,** chairman, (Pres. B. of Montreal)  
**Alex. Simpson, Esq.,** Dep. chairman, (Ch. Ontario Bk)  
**Henry Starnes, Esq.,** (Manager Ontario Bank)  
**Henry Chapman, Esq.,** (mer.) R. S. Lyco, Esq., (mer.)  
**E. H. King, Esq.,** (General manager Bk of Montreal.)  
Capital paid up \$1,950,000; Reserved surplus Fund, \$5,000,000; Life Department Reserve \$7,200,000; Undivided Profit \$1,050,000; Total Funds in hand \$15,250,000.

Revenue of the Comp'y.—Fire Premiums \$2,900,000; Life Premiums \$1,050,000; Interest on Investments \$500,000; Total Income, 1863, \$4,750,000.

All kinds of Fire and Life Insurance business transacted on reasonable terms.

Head office, Canada Branch, Company's buildings, PLACE D'ARMES, MONTREAL.

1-ly **G. F. C. SMITH, Res. Secretary.**

**WEST BROTHERS,**

**TEAS AND TOBACCOES,**

Wholesale,

9 St. John Street,  
Montreal.

11-ly

**LIFE AND GUARANTEE ASSURANCE.**

**THE EUROPEAN ASSURANCE SOCIETY.**

Empowered by British and Canadian Parliaments.

SUBSCRIBED CAPITAL—£750,000 Stg.

ANNUAL INCOME OVER—£300,000 Sterling.

HEAD OFFICE IN CANADA—MONTREAL.

**EDWARD RAWLINGS,**  
Manager for Canada.

1-ly

**SINGLAIR, JACK & CO.,**

**WHOLESALE GROCERS AND COMMISSION MERCHANTS,**

Importers of East and West India and Mediterranean Produce,

Have removed from St. Andrew's Buildings, St. Peter Street, to 413 St. Paul Street, opposite the Custom House, premises so long occupied by William Duffing & Co.

Montreal, 30th April, 1866.

1-9

**KIRKWOOD, LIVINGSTONE & CO.,**  
PRODUCE, LEATHER AND GENERAL COMMISSION MERCHANTS,

No. 563 St. Paul Street, MONTREAL.

CONSIGNMENTS Carefully realised and returns promptly made.

ADVANCES—Cash advances made, and Drafts authorized on all descriptions of Produce consigned for Sale in this or British Markets.

ORDERS—Personal and careful attention given to the execution of orders for Flour, Grain, Leather, Provisions, Oil, and General Merchandise.

**FRED ROWLAND,**

GRAIN AND COMMISSION MERCHANT.

Flour, Oatmeal, Cornmeal Split Peas, Pot Barley, Barrel Pork, Sugar-cured Ham, Bacon, Lard, Cheese, Butter.

LONDON, CANADA WEST.

**THE TRADE REVIEW**

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, NOVEMBER 3, 1866.

**THE TRADE REVIEW AND INTERCOLONIAL JOURNAL OF COMMERCE.**

THE proprietors of the Trade Review having purchased the Intercolonial Journal of Commerce from the assignees of the insolvent estate of W. B. Conner & Co., have resolved to amalgamate it with the Trade Review, which will, hereafter, be called The Trade Review and Intercolonial Journal of Commerce, and enlarged. The best features of both papers will be united in one, to the manifest advantage of the public who read.

The Trade Review and Intercolonial Journal of Commerce has for contributors the very ablest writers, whose services can be obtained, in Upper and Lower Canada, New Brunswick, Nova Scotia, (with occasional correspondents from the West Indies and other Colonies,) England, and the United States, who write on special subjects; and thus afford a much greater combination of talent than can be supplied by any one man. No expense will be spared in the future to secure the very best productions from contributors.

Every quotation of market prices will be tested every week, by the best authorities, before publication.

Telegraphic quotations of markets in the Maritime Provinces, now becoming important, will be published every week.

TO ADVERTISERS, the Trade Review and Intercolonial Journal of Commerce offers great and particular advantages. Besides its circulation through the Mercantile Agency (Messrs. Dun, Wiman & Co.) by which it is sent, in turn, to every merchant and trader of good credit in British North America, it has a large list of regular subscribers. There are on our mail books the names of FIFTEEN THOUSAND persons to whom it is sent.

The Trade Review and Intercolonial Journal of Commerce will be sent regularly by mail, for one year, to all subscribers, for \$1. in advance; and delivered by carrier, in town, for \$2. in advance.

Address all letters to the Publishers, M. Longmoore & Co., 67 Great St. James Street, Montreal.

**DANGEROUS SYMPTOMS.**

HOW the Commercial fabric of the United States is prevented from falling with a crash, is one of the mysteries of the current period. The statistics of the port of New York evidence that, notwithstanding the high prices, enormously large purchases of foreign goods continue to be made, which are largely bought up by the gay ladies and dashing gents who promenade Broadway and the hundreds of other fashionable promenades. The following returns show the Gold values of the Imports of foreign merchandise into New York from Jan. 1st, 1866—the monthly statements being official, and the weekly ones, semi-official:—

January	...	\$30,637,059	September	...	\$21,885,616
February	...	30,520,439	Oct. 6	...	4,497,095
March	...	25,949,056	Oct. 13	...	3,331,151
April	...	21,678,788	Oct. 20	...	5,961,981
May	...	28,423,874	Oct. 27	...	5,557,777
June	...	22,642,163	Nov. 3	...	3,947,056
July	...	26,565,226	Nov. 10	...	5,416,434
August	...	23,615,423			

Total to date since Jan. 1 ..... \$262,583,609  
When it is remembered that the above is the specie value of their Imports—that goods are generally entered below their value—and that it does not include any specie received from abroad, the extravagance existing among our Republican neighbours may be understood. Their imports at New York for the same

**MORLAND, WATSON & CO.,**  
IRON MERCHANTS,

ALL DESCRIPTIONS OF IMPORTERS OF

HEAVY AND SHEET HARDWARE,

IRON, Steel, Pig Iron, Boiler Plates, Shot, Paints, Oils, Glass, Cordage, Machine Rubber Belting, Leather Belting, &c., &c., Oak Tanned

MANUFACTURERS OF ALL DESCRIPTIONS OF S A W S,

MCCOCK'S CELEBRATED AXES, EDGE TOOLS, &c. MANUFACTURERS OF

BAR AND SHEET IRON,

CUT SCRAP NAILS,

Fressed, Clinch, and Finishing Nails, &c.

General Agents in Canada for the Commercial Union Assurance Company of London, England.

Agents for the National Provincial Marine Insurance Company of London, England.

Warehouse and Offices, 385 and 387 St. Paul Street, Montreal.

Montreal, June 1, 1866.

1-ly

period of the previous year—1865—were of the value of \$170,744,894, showing an increase this season of no less than \$82,838,615. The strange spectacle has been presented of foreign purchases increasing just as the Tariff has mounted higher and higher. This is something unique in the history of Political economy, and is certainly a very dangerous symptom. It is proper to mention here, that their exports have increased since the beginning of the year by \$21,923,225 over the same period of 1865, but this is only a little over 25 per cent of the advance which has taken place in their importations. The "balance of trade" has been rapidly augmenting against them, and is so great this year, that it may well startle the thinking portion of the people. The returns for New York may be accepted as a fair index of those of the whole Republic, and we find the imports and exports from that port for the first nine months of 1864, '65 and '66, to have been as follows:—

Imports from Jan. 1 to Sept. 25, 1864	...	\$170,855,267
Exports do do do	...	161,667,536

Excess of Imports in 1864	...	\$ 9,187,731
Imports from Jan. to Sept., 1865	...	\$133,836,829
Exports do do do	...	114,908,631

Excess of Imports in 1865	...	\$ 18,927,995
Imports from Jan. to Sept., 1866	...	\$231,534,297
Exports do do do	...	143,256,217

Excess of Imports in 1866.....\$ 89,698,080

Judging from the above Statement, New York alone will have a balance of nearly \$160,000,000 against it on the trade of the twelve months. This balance must be liquidated by Gold or its equivalent. Since the 1st January the Government received in New York for customs the sum of \$119,447,383 in Gold, and they paid out for interest on the public debt \$41,21,710. Although these amounts are large, it must not be inferred that specie is abundant. The premium on Gold—which still keeps up pretty high—proves such an idea incorrect. Returns show, in fact, that they are losing their specie very rapidly. During the past nine months they received from California \$50,623,114 in Gold, and from Europe \$6,688,841, making a total of \$57,311,955. Their exports of the previous metal, however, for the same period, were \$54,026,290, showing a decrease of no less than \$1,414,335 in the quantity of Gold held by them. Looking at the large "balance of trade" being piled up against them month after month, the drain of Gold seems destined to continue, a circumstance which must tend to keep the premium up to a high figure.

It appears almost impossible that the United States can long escape a great Commercial convulsion if the present reckless expenditure and extravagance continue. The sale of their securities in Europe, the most popular of which are the 5 20 bonds, has furnished them, so far, with means to adjust their heavy purchases of foreign goods; but this way of paying present debts, is only increasing the weight of the burden. The day of reckoning must come at last, and unless there be an enormous increase in their exports, or a rapid curtailment of their foreign purchases, it seems impossible to see how a financial collapse can be long avoided.

According to the experience of other nations commercial troubles ought to have overtaken the people of the United States before to-day, and as we remarked at the beginning of this article, it is among the mysteries that they have weathered the storm so long. As they have falsified many expectations in the past, possibly they may also do so in the future. We cannot see good grounds for cherishing the hope, but the immense resources and great wealth of the United States have already enabled it to perform so much that was once deemed impossible, that we cease to judge it by the light of past experience.

## BANK RETURNS.

THE following are the bank returns for the month ending October 31, 1899:—

LIABILITIES.	
Notes in Circulation	\$10,954,837
Balances due to other Banks	917,694
Deposits not bearing interest	12,895,431
Deposits bearing interest	11,473,365
ASSETS.	
Coin, Bullion and Provincial Notes	5,298,201
Loaned or other property of Bank	15,302,222
Government Securities	5,373,342
Notes or Bills of other Banks	1,701,605
Balances due from other Banks	5,359,182
Notes and Bills discounted	44,445,381
Other debts	2,485,930

Comparing these returns with those for the month previous, we find that the note circulation of all the banks (except of the City and Montreal, which is a trifle lower, and the Bank of Montreal, which has been reduced \$4,951,919) has been increased in some instances, very largely, the total gain on all the banks being \$1,050,618. The circulation of the Commercial has increased \$231,000, of the Bank of B. N. A. \$218,000, of the Bank of Montreal \$32,000, of the Ontario \$276,000, and of the Royal Canadian \$161,000. What the amount of Provincial Notes in circulation may be, we have no means of knowing, but presume, if added to the bank circulation, a large increase in the total circulation would appear.

Deposits show a gain of nearly \$200,000, the increase being on those not bearing interest.

In specie and legal tenders, there is an increase of \$673,416. These are returned as one item but to be of a value to the public should be given separately.

Government securities have decreased \$2105,400, with which amount the Bank of Montreal has parted.

Discounts have increased 917,000, the Bank of Montreal, Commercial Bank, Bank of Toronto, Ontario Bank, and Bank of B. N. A. taking the lead and extending their discounts \$1,200,257, some of the others having adopted an opposite course.

The gross earnings of all the banks for the month would appear from the returns to be \$121,633.

## BUSINESS IN THE UNITED STATES.

THERE are now and then uttered in various quarters mutterings about the condition of business in the United States, to the effect that it is impossible for the present condition of things to continue much longer, and that symptoms are not wanting of that general break-up which it was thought would ensue immediately on the close of the war. There are certainly some grounds for apprehension. The fabric of credit, above and apart from that of the general Government, is again expanding, and it needs only a considerable expansion of this sort to bring down the whole structure. Enormous importations and extravagant expenditures have now become the rule, and this with no corresponding augmentation in the volume of exports. So long as the process of transferring the immense war debt to foreign holders continues, a serious drain of gold may not take place, but once let distrust take the place of confidence, and securities be no longer absorbed, but returned,—gold must flow in large quantities out of the country, and then we shall see the beginning of the end. The transactions of Canada with the United States are for the most part on a cash basis, at any rate, so far as exports are concerned. The only exception to this is sawn lumber, against which drafts are still drawn at three and four months date. Stocks of this article accumulate in Troy and Albany, as well as at other points on the Hudson River, including New York, and from the nature of the article as a building material, it is generally sold on credit. Thus, the wherewithal to pay the drafts from Canadian agents, lumber shipped, consists in bills drawn by the Albany merchant on various dealers and builders, who depend in their turn for the means to meet them on the payments made them by the parties for whom buildings are being erected. Here, then, the trade mingles with the great stream of business and general life in the country, for the persons that are building are endlessly diversified. A general revulsion would put a stop to the larger part of the building going on, then the builder would find his payment stopped,—he, in turn, would be unable to meet his acceptances, and the Albany merchant would be compelled to allow Canadian drafts to come back protested. Thus the embarrassment would reach us. There is, of course, a large export business in lumber from the United States to the West Indies and South America, and as this is un-

affected by the internal condition of the States, returns would continue just as usual. In a great revulsion it is impossible to say who may stand and who may not. In former panics, mercantile houses have gone down by the score, and those of high credit and long standing were no exception to the common lot. As a rule, the persons engaged in the lumber trade of Albany and Troy are in high credit and deservedly good standing, and it is possible from the way in which many transactions are carried on between them and the persons shipping lumber from Canada, that even in the event of a general break-up of credit, no loss would ensue to the producer here. We refer, of course, to cases where the commission merchant makes advances to the consignor, and is reimbursed by the proceeds of lumber sent him.

But where lumber is forwarded according to contract of sale, and payment is made by bank paper, there is undoubtedly the risk spoken of in the beginning of this article. It would undoubtedly be for the advantage of parties engaged in the business, if the system could become the rule of trade which has already been acted on in some instances, viz., that the article should be sold deliverable at the Canadian port of shipment or frontier, and for cash there. There is another way in which Canada would be benefited by a general revulsion, viz., in the case of large houses who have branches both in the States and in Canada. Many such are engaged in the lumber business, some having their centre in Canada and some in the States. The stability of the strongest of them might be effected by a commercial revulsion and its consequences. Stocks unsalable, debts irrecoverable, real estate a drug, creditors harassing for payment, bank accommodation not to be had at any price, all these combined would bring about a condition of things which would severely try a man but those whose affairs were on a cash basis,—or whose principal strength was in their country.

Cautious and far-seeing financiers in the United States are watching with increasing interest the developments of business from day to day. The indications of commercial trouble in the South are causing considerable uneasiness. Goods sent there since the close of the war are by no means realizing the returns that were expected. The progress made in the reorganization of society is so slow that business affairs are as yet in a state of uncertainty. Stocks of goods sent South, on the supposition that the habits of former days would be resumed, and that an immense void required to be filled, have passed off so slowly that the paper drawn against them has only, in very few instances, been paid. The trader and merchant of the South finds himself with his goods on hand, and learns by experience that the luxuries of former days cannot be bought now, or, at any rate, cannot be paid for. A vast mass of indebtedness is thus accumulating against the South, and there is little prospect at present of its being liquidated. The great mercantile centre must feel this increasingly, as remittances are made to Europe in payment of importations, and time only is required to develop a state of pressure. In New Orleans, distrust is approaching the proportions of a panic; and cotton bills sent from thence to the New York market, are barely negotiable at any price. So long as money continues easy, and loans can be earned over, the pressure which this state of things tends to bring about will be arrested. The increased quietude in political affairs, at present prevailing in consequence of the complete victory of the Republican party in the recent contest, will also tend to impart confidence. But this very confidence will carry the seeds of future embarrassments, and hasten the long feared revulsion. Extension of credit is the great thing to be feared, and this is precisely what will naturally take place when political apprehension is dissipated. Against such apprehensions, there is, of course, to be set the vast productive power of the country. California and the South-West are continually pouring in supplies of the precious metals, and these, we apprehend, occupy the front rank in the list of available sources for liquidating foreign indebtedness. Cotton, it is difficult to speak of, but the general impression is that the amount that can be exported will fall short of what sanguine speculators looked for. The great corn crop will yield a large available surplus, either in its natural shape or when converted into pork. In addition to all which the transfer of indebtedness from America to Europe will act with the force of an export.

These considerations must be allowed due weight in estimating the probabilities of the future. That things

wear an appearance of outward prosperity is undeniable, but that the basis of this is false and delusive, is equally so. All experience, and experience has repeatedly had to deal with a similar condition of affairs, points to the certain conclusion of a state of inflation, high prices, active business, and great profits, when an irredeemable and depreciated currency lies at the foundation of the whole, and though a longer time than was ever known may elapse in this instance before the usual revulsion is brought about, it would be little less than a miracle if it should never occur at all.

## PROTECTION TRIED AND FOUND WANTING.

THE New York *Hide and Leather Interest* states that "the New England boot and shoe manufacturers are discharging hundreds of workmen, who are not only obliged to abandon their occupations, but evidently labour under extraordinary mental anxiety regarding the future, for they are leaving their late localities, and pushing their way West, in search of some spot where expenses will be lessened and labor steady." Now, almost the only argument the protectionists of Canada put forward to which any weight attaches, is that by a high tariff labour is retained in the country. They lay much stress on this argument, and talk of the prime necessity there is that we should have a body of skilled mechanics, whose wages would provide a fund and create a market for the productions of the country. Well, granting for the moment, that their logic is good, what becomes of it when the premise upon which it is founded crumbles away? In the United States, protection, certainly, is getting a fair trial, and if it fails there, with every natural advantage to sustain it, and with a very extensive home market for domestic manufactures, what may be expected here in Canada, where the demand is limited to supplying the wants of a population less than that of the State of New York alone. The *Hide and Leather Interest* attributes the discharge of these workmen to a falling off in the demand for boots and shoes, caused by their high price, but it seems to consider that the price is such as to give the manufacturer a rate of profit above a fair remuneration for the capital employed, and, consequently, that he could afford to lower it in order to stimulate the demand. But we think the competition between the manufacturers must now be active enough to keep prices of boots and shoes as low as consistent with their profitable production, and that the cause of their dearth is attributable to the increased cost of labour and raw material, together with the direct taxation from which the manufacturers are not exempted. Of course, protection is not the cause of taxation, but it is, to a great extent, of the high cost of labor and of raw material.

Canada is peculiarly circumstanced as regards the labour market. Emigration to the United States is so easy, the change in life involved is so trifling, the cost so little, that there are few of the natural barriers which usually prevent the movement of population from one country to another, except under the influence of a strong pressure. Generally speaking, emigration takes place amongst the labouring classes when they are too numerous in proportion to the capital at liberty to give them employment, when competition amongst themselves has lowered the standard of wages below the point of affording them a livelihood—such as they are willing to be satisfied with. In Canada we do not think, unless in exceptional cases and in exceptional localities, that that point is ever reached, and still there is ever a tide of emigration setting towards the States. A comparatively small difference in the rate of wages is sufficient to induce a man to leave his home here, and go to a country which distance does not render inaccessible, and where he finds his own tongue spoken and understood. It takes a long time, too, in a new, unsettled, and richly fertile country like that South of us, for the labouring population to become dense enough to cause that competition which alone can keep down the rate of wages and hence if we wish to keep labour in this country, we must be prepared to pay equally high wages, or else make living correspondingly low. To accomplish the former, protection is asked to lend its aid, but this we find, fails in its object, as cost of living is increased to the labourer giving him once more the inducement, which was temporarily taken away, to go where labour is better remunerated, and besides the limit of the home demand is soon reached, foreign markets are out of the question, and competition, striving to lessen the cost of production, causes

the introduction more and more of labour saving machinery, which always deprives a proportion of labourers of their accustomed employment.

We take the ground, in arguing against protection, that the conditions of the manufacturing industry of Canada are such as to preclude the idea, except in a few articles, of an export trade. The United States manufacturers, the only ones at present with whom we could compete, will not let us into their markets, and from them our manufacturers do not need protection. If our manufacturers, or any of them, can show that, with the assistance of a high tariff for a few years, they can produce anything at a cost which will allow of its profitable sale in other countries, or even of its being sold here without protection, we will admit that so far, they may be entitled to the benefit of the incidental protection, which a revenue tariff could be made to give them. But in any other case, we are opposed to giving the manufacturer's assistance drawn from the country at large as the country cannot, in the nature of things, receive back any equivalent return therefor.

### SUCCESS IN BUSINESS A WORD TO YOUNG MEN.

THE object young men have in view in going to learn any mercantile pursuit, is to acquire a knowledge of the principles on which it is founded, for the purpose of using this knowledge after the lapse of a certain time, in business on their own account. Few young men, if any, enter on a business career with the intention of plodding along the whole term of their lives, in a subordinate capacity, but fondly cherish the hope of being one day their own masters, and of conducting prosperous businesses. This is a laudable expectation, and however contrary circumstances may prove, as circumstances ever which we have no control, will prove) ought to be cherished. It serves to stimulate habits of industry and economy. It preserves a wholesome amount of self-respect and it aids morality, by making young men desirous to acquire and maintain a good character.

It becomes, then, a most important inquiry, how a young man may best acquire such a knowledge of his business as will most speedily enable him to attain his cherished object. The purpose of the present paper is to indicate to the best of the writer's ability, some of the leading lines of conduct which must be followed to attain the end in view.

We must mention here, that a business congenial to the mind must be chosen—one for whose duties the intending learner is mentally and physically qualified. When this is settled, the first thing he ought to do is to take an interest in the business of his choice. "Take to it" is, perhaps, a better term. We are convinced that if young men but knew the many advantages of taking a deep interest in their pursuits, those who are indifferent would do so without delay. When such an interest is awakened, what may be considered distasteful about the business will soon vanish. Instead of consulting the time-piece so frequently and anxiously about meal-time and the closing hour, the hours will pass without a moment's *ennui*, and instead of beginning in the morning with apathy going about all day with listlessness, and hailing with pleasure the closing hour, the process will be reversed, eagerness and cheerfulness will take the place of these other feelings. The transition from taking an interest in the business, to making your employer's interest your own, is easy and natural; indeed, it can hardly be called a transition—the one is implied in the other. But we make it a separate point, because it has a wider scope and meaning. This is the surest and speediest means of advancement, and it is the best method of becoming qualified to conduct a business on one's own account.

It is reasonable to suppose that an employer looks with a more approving eye on young men who take an active interest in his concern, than on those who fulfil their duties in a merely mechanical manner. A reciprocal feeling, between employer and employed, is thus engendered, and the former will see it to be his interest as well as his duty, to advance those whom he feels confident have the welfare of his business at heart. Employers are generally quick-sighted enough to perceive this, and also quick-witted enough to retain and promote such assistants. Besides, as already mentioned, such a course is the best possible training, previous to starting in business on one's own account; for it follows that a young man who does his justice to his employer, is in the best position for doing duty to

himself, and thus of ensuring success in his business.

We say, therefore, to every young man who wishes to succeed—*"Make your employer's interests your own."*

There are a certain number of principles, so frequently recommended to the favourable notice of young men in business, as to give them a somewhat hackneyed appearance; such as economy, perseverance, courteousness, honesty, &c.; yet, however trite they may seem, on their strict observance real success depends. We may, at some future time, make some of these principles the texts of separate papers, and will, in the meantime, content ourselves by merely alluding to them.

What has been called by a celebrated American writer the process of accretion, ought, we think, to be included among the principles of success in business. If such an inclusion were made, the term would have a comprehensive meaning. It would mean the possession of technical knowledge—the acquisition of money to serve as capital,—in short, it would mean the acquirement of all matters which are indispensable to success. These ingredients of success should receive an early and careful attention from all who wish to succeed, and by grouping them together, as in this term, they are easily perceived and remembered.

Very much depends upon the manner in which the first three years of a business career are passed. The habits acquired during this time will influence the whole future, hence the necessity of early and close application towards acquiring true business habits and principles. There is an impression abroad that success in business depends as often upon chance as upon anything else. We believe, however, it can be proved that the great majority of successful men became so, not by chance, but by an intelligent application of certain principles. We admit that many become successful purely owing to chance. Such cases receive a notoriety from their circumstances, and are, perhaps, allowed to bulk larger in the eye than they ought; whereas the usual course of success goes on quietly and by degrees, and challenges no special attention. Instead, therefore, of leaning on blind chances, one in a thousand of which will not be realized, we say, compel success by your own efforts. "Brain is king, and industry is prime minister." When these members of the business cabinet are well affected towards each other they can do all the work necessary, and we have no hesitation in saying, that any young man who exercises the one and cultivates the other, will, in due time, reap the substantial fruits of success.

### FLAX AND LINEN.

NO movement in connection with the industry of Canada has been more deserving of praise than the introduction of flax as a crop, and the manufacture of linen goods. The success which has attended the exertions of Mr Donaldson and others, has been extremely gratifying, and affords our people much cause for congratulation. The addition of a single crop to the productions of a country, is always a very fortunate circumstance. But the importance of the flax crop to our farmer is greatly increased by the fact that of late years wheat has frequently proved a failure—the winter frosts, and the weevil and midge, alike contributing to this result. Those who have turned their attention to flax-raising, are no longer entirely dependent on the wheat crop, and in many cases this fall, farmers have been getting good prices for their fibre and their seed, whilst their neighbours have been lamenting that their fall wheat turned out so badly. When farmers enter still more largely into the raising of flax, we may expect that much benefit will be conferred upon the whole country, and that with a greater variety in the nature of our annual crops, the prosperity of the Province will be more steady and less liable to fluctuations.

The quantity of flax raised throughout Canada during the past summer, we are glad to learn, has been much larger than for any previous years. Exact statistics on the point are not obtainable, but from the way in which the numerous flax mills now in operation have been kept supplied with the raw material, there seems no reason to doubt the opinions of those in the best position to know. This increased production is the best evidence as to whether flax will pay for cultivation in Canada. When those who have tried it, sow a wider breadth of land the following season, it affords pretty conclusive evidence that it can be made to afford a satisfactory return.

Scarcely second in importance to the fact that our farmers are now cultivating the raw material largely,

is the presence and operation of several large linen manufactories and oil mills in different sections. The latter, in which large quantities of linseed oil are made, do not call for much comment, but the linen establishments are a very important and gratifying addition to the manufacturing industry of the country. The principal of these are, as we have before had occasion to remark, the factories of Gooderham & Co., of Streetsville, Elliott, Hunt & Stephen, at Preston, and Perrin Bros, a Doon. These are now turning out large quantities of goods of excellent quality, among which can be obtained bleached and unbleached linen, sheeting of different kinds plain and figured towelling, bagging, logging cloth, cordage and twine. Samples of several of these were exhibited at the Upper Canada Exhibition held in Toronto in September last, and good Judges did not hesitate to pronounce them equal in quality to the same class of articles turned out of the best British looms. They have also been found on the shelves of our wholesale merchants for many months past, and whilst, doubtless, improvements may yet be introduced, we believe the goods have given very general satisfaction. The advantage of such establishments to Canada, can hardly be too highly estimated. It is calculated that \$5,000 worth of raw flax is enhanced in value to \$25,000 by the different processes it undergoes before it is completed. The difference between the two sums is principally expended upon labour—a fact which shows very clearly the advantages of linen manufacture to our labouring population.

We hope to see more of these mills erected before many years. Raising, as we do, the raw material at home, they ought to make a reasonable return for the capital invested in them, and we need hardly add that there is a large field open before them. In 1854 there were imported to Montreal of linens alone, \$5,646 worth, and in 1855, to the amount of \$3,329. This is for Montreal alone, and is only one variety of the articles which the linen manufactures produce. Under these circumstances, there is room for a larger development in this branch of manufacturing, and we trust to see it go on until we require to bring very little from abroad.

All farmers who have tried to raise flax have not, we believe, found it plain sailing. That everybody should be successful with a new crop, could hardly be expected. There are some failures even in raising those products most common to our lands. What could be more uncertain than fall wheat now-a-days? When, in addition to this, it is remembered that but little practical information existed as to the best mode of sowing and raising flax, it would be very singular if universal success had attended the efforts to introduce it. But now that it is becoming known which are the best lands upon which to sow it—how the ground should be prepared—and the crop pulled and cured, we may expect success to be as general as in the case of other crops. We hope, consequently, to see our flax and linen trade go on and prosper.

### A WORD FOR THE MANUFACTURERS.

(To the Editor of the Trade Review.)

IN your issue of November 16th are two articles touching the move now being made by our manufacturers in this country. The writer, on behalf of the association formed in Canada West, wishes to correct an error you have fallen into in attributing to their organization the holding of extreme protectionist views. Their sentiments and line of action adopted in September last are now no secret, having been in print since the 5th of October, and in pamphlet form have gone into the hands of hundreds throughout the country.

The constitution of this society says: "We deprecate the recent action of our legislature in its sudden and violent changes of our tariffs of customs, as being prejudicial to the general welfare in checking present and prospective enterprises, which promised employment to the numbers of our population who, in want thereof, are leaving daily to seek it in other lands, and as inimical to our individual interests in inviting foreign competition to divide with us our limited local trade.

"That we view the interests of agriculture and manufacture as identical and reciprocal, each giving sustenance to the other, and that we look with confidence to the aid of our farmers and wool-growers, in placing both interests beyond the reach of foreign interference.

"Its general purpose shall be to encourage progress in manufacturing by promoting invention, disseminat-



ing useful discoveries, facilitating the immigration of skilled labour to our midst, and by periodical interchange of ideas among its members.

"Its specific intent shall be to use every legitimate means to prevent and avoid violent fluctuations in the customs regulations of our government, and to promote such a system in the arrangement of these customs, as will afford legitimate remuneration to the investment of capital and enterprise."

Leaving generalities it further says "It seeks no such protection as exists in the United States, believing any extreme to be prejudicial. Its policy is moderation, and the restoration of the recent tariff, so far as Canadian interests are concerned, is its standard of moderation."

The great question before the people of Canada now is, whether the commercial policy of the last seven years shall be followed out, or whether a free trade system would be more conducive to her benefit. To arrive at correct conclusions on these points the fullest discussion is necessary, and the public are under an obligation to your paper, for having been the first of those advocating free trade, to come out fairly before them with arguments and figures, in place of the abuse, the imputing of unworthy motives, and the vague theorising so much indulged in since the last session of parliament, when the tariff was revised.

Your correspondent says "Nor can we very well divest ourselves of a suspicion that the association of these men will be a selfish striving after what will add to their own prosperity." In answer to this we point to the moderation of our views with regard to the tariff question, to our arrangements for procuring the most ample information in order to come to just conclusions, and to the wide scope of usefulness we propose to open out for ourselves among the struggling newly-established manufacturers of this country.

It is difficult to see where this organization is open to the charge of selfishness, for it advocates the cause of the manufacturer because of his usefulness to the community generally, and of the direct benefit he is to the farming and other industrial interests.

It is not intended to be aggressive; its aim is to advocate no measures by which one class will benefit at the expense of others, but to prevent if possible the adoption by our government of such a line of policy as will greatly injure the rising manufactures of this country without its bringing any counterbalancing advantage to the other component parts of the population.

Your correspondent "Thomas" quotes from the same paper that I have done, and with good reason demands proof of the assertion that "If never a manufacture had been in existence, there would still have been the same accumulation of wealth." Your tables from the census papers of 1861 are now only valuable as a means of comparison, but a refutation of the above is easily found in the fact that even during the limited period of the late tariff's existence, the manufactures so increased that in the year ending June 30th, 1865, we exported of the surplus product of our labour to the extent of \$1,694,714, exclusive of \$3,333,367 worth of flour, which is sometimes claimed as a purely agricultural production. This is the direct benefit, and is on the farmers' own principle of making two blades of grass grow where but one was produced before, and is only the beginning of what can be done, where natural resources are so abundant, that they need but to be developed to insure success to all concerned. But the indirect advantages to the country are beyond enumeration, and of the greatest value, every manufactory aids in building up and supporting foundries, finishing shops, provision stores, and other lines of business, these in time furnish customers to the farmer and importer, who are indeed the first who reap the benefit of a home market thus created. I contend that while the public pay no more taxes through the medium of the custom house than they would be called upon to contribute if taxed in some more direct manner, the farmer has the benefit of two markets instead of only one, while the manufacturer is gradually arriving at that perfect condition of business that he will, in course of time, not only require no government protection at home, but will not need distant day and materials to the wealth of the country by largely exporting to where natural advantages like our's cannot be found.

We contend that it is an unwise policy to disturb the internal regulations of the country at a time when the great majority appeared to be satisfied with them, when all interests seem to be thriving; when there was a good prospect of the public income overtake-

ing the expenditure; and when there were so few details in the working of the tariff which were found to require alteration. Notwithstanding the undoubted soundness of the philosophy, that "it is best to bear those ills we have, than fly to others that we know not of," we are now called upon to relinquish a system that has been the result of years of experience for the adoption of theories, which, however attractive they may be in sound, have no antecedents on this side of the Atlantic to recommend them.

Yours, &c.

F. A. WHITNEY,

Secretary Society for promoting Canadian Industry.  
Toronto, Nov. 27 1865

### The Harth British Railway.

This important railway, with many branches, with an aggregate length of over 700 miles, and with an authorized share and loan capital of more than \$22,000,000, is just now occupying a position of unpleasant notoriety. By a committee of investigation, it has been discovered that for some time back, the dividends of about 3 per cent per annum which have been paid to the shareholders have been taken not from surplus received, but from capital, and, to hide the fraud, the accounts have been cooked. The committee call the proceeding whereby these dividends were procured, "manipulation," and the accountant testifies that, although it appeared in January, 1865, that the revenue was some \$36,000 deficient to pay preference dividends, he was instructed by Mr. Hodgson, the chairman of the railway, to bring out the accounts so as to pay a dividend of 2 per cent. The chairman has published a long letter to the committee. He does not, however, deny the charge of adjusting the accounts, but tries to excuse himself by recounting the difficulties under which the road has laboured during its construction, the opposition it has had to contend with, and states that practically the question is whether the property acquired be now as valuable as both directors and committee of investigation have declared it to be. If it be so, he considers that "it would manifestly have been impossible to obtain or maintain it without a temporary departure from the strict rule whereby the limits of expenditure out of revenue and out of capital have been defined; and it is equally clear that to have admitted the irregularities which occurred pending the termination of the struggle would have insured prolongation of hostilities and probable discomfiture." This defence set up by Mr. Hodgson is simply that "the end justifies the means," a principle which if once accepted would lead to crime without end, and one which will hardly avail to save him from the severe condemnation of the British public. This practice of paying dividends out of capital in order to pave the way either for borrowing or obtaining money, as in the case of the North British, or for the purpose of getting rid of the shares of a company at a high price, cannot be too strongly reprobated. It is neither more nor less than obtaining money under false pretences, and is in the eye of the law a misdemeanor punishable by fine or imprisonment.

### PROOF WANTED.

[From a Correspondent.]

IN making the statement that there would have been the same accumulation of wealth in Canada without as with manufactures, the assertion should have been fully qualified, reference in the argument having been merely to such manufactures as needed protection, in order to their being carried on at all. Amongst the various industries of this country, there must certainly be some manufactures which result in profitable production, and which would go on with or without legislative aid. These, (which, however, are neither numerous nor important,) have, to a certain extent, been sources of wealth, and allowance must be made therefor. But any manufacture that requires a high tariff for its continuance, and which, it is said, must be stopped without such a tariff, cannot add to the wealth of the country. The profits on it are not profits of production, but merely profits of exchange in consequence of the monopoly given by the exclusion of the foreign article, and these profits represent, in part, what the consumer pays over and above what he should have otherwise to pay the importer. Whether, during the infancy of manufactures in a new country, protection should be given to such of them as shall ultimately be profitable to the country at large, is quite a different question from the consideration of whether those manufactures should become public charities, which, without eleemosynary aid, would

(even taking the protectionists themselves as the authority) shortly die a natural death.

To give a demonstration such as "Thomas" asks for in the last issue of the *Review* from the past record of other countries, would be impossible. The test has never been applied in no country but England has made the experiment of free trade, and although successful thus far beyond expectation, protectionists here will not admit that the circumstances of that and this country are at all similar, and reject the conclusions drawn from the unexampled prosperity of British manufactures since the barriers of protection were thrown down. Nor, indeed, is England a case in point, for she would not have been so wealthy without her manufactures. But the profits were profuse of production, and drawn from the world at large, not profits of exchange drawn from the consumers in the home markets.

### LETTERS FROM A PROTECTIONIST.

[No 5.]

(To the Editor of the Trade Review.)

It makes not a particle of difference to the country whether a certain amount of food and materials used in the production of certain articles which it receives in exchange for the rest, are consumed within or without its boundaries. — *Correspondent in Trade Review, Nov. 16th.*

To show the fallacy and extreme absurdity of the above statement of a free trader, and make that fallacy evident to the most superficial observer, we will suppose the following case. Farmer A wishes to have his horse "shod." He takes a bushel of corn, goes, say one mile, to the blacksmith, gets his work done, pays with his corn, returns home before noon, and can do a half-day's work or more on his farm the same day. But suppose that he has, instead of one mile, to go ten, to reach the manufacturer of horseshoes, it takes the whole day, and in addition to the wear and tear of travel, a half-day's work for himself and the country is lost which is probably nearly as much as the whole expense of the shoeing, so that if even he had to pay the near-by smith a few cents more than to the distant one, the saving would still be enormous. The corn is worth no more to the distant smith than to the near one, as it will furnish no more nutriment to the one than the other.

We have only to extend this illustration to show the prodigious loss the country suffers by the exchange of our raw and crude products in distant markets for the manufactured articles we require. The two classes that actually possess wealth are the farmers and the manufacturers, a certain number of merchants, bankers, brokers and transportation men, are requisite, but not being producers, the smaller the number required to conduct the business of the country the better, hence the almost incalculable advantage of having the farmer and manufacturer side by side.

The author of the paragraph at the head of this article assumes that for Canada to prosper, we should be purely an agricultural country, which is fully as absurd as the paragraph quoted. If any one question is fully settled by political economists, and unquestioned at this day, it is that diversity of employment is essential to the prosperity of the State. The very constitution of man provides for it, and requires it, as is nothing else but the want of it that has sent 60,000 French Canadians to work in the manufactories of Massachusetts, thereby adding to the wealth of a foreign nation, and subtracting just as much from our own.

The truth, that a country which exports its productions in a raw and crude state, is always poor and dependent, does not rest wholly upon theory. In support of it, we have only to refer to Mexico, the States of South America, Turkey, Egypt, Italy, &c. whose exports consist almost altogether of produce in a raw state, or only very partially manufactured, to England, France, Germany and the United States, there to be exchanged for the manufactures of the last named countries, and in this exchange the first named countries are growing poorer and the latter richer, year after year by reason of the following maxim that "the more finished the productions of a country when exported, the more wealth they leave behind." It may not be quite so apparent in a newly settled country, while the soil is in its virgin state, and produces luxuriantly with but little labor. But as population increases, and the soil requires a return in the shape of fertilizers, diversity of employment becomes necessary, or a migration of a portion of the labouring class takes place, and the process is plainly going on in the Parishes of Lower Canada, where their exports are of the rawest kind, viz., oats, hay, barley, peas, &c. The Townships are better off "Why? Because their exports assume a partially manufactured state. Their grass, hay, oats, &c. are converted into butter, cheese, beef, pork and wool, before being sold, and thus leave behind double the value than if sold at the first named state.

J. C. B.

Stanbridge, C. E., Nov. 17, 1865.

LETTER FROM ENGLAND.

COMMERCIAL REVIEW

(Special Correspondence of the Trade Review.)

PER AFRICA.]

THERE is but little change to report in trade during the past week. The money market continues easy, and the Bank of England, with a favourable return, are fully justified in the reduction of their rate to 4 per cent. The rate for good bills in the open market is considerably below this. The market for public securities continues very much depressed, notwithstanding the low price of money. To-day, however, the feeling in the Stock Exchange is better. The Bank of France returns are more favourable than for some weeks, and the cash shows only a small reduction. The corn markets have been quiet all week. The Liverpool cotton market has been more active; but Manchester has not responded, and continues very dull.

There has been another series of disgraceful disclosures in connection with the Carmarthen and Cardigan Railway. The borrowing power of the Company has been largely exceeded, and a large number of the debentures are stated to be worthless. This railway was a "contractors' line," and there are probably few persons connected with it who have anything to lose. The result will doubtless be that the unfortunate holders of these fraudulent debentures will get nothing. It is said that the Government have some scheme in preparation for preventing the issue of such debentures, and there does not seem to be any real difficulty in the way of, at least, enabling the unsuspecting public to know whether the debentures they buy are within the Parliamentary limit, and therefore a valid charge on the line or not.

Among the miscellaneous items of mercantile news this week, it is to be found a notice from the great brewers raising the price of bitter ale 19 per cent., in consequence of the high price of barley and hops. A very strong remonstrance is being made on the part of the public and the publicans, and probably much more important matters have been less discussed.

A very satisfactory notice appeared in the *Times* of Thursday, that the Judicial Committee of the Privy Council, with Lord Westbury at its head, would probably have all arrears of business cleared up this term. To you in Canada the working of the Judicial Committee is of peculiar interest. Lord Westbury, who resigned the Lord Chancellorship about two years ago, in consequence of some malpractices of his son, is the ablest of the great lawyers who are still at an age to work. Since his resignation he has assisted very greatly in the working of the law business in the House of Lords and he has now added to this the task of presiding in the Judicial Committee. He is thus practically at the head of the two Supreme Courts of the Empire—the Courts of Ultimate Appeal—and his splendid abilities will have full scope for their exercise.

The returns from the Bank of England for this week present the following results:

	Amount.	Increase.	Decrease.
Public deposits.....	£ 4,375,000	£455,000	£.....
Private deposits.....	17,160,000	.....	79,900
Government securities.....	12,300,000	165,000	.....
Other securities.....	19,821,000	.....	749,000
Notes in circulation.....	23,561,000	.....	219,000
Bullion.....	16,832,000	163,000	.....
Reserve.....	.....	417,000	.....

The following are the Bank of France returns:

	Increase.	Decrease.
Francia.....	.....	.....
The Treasury Balance.....	1,500,000	.....
The Current Accounts.....	2,000,000	.....
The Commercial Bills.....	9,000,000	.....
The Cash.....	.....	3,700,000
The Notes.....	.....	12,000,000
The Advances.....	1,100,000	.....

The sales of cotton in Liverpool have been on a larger scale than for some weeks past, and amount to 75,630 bales, of which the trade has taken 48,000 bales. The stock is now 631,000, against 506,300 last year. The Manchester market has been very quiet all week.

The grain trade in general has been inanimate all week. There has not been much actual reduction in price, but transactions have not been numerous and holders are not at all anxious to press sales. Indian corn is, however, in demand, and prices are firm. Oats and oatmeal are also very firm.

The funds this week are rather better, but the general share market has been very much depressed. Railway stocks have been especially dull, consequent upon the continued disclosures of fraud and mismanagement, and all other kinds of securities seem to have sympathized. In the market for United States Securities

there is little change. Canadian Government 6 per cent. bonds have been dealt in at 93. Great Western of Canada are about 20s lower per share, consequent upon the unfavourable traffic return for the week ending 26th Oct.

Nov 10th, 1885.

NEW BRUNSWICK TRADE RETURNS.

THE Controller of New Brunswick has issued his annual Report of the Trade and Navigation of that Province for the year 1885. From St. John papers we take the following extracts, not having as yet received a copy of the Report.

The Controller writes concerning the shipping interest as follows:—

"The business of New Brunswick is gradually becoming of a more substantial and wholesome description than it was some years ago, and many of our Shipbuilders and Shippers, instead of owing balances on the other side, have now money to their credit in their Agents' hands. The business of ship-owning in shares which has now become very general in New Brunswick, has done much to bring about this improved state of affairs, and has tended during the last few years to increase very materially the wealth of the country; and although freights were on the whole rather less remunerative to the shipowners in this than during any of the preceding four or five years, still in very many instances our medium and small class vessels did a very fair business during the past year. The earnings of our vessels abroad, which are constantly coming into the Province in the shape of exchange, have assisted greatly to prevent the drainage of our monetary affairs owing to such a large sum having to be sent annually out of the country for the interest on the Railway debt. It is not an uncommon thing for a good spruce classed vessel of this country to keep herself in good repair and insured, and pay for her first cost in four years, and in some cases even in two or three years. During last year, however, some of our vessels did nothing beyond paying for the running expenses, repairs and insurance. Last winter was a very heavy one on the Insurance Offices.

"The total amount of new tonnage registered in the Province last year, including the vessels sent to the United Kingdom under Governor's passes, was 114 vessels, 65,474 tons register, against 163 vessels, 29,025 tons, in 1884, showing a decrease of 15 vessels, 27,31 tons. Owing to the depreciation in value of this description of property in the Liverpool market, the low freights prevailing, and the high rate of interest current in England for some time past, we may expect a considerable falling off this year of the tonnage registered, as compared with 1885. Probably 40,000 tons will be as much as it will reach in 1886. Of the tonnage registered, &c., in 1885, 52 were ships, measuring 35,035 tons; 37 barques, 17,145 tons; 40 brigs and brigantines, 9,317 tons; 25 schooners, 2,271 tons; 10 woodboats, 601 tons; 3 steamers, 1,027 tons; and 1 sloop, 12 tons. These vessels were built at the following mentioned places, viz.—At Saint John and its immediate neighbourhood, 37 vessels, measuring 23,208 tons; Kouchibouctou River, 7 vessels, 3,383 tons; Main River and Grand Lake, 29 vessels, 6,631 tons; Saint Martin and Tynemouth 6 vessels, 2,505 tons; Musquash, 1 vessel, 185 tons; Courtenay Bay, 3 vessels, 739 tons; Saint Stephen, 2 vessels, 1,391 tons; Saint Andrews, 6 vessels, 2011 tons; Penfield, 1 vessel, 170 tons; Saint George and Lepreau, 3 vessels, 452 tons; Harvey, Hillborough, and Hopewell, 3 vessels, 1,465 tons; Moncton, 1 vessel, 331 tons; Dorchester, 3 vessels, 937 tons; Roshia, 2 vessels, 523 tons; Sackville, 6 vessels, 1,248 tons; Buctouche, 2 vessels, 539 tons; Richibucto, 6 vessels, 2,505 tons; Kouchibouctou, 1 vessel, 550 tons; Miramichi, 16 vessels, 14,535 tons; Bathurst, 6 vessels, 2,331 tons; Dalhousie, 1 vessel, 621 tons; Nova Scotia, 3 vessels, 1,315 tons; Prince Edward Island, 2 vessels, 31 tons.

"The value of our ships in the Liverpool market during 1885 was depressed, with very little demand for them. The highest price obtained last year for one of our best Saint John ships, classed 7 A 1 at British Lloyd's, was £8 1s sterling per ton, medium tonnage while in one case a vessel of the same grade only realized £7 17 6 sterling. A 7 A 1 ship built on the North Shore of the Province, only realized £6 sterling per ton. In the Liverpool market Saint John built ships generally sell from 10s to 20s sterling per ton higher than either the ships built on the North Shore of the Province or at Quebec. The difference is said to consist in the superior outfit put on the Saint John ships. A fair average value for vessels of the 7 year's grade, built throughout the Province last year would probably be about £7 17s. sterling per ton carpenter's measurement. The total tonnage of this grade built was 35,222 tons register equal to about 38,000 tons old measurement, which at £7 16s. per ton, would be equal to £241,500 sterling. The quantity of tonnage of the 4 and 6 year's grade, built last year, was 21,420 tons register equal to about 27,600 tons old or carpenter's measurement. The value of this class of vessels ranged from £5 to £7 10s. sterling per ton, and would average about £6 10s. per ton, which would be equal to £175,500. The tonnage unclassified or unsurveyed viz. 4,796 tons register, equal to about 6,000 tons old measurement, would be worth on average about £6 sterling per ton or £36,000. The value of the 3 steamers registered, viz., the "Empress," "Olive," and "Highlander," was \$87,000, making altogether the sum of £241,125 sterling, or \$2,615,800 as the total value of new shipping registered during the year. The most of our new ships generally carry cargoes on their first voyage home to a market for sale, and the net

proceeds of the freight are considered part of the price of the vessel, and equal to 16s. per ton. The quantity of tonnage which went some for sale last year, would probably amount to 33,000 tons, which at 15s. per ton, would be equal to £495,000 sterling. The total value of the new shipping, £241,125, with the first freight home, £271,000, would amount to £512,125 sterling, or \$2,645,400 against \$3,226,800 in 1884, and \$3,912,000 in 1883.

"During the last 41 years the amount of new shipping registered in the Province was 4,317 vessels, 1,849,836 tons, and the quantity built last year was much above the average of these years.

"The total quantity of existing ships on the Registry Books of New Brunswick at the close of last year was 1,099 vessels, 249,635 tons, showing a steady increase of shipping owned in the Colony for a number of years past.

"The total tonnage entered inwards from Ports outside the Province at all the Ports of New Brunswick in 1885, was 3,900 vessels, measuring 754,875 tons, against 3,742 vessels, 693,794 tons, in 1884, and the tonnage cleared was 3,838 vessels, 807,111 tons, in 1885, against 3,650 vessels, 712,030 tons, in 1884. The increase in the tonnage cleared in 1885 over the previous year, was principally in vessels to the United States, Cuba, and Porto Rico, Nova Scotia and Prince Edward Island. The tonnage cleared to the United Kingdom in 1885, viz. 342,228 tons, was rather less than in 1884. The tonnage cleared from St. John was larger than from all the other Ports in the Province put together."

Referring to the change about to be made in the French Navigation laws, by which Colonial built-ships will be admitted to registry in France on payment of a duty of two francs per ton register, equal to about 1s 7d to 1s 8d sterling the Controller remarks:

"It is generally supposed that a large portion of the tonnage of France will in future be supplied from the British American Colonies. There will also be another material modification of the Navigation Laws of France, under which provision has been made for the progressive reduction of differential duties against the flag of foreign nations, and after a certain time the abolition of such duties. This decree also comes into operation on the 1st of January next.

Mr. Smith expresses a wish that the United States would make similar concessions which would be of great use to us, and even more so to the United States. The Controller says:—

"Our best class vessels could be built here with advantage to the builder for about £40 to \$45 per ton, while they cost in the States almost £60 in gold. There is a strong desire on the part of many of the shippers of New York, and other large cities of the U. S., to be allowed to buy their tonnage where they find it cheapest, so as to enable them to compete in the carrying trade of the world with our colonial built ships and the tonnage of Northern Europe, which can be produced cheaper than in the States; and with this feeling existing among a numerous, wealthy and influential portion of the citizens of the neighboring Republic it is highly probable that before many years elapse their government will follow the liberal policy of France in this matter."

The rapidity with which the trade in box-shoos has developed is shown by the following:

"In 1861, New Brunswick exported to Cuba 3,130 box shoos; in 1861, 79,250; in 1862, 92,781; in 1863, 224,417; in 1864, 260,291; and in 1865, 433,363. Nearly all the sugar box shoos used in Cuba were supplied a few years ago from the State of Maine, but the British Provinces are now vigorously competing with that State for this trade. Our box shoos are preferred by many persons in Cuba, to those of Maine, as they are generally a little heavier, a certain fixed tare is allowed for the boxes, so the heavier the box the better for the seller of the sugar. The same remark applies to all the lumber used in the West Indies for heading of hogsheds; it should be fully an inch thick, and the heavier the better, so as to increase the weight of the hogsheds. The box shoos business is a very valuable one for the Province, as a quality of sapling pine and short lumber can be used for making them, which was formerly of little value, and which is now rendered valuable by the development of this trade; hemlock boards can also be used advantageously for making them. The quantity of box shoos imported into Havana from the British Provinces (nearly all from St. John) in 1864, was 19 per cent. of the whole quantity; and in 1865 it was 40 per cent. In 1866 it will probably be 60 per cent. Extensive preparations are now being made not only here, but in other parts of the Province, to manufacture large quantities of box shoos for the Cuban market, and the presumption is, that owing to the increased price of labour and material in the States, the supplying of that market with these articles will soon be transferred altogether from the hands of Americans to the British Provinces. Enquiries are now being made in Demorara, where their fine grocery sugars are something like those of Cuba, for the purpose of ascertaining whether box shoos could not be more advantageously used than bags, in which their finer qualities of sugar are now exported. Samples of our box shoos have also been sent to Brazil, with the view of introducing them into that market for their fine sugars."

Canada Grain in New York.

Recent sales in New York are reported of Canada White Wheat at \$5 40. of W. Barley at \$1.25, of C. W. Rye in bond at \$1 15, and Peas in bond at \$1.60 for export.

## REGULATIONS TO PREVENT SMUGGLING INTO THE UNITED STATES.

The following instructions have been issued to Collectors and other Officers of the Customs of the United States, in order, if possible, to check the smuggling which has been going on to a large extent:

### TREASURY DEPARTMENT.

WASHINGTON, October 18, 1896

In accordance with the authority given by the third section of the Act "to prevent smuggling," approved June 27, 1864, and the third section of the Act "further to prevent smuggling," approved July 18, 1866, and also of the fifth section of the Act "to protect the revenue, and for other purposes," approved July 28, 1869, the following regulations are prescribed—

1. All Consuls, Vice-Consuls, and Commercial Agents of the United States are authorized to act under, and discharge the several duties imposed upon officers of the United States by the second section of the Act of June 27, 1864, and when application is made to either of them by the proper person, to close and seal any vessel, car, or other vehicle, he shall require of the applicant a triplicate manifest of the cargo, lading, or contents of such vessel, car, or other vehicle, setting forth, by their appropriate names, all envelopes, including all boxes, casks, barrels, bales, bags, bundles, trunks, and packages, and by number, weight, or measure, all articles not enclosed in such envelopes or packages constituting such cargo, lading or contents, and including the baggage and effects of passengers, and the place of destination of each, respectively, upon which manifest shall be the following declaration, oath, or affirmation, to be made or taken before any magistrate or other officer duly authorized to administer oaths:

I, A. B. (owner, agent, master, conductor, or whatever he may be,) of the vessel, steamer, boat, car, &c., called or numbered \_\_\_\_\_ now about to depart and bound to \_\_\_\_\_, in the United States, do solemnly (declare, swear or affirm) that this manifest contains a full and complete list of all the bales, bags, barrels, boxes, bundles, casks, hogsheds, packages and articles of every kind whatsoever which constitute the cargo or lading of said vessel, steamer, car, &c. And I further solemnly (declare, swear, or affirm) that there is not any article which is subject to duty by the laws of the United States on board or in said vessel, steamer, &c., which is not herein included, to the best of my knowledge and belief.

Sworn (or declared or affirmed) to and subscribed before me, this \_\_\_\_\_ day, &c.

### DUTY OF CONSUL, OR SEATING OFFICER.

2. On receiving such manifest and copies, the officer applied to shall close and seal every opening to the said cargo, lading, or contents, so far as it is in his power so to do, and shall seal every envelope, package, and other article embraced in such cargo or lading, and not already placed where access cannot be had without breaking a lock, fastening, or seal, and shall endorse and attach his official seal to the manifest and return it to the applicant; which shall be the passport of such vessel, car, or other vehicle, to the place of its destination. And further, he shall retain on file in his office, as a part of its records, one of said copies of the manifest, and shall immediately forward the other copy to the Collector or other officer of the customs at the place of destination of such vessel, car, or other vehicle. And when such cargo, lading, or contents are destined for different points or places, the proper officer of the customs, on receiving any part thereof, shall certify the same on the manifest.

3. In closing and sealing trunks, boxes, bales, barrels, or other envelopes or packages of any kind, the proper officers in order to guard against false bottoms, moveable hinges, and other fraudulent contrivances, will take care that the same are so secured by cords or wires, and additional seals that they cannot be opened, nor any part of the contents taken from them, without removing, breaking, or cutting such cords, wires, or seals.

4. Each officer shall keep a minute or record of the number of seals he shall affix to any vessel, car, or vehicle, whose manifest he may certify, and also of the number of seals placed upon any trunk, box, bale, barrel, or other envelope, package or other article embraced in the cargo, lading, or contents thereof, and note the same upon the manifest and copies thereof. And each customs officer on removing any seals from such vessels, cars, or other vehicle, and on receiving any part of the contents thereof, shall check the seals thereon by his proper initials on the manifest, and the officer at the port of final destination of such vessel, car, or other vehicle shall, in addition to checking on the manifest the seals received by him, also transcribe from the said manifest all the checks thereon upon the copy of the manifest in his hands, and carefully preserve the latter.

WHEN IT IS IMPOSSIBLE OR VERY INCONVENIENT TO UNLOAD, WHAT IS TO BE DONE.

5. It may possibly happen that a vessel may come to a place where there are no conveniences for unloading; in such cases the proper officer of the customs is authorized to place an Inspector on board and in charge of such vessel to accompany it, at the proper cost and charge of the owner, or owners, or master thereof, to such port or place as it may be most convenient for unloading and inspecting the cargo; and such Inspector shall remain on board in charge of such vessel until it shall be delivered over to the proper officer of the customs of the port to which it is bound, or until the cargo can be unladen and inspected.

### FURNISHING LOCKS, WIRES, SEALS, ETC.

6. The owner or owners, agent, master, or person having charge of any vessel, car, or other vehicle, which is thus to be closed and sealed, must have such

vessel, car, or other vehicle provided with sufficient cordage, locks, staples, and haws, wire of the proper kind, and leads for seals according to samples furnished by the Secretary of the Treasury, and they must have them ready for the Consul or other proper officer to stamp whenever called upon to seal any such vessel, car or other vehicle.

### FEES.

7. A tariff of fees will be furnished to Consuls and other officers of the United States, and all fees must be paid, in coin at the time the service is rendered, and before the manifest is delivered by the United States officer.

### DUTIES OF OFFICERS OF CUSTOMS.

8. All vessels, cars, and other vehicles must proceed as soon as sealed, without unreasonable delay, to the place of destination mentioned in the manifest of the cargo or lading, and there report to the Collector or other proper officer of customs, whose duty it will then be to take possession of such vessels, cars, or other vehicles and contents, and cause the seals to be removed, (keeping an account of their number, as heretofore mentioned,) and the same to be unladen in presence of an Inspector, and the contents or lading to be thoroughly inspected. That this may be effectually done, boxes, bales, bags, barrels, bundles, casks, trunks, and other envelopes, may be opened and their contents ascertained.

### TRAVELLING BAGGAGE.

9. Trunks, travelling bags, boxes, and everything containing articles of wearing apparel or other personal effects, or purporting to do so, must be opened and their contents thoroughly inspected by the proper officer of the customs, who shall remove the seals from the car containing such baggage, no trunk, travelling bag, valise, or other envelope to be delivered or taken on any mail thus inspected, and all baggage among which may be found selected any articles liable to duty upon which duties have not been paid must be seized and retained.

### VESSELS AND STEAMERS BOUND UP LAKE HURON.

10. Steam or other vessels from any port or place in Canada, destined for any port or place on Lake Michigan shall report at the port of Mackinaw and the cargo of any such steamer or other vessel shall not have been sealed by a Consul or other United States officer, as required by the second section of the Act of 27th June 1864 a manifest of the cargo must be presented to the principal officer of the customs at the port of Mackinaw, setting forth clearly and distinctly a description of all the goods, wares, or merchandise on board from what port or place shipped, and at what ports destined to be landed, and that he has no other goods on board than those mentioned in said manifest to all of which facts the master of the vessel must make oath before the Collector or Deputy Collector at the port of Mackinaw, the said oath to be subscribed on the manifest to be retained by the master of the vessel and on the manifest delivered to the Collector, and signed by the captain in presence of the Collector or Deputy Collector at the port of Mackinaw, who, if satisfied with the correctness of the proceedings, will certify the same on both the manifest, and issue a permit to the vessel to proceed to the port of destination. Collectors at ports on Lake Michigan are instructed to regard any manifest of vessels coming from Canadian ports as correct, unless the oath of the master is subscribed on it and signed as required in the presence of the Collector or Deputy Collector of Customs at the port of Mackinaw, and subject to the penalties prescribed by the Acts of June 27, 1864, and of July 18, 1866.

### SMALL PACKAGES.

11. To avoid the trouble of sealing a large number of small packages, such packages may be enclosed in a large box, or boxes, or in crates, (such as are used upon railroads,) which may then be fastened and sealed.

### SEALS TO BE KEPT UNDER LOCK.

12. Every officer of the United States to whom is intrusted a seal or die to be used for sealing vessels, steamers, boats, cars, and other vehicles, bales, bags, barrels, boxes, trunks, and other things, is enjoined to keep it, when not in use, in some secure place under lock, nor is he to allow it to go into the possession of, or be used by any one but a sworn officer of the United States, and for a legitimate purpose.

### EXAMINATION OF PASSENGERS AND THEIR BAGGAGE.

13. With a view to prevent the smuggling of dutiable goods into the United States by means of concealment about the persons or in the baggage of persons arriving from a foreign contiguous country, all such persons and their baggage shall be examined on their arrival in the United States by a proper officer or officer of customs.

At Buffalo, Detroit, Port Huron, Ogdensburg, and other ports in the United States, where connections are made between American and Provincial railways by means of ferry-boats, passengers and their baggage, arriving from a foreign contiguous territory, shall be inspected and examined upon the boat, and passengers shall not be permitted to land, nor their baggage to be landed, until such inspection or examination shall have been concluded to the satisfaction of the officer making the same.

Cars crossing the Suspension Bridge into the United States shall remain on the bridge, or in an enclosure, until the examination of passengers and their baggage shall have been concluded to the satisfaction of the officer making the same.

Passengers in cars coming to Rouse's Point, St. Albans, and Land Pond, must be examined while on the way between the boundary line and their first stopping-place, an Inspector or Inspectors going aboard of them for that purpose at the line.

### WOMEN TO BE EMPLOYED AS INSPECTORS.

14. Women shall be employed at all ports where a

necessity for their employment shall exist, whose duty it shall be, under the direction of the Collector or other proper officer of the customs, to make all proper examinations, to prevent female-arriving from foreign countries from smuggling dutiable goods or merchandise into the United States.

### BAGGAGE IN TRANSIT THROUGH CANADA.

15. All baggage of passengers in transit through Canada shall be placed in a car of cars, by itself, at the port of departure in the United States, and such car or cars shall be locked and sealed by an officer of customs prior to its leaving, and unopened and unsealed by a similar officer at the port of arrival.

All steamboats or propellers plying between and touching at intermediate American and foreign ports, shall set apart a room in which shall be placed, under United States customs' locks and seals, all baggage of passengers taken on board at one American port destined for another; and all baggage not so secured, arriving at an American port shall be before delivery, be inspected and examined as if arriving from a foreign port.

17. Baggage taken on board of a steamer plying from the British Provinces to Eastport and thence along the coast to Portland, Boston, and other ports in the United States shall be placed in a room by itself under a United States customs' lock and seal, either by a United States Consul at the port of departure, or by a United States customs officer at the first port of arrival, to be examined on delivery by the proper officer at the port of its destination.

### GOODS, WARES, AND MERCHANDISE IN TRANSIT.

18. All goods, wares, and merchandise, in transit from one American port to another upon a railway running through a foreign territory shall be placed in cars and locked and sealed by an officer of customs of the United States, at the port of departure, in the United States, and shall be unladen at the first port of arrival in the United States. And in case of the arrival at any port in the United States of cars not so locked, sealed, and sealed, containing goods, wares, and merchandise such goods, wares and merchandise shall be deemed to have arrived from a foreign port, and treated accordingly.

But in case it becomes necessary, in consequence of a difference in the gauge of roads over which such goods or baggage have to be transported to transfer them from one set of cars to another, in Canada, such goods and baggage may be thus transferred, but must in all cases be done in the presence and under the inspection of an officer of the United States customs, and the cars, in which such goods or baggage shall be placed, shall be locked and sealed by such officer of the customs. *Provided*, That the Provincial Government shall consent that all officers of the United States customs may be stationed at such points of transfer, and such railway companies shall pay monthly to the Collector of Customs by whom such officers are nominated such sum or sums as shall be equal to the monthly compensation of such officers.

### MANIFESTS.

19. Manifests of goods, wares, and merchandise, designed for transportation from one American port to another, through foreign contiguous territory, shall be prepared by the shippers at the port of departure in the United States—one manifest for each car, giving the name of the shipper, the number of the car, consignor, destination, and a sufficiently particular description of the packages and their contents to insure their identification, which manifests shall be made in triplicate, subscribed by the shipper, and certified to, under seal, by the Collector at the port of departure, one to be placed on file by him, one to accompany the cars, or otherwise to be delivered to the Collector at the port of arrival within the United States, and one to be transmitted by the Collector at the port of departure, by rail, to the Collector at the port of destination. And such goods, wares, and merchandise shall be unladen only in the presence of a United States customs' officer; and on being duly compared by him with the manifests, and found to agree in all respects therewith, shall, if not bonded, be delivered to the owner, importer, or consignee. And if any goods, wares, &c., shall be found not mentioned in the manifest, they shall be detained by the officer, and be subject to such penalties and forfeitures as the law may impose. Officers of customs superintending such unloading are enjoined to carefully examine such goods, wares, and merchandise, and to see that they are the same mentioned in the manifest. But when goods are placed upon cars which are to be changed in Canada, in consequence of a difference of gauge of the roads over which they are to pass, instead of the manifests being sent to the Collector at the place of final destination of such goods, they shall be sent to the United States customs' officer at the place where such transfer is to be made. Upon receiving the goods mentioned in any manifest, and finding them all right, he shall certify on the back of such manifest that he has superintended the unloading of the goods therein mentioned, and found them to agree with the manifest, and that they have been transferred to another car, or other cars, giving the number or numbers thereof. He shall then transmit such manifest or manifests to the Collector at the port or place of destination of such goods. But if the goods, boxes, bales, &c., do not agree with the manifest, he shall certify on the manifest wherein they do not agree.

20. Canadian and other provincial lines carrying goods, wares, and merchandise from one American port to another shall, as soon as warehouses can be provided, be required to load and unladen all such goods, wares, and merchandise, and baggage, within the United States, and, at such ports, to provide suitable buildings for the safe-keeping, under United States customs' locks, of any unclaimed goods, wares or merchandise, and baggage, and suitable rooms for the occupancy and use of the United States customs

officer or officers required to be employed upon their premises.

**LOCKS AND SEALS.**

21 Locks and seals shall be furnished to Collectors by the United States at the expense of the railway companies, for whose benefit they to be used.

**WHEN CARS NEED NOT BE UNLADEN.**

22 Cars arriving in the United States from a foreign contiguous country, having but a single tier of barrels kegs, bushels, or paper tin roof, with no superincumbent loading, or being otherwise so laden that nothing can be concealed, and the whole as well inspected on the car as it could be if removed, need not be unladen to be inspected.

Open cars laden with lumber or bar iron, in such a manner that the same can be as easily inspected on the car as if unladen, need not to be unladen to be inspected.

Cars laden with cattle, horses, or other live stock, need not be unladen for inspection, but in all cases where the lumber, bar iron, or other articles are to be entered and duties paid or secured at any port, the same shall be first unladen, and an accurate ascertainment of the quantity and value made.

Platform cars laden with scrap or bar iron, or lumber, in such a manner that no goods or merchandise can be concealed therein, need not be sealed to avoid being unladen, otherwise, they must be. When laden with bags, tanner's bark, wood, or other materials, these must be so confined and sealed in the foreign contiguous country, that goods or baggage which may be concealed therein cannot be taken out without breaking the seals, wires, or cord, by which the load is secured, otherwise, they must be unladen and inspected on arriving within the United States.

**VESSELS WHICH CANNOT BE SEALED—HOW TO BE TRIED.**

23 Up-on vessels and boats entering Lake Champlain from Canada, so laden as not to be susceptible of being so sealed as to prevent goods concealed in the cargo being taken out without disturbing the fastenings or breaking the seals, an Inspector or Inspectors must be placed and remain on board until such vessel or boat and cargo shall arrive at the part of its destination and be taken possession of by a proper officer of customs of the port, to be unladen and inspected. The expense of such Inspector or Inspectors to be paid in advance by the owner or master of such vessel or boat.

**IN REGARD TO THE 20TH SECTION OF THE SMUGGLING ACT OF JULY 18, 1862.**

21 Before commencing any proceedings under provisions of the 20th section of the Act further to prevent smuggling, approved July 18, 1862, Collectors of Customs, or other serving officers shall submit the facts and circumstances in each case to the secretary of the Treasury for his consideration and decision.

The Commissioner of Customs is hereby instructed to carry the foregoing regulations into effect.

H. McCULLOCH,

Secretary of the Treasury.

**BIRMINGHAM AT WORK.**

(From the Times.)

THE book trade is so completely in the hands of the Londoners that when we meet with a portly tome which has been printed at a provincial press we are not, in our metropolitan arrogance, to feel surprised. Why, for instance, should the volume now before us be printed at Birmingham? The answer is supplied by the title-page. The book treats of "The Resources, Products, and Industrial History of Birmingham and the Midland Hardware District." It came into existence in the following manner. Last year the British Association met at Birmingham. A local committee was formed which compiled a series of reports on the industries of the busy region within 30 miles of Birmingham, the hardware, mart of the world, and these papers are now laid before the public. The editor tells us that "every effort was made in each department to obtain statistics of the production, workpeople, wages, prices, raw material, &c., but that, with a few honourable exceptions, the necessary information was withheld, although only the aggregate results would have been given, the details being seen by the chairman alone." In spite, however, of this reticence on the part of the manufacturers, Mr. Fimmins, the editor, who we believe has been most ably assisted by Mr. Sebastian Foxon, has gathered together a very full and complete record of midland industry. The various articles, of course differ in merit; some are admirably clear in their explanations, others are a little too technical for the general reader, but if it is a book in which everybody will find something to interest him, and something worth knowing. And here we would say a word on the unwillingness of certain manufacturers to supply information. The editor implies that such conduct is dishonourable. We cannot agree with him. It seems to us not a question of honour, but of convenience. Some manufacturers, either from the nature of their trade or the acknowledged eminence of their position can afford to have no secrets, but to other trades and smaller men complete publicity may seem serious injury. In such matters every man has a right to judge for himself. The same difference exists in private life. Some men will tell everybody they meet how their property is invested, what its amount is, and what their earnings are; other men and we suspect the majority, would hold such a questioner offensively inquisitive. On this point, therefore, we sympathize rather with the manufacturers than with the committee. We feel obliged to those persons who volunteered information, but we do not condemn those who declined to do so.

Coal is, of course, the foundation-stone of Birming-

ham industry, and is styled, we may observe, in its native Staffordshire beds, by a number of funny names which are quite unknown to Cockneys. We are all familiar with Wallsend and Silkstone, but what of all we say to such curious epithets as Spin, Benches, Bro. ch, Kid, Sawyer, Slipper, Heathen, and Mea'y Gray, when applied to that substance which, in our coal-cuttles, seems so monotonously black and unvarying? The Staffordshire collieries are small as compared with those of the North of England, and are worked in separate chambers, each provided with its own ventilation, so that if an explosion should occur it is usually confined to that spot. The colliers are much troubled with 'gob fire,' or the spontaneous combustion of the stack and refuse of the mine, and, singularly enough, too much ventilation tends to increase this liability to ignition. New collieries are being opened with success on the borders of the old coal-field, but they will not make up for the exhaustion of the latter, which, at the present rate of consumption, according to one authority, is expected to take place in from 20 to 40 years' time. There are, however, several comprehensive schemes on foot for boring under the Permian beds, which are anticipated to lead to the discovery of unknown hoards of coal. We must observe that another writer assigns a much longer duration to the South Staffordshire coal-measures. When practical men differ so widely, it is plain that many of their calculations rest on mere conjecture. In any case, coal exhaustion is sure to be a very gradual process. Scanty supplies will raise prices, diminish consumption, and thus economise the stock still remaining. At the worst, England may be a very comfortable country, as she had been before, without worrying herself to supply all the world with hardware and coals. But these remarks may be deemed treasonable in Birmingham, so we will pass on to something else.

Mr. John Jones supplies an able paper on the Iron Trade. In early times, when timber was plentiful, all iron was smelted by means of charcoal. Sussex appears to have been the main seat of this industry, but South Staffordshire shared in the production. In the seventeenth century, when wood began to get scarce, Dud Dudley, a Staffordshire ironmaster, introduced the process of smelting with pit-coal. The charcoal masters strenuously opposed the innovation, and prosecuted him with the utmost violence, besides which, the Civil War broke out, and checked all industrial pursuits. Dudley worked with great energy, but nobody, after his death, seems to have followed up his discovery. Wool grew scarcer and scarcer, and for the next hundred years England was dependent on Spain and Sweden for the bulk of her iron. About 1750, Abraham Darby re-introduced the smelting of iron by pit-coal with marked success, and his innovation was gradually followed by other discoveries, such as the application of steam-power, and the improvement of the blowing apparatus. In 1784, Cort took out his famous patent for puddling and rolling iron, while in 1825 the hot blast was substituted for the cold blast. Later improvements have been Bessemer's process for the manufacture of steel, and "pig boiling," which last discovery saves the puddlers much labor. In 1855, there were in the "Black Country" 2,400 puddling furnaces, 17,000 ironworkers receiving about £1,040,000 per annum in wages, and producing per annum £5,000 tons of finished iron. Mr. Jones speaks well of the ironworkers as a class. Though rude in speech and fond of keeping Saint Monday, they are kind and hospitable, and more desirous to educate their children than the colliers. During their long-continued strikes their behaviour was uniformly good. The South Staffordshire iron trade is at present subject to very serious competition, not only from other districts of England, but from Belgium and France, and complaints are rife of the unequal carrying charges of the various railway companies.

*The Resources, Products, and Industrial History of Birmingham and the Midland Hardware District.* London: Robert Hardwicke, 1866.

(To be continued.)

**Resumption of Specie Payments by the U. S.**

It has been stated, the report coming from Washington, that Secretary McCulloch intends recommending to Congress, the granting of authorization for an inauguration of specie payments. Many of the leading U. S. papers, among others the *Economist*, are strongly in favour of this resumption at an early date, and do not anticipate that any serious difficulty will arise from the general decline in prices that must follow the reduction of the present premium on gold. The basis of the resumption spoken of is that there shall be \$100,000,000 gold in the Treasury to a circulation of \$350,000,000.

**Dry Goods in the United States.**

The imports of Dry Goods into New York for the month of October, shewed a decline both as compared with previous months and with the month of October 1865, though they were still very heavy. With regard to prices, the *N. Y. Dry Goods Reporter* says:—

Dealers from all parts of the country complain that the great difficulty in the way of business is in the high prices at which goods have to be sold—and it is very clear that affairs have reached a point at which either consumption must be severely curtailed or prices materially reduced. Under these circumstances, a large importation for the Spring trade would be a most risky venture. In all probability, it would prove to be the "last straw that breaks the camel's back," and might be the means of precipitating that heavy decline in prices which all admit must come sooner or later. It is not unlikely however that the common error will be committed of everybody importing heavily upon the supposition that everybody else will import lightly.

**ST. JOHN TRADE REPORT.**

WE are without our usual advices by mail, both from St. John and Halifax. The following is our telegraphic report:—

St. John, N. B., Nov. 28, 1866.

Business generally more quiet. Receipts and stock of flour moderate. Prices unchanged. Strong Supers \$8 60 to \$8 60. Pork dull and declining; Mess, \$22 to \$23 57.

Shipping arrivals since 24th—Leoni, from Philadelphia; George Dunkee, A. J. Dayer, Sinnett; New Brunswick; Boston; Helen Hastings, Providence; Bella, Portland, Minnie, Matanzas.

Departures—New England, Westour, for Boston; Lindo, Havana; Jena, Colway, Jack Easy, Portland. Bark J E Lockhart, from Queenstown to Halifax, was abandoned at sea about the 16th ultimo. Crew taken off by a Dutch barque, and landed at Rotterdam.

**THE DRY GOODS TRADE.**

The business of the past week has been generally very light. In some few instances orders to a fair extent have been received from their travellers by houses having new or scarce goods for sale. A few country buyers have been in town, but we do not hear of their having been heavy purchasers. Stuff goods, in particular, are neglected, while some other classes of woollens are in better demand.

Prices are for the most part unchanged, and our importers do not seem anxious to press sales at below current figures.

Cotton in Liverpool continues at about previous quotations, but the Manchester market is weaker. The *London Economist* gives the following account—rather a gloomy one—of the state of affairs there:—

MANCHESTER, Nov. 16.—The temporary activity, apparent in this market, ten days ago, has entirely subsided, and the excess of the supply over the demand, at the present high level of prices, has again become distinctly evident. Rarely has this market been more depressed than during the past week. The producer's position is most disadvantageous, he can only force sales at very great reductions, while he can only obtain a very moderate concession in the price of raw cotton. The consequence has been a large increase of the short time movement, the reduction being usually made from six to four days per week.

Prices are for the most part unchanged, and our importers do not seem anxious to press sales at below current figures.

Cotton in Liverpool continues at about previous quotations, but the Manchester market is weaker. The *London Economist* gives the following account—rather a gloomy one—of the state of affairs there:—

**THE GROCERY TRADE.**

The past week's business has been characterized by extreme dullness, unqualified in that particular by any this fall. So many trade sales following each other appear to have thoroughly filled up the buyers, and until they have time to thin out their stocks, we may look for a continued inactivity. At the two trade sales held on the 23rd inst., the attendance was very poor, and the business done so slight as not to be worth reporting.

In sugars and molasses we hear of no transactions to report, the business being confined to small jobbing lots.

In teas, 400 to 500 chests all kinds will cover the transactions of the week, and all other articles in this line we may quote very dull.

Auction Sale on Island Wharf November 27, of F'sh, Oil &c. J G Shipway, Auctioneer.

36 hf-brls herrings \$24. 42 do do \$22. 32 brls do \$31; 225 hf-brls do \$23. 319 brls do \$24. 25 brls round herring \$24; 10 brls do \$31. 7 brls No 1 mackerel \$29; 2 brls mackerel \$28; 10 brls trout \$104. 1 hf-brl do \$31; 6 hf-brls do \$24. 20 brls herrings at \$14; lots brls mackerel \$4; 25 kits No. 1 mackerel \$1 55 42 do \$1 60; lot do \$1 35; 50 do \$1 30; 225 do \$1 20; 200 do \$1 30; 20 bxs codfish \$31. 3 brls cod oil 75c; 3 puns molasses \$24c; 5 do \$31; 100 do \$20; 2 casks cod oil 75c; 60 brls split herrings \$4; 12 kits trout \$10.

- |                          |                        |
|--------------------------|------------------------|
| Babbitt, C. H., & Co.    | Chapman H., & Co.      |
| Childs, George, & Co.    | Phelan, Joseph         |
| Converse, Colton & Lamb. | Reuter, Lionias & Co.  |
| Davis, Clark, & Clayton. | Rimmer, Gunn & Co.     |
| Farquhar, & Moore.       | Robertson & Beattie.   |
| Fowler, Julia            | Robertson, David       |
| Frank, J. C., & Co.      | Routh, Haylland & Co.  |
| Gillette, Moffatt & Co.  | Saunderson & Co.       |
| Gree, Harry J.           | Schneider, Bond & Co.  |
| Hatch, H., & Co.         | Sinclair, Jack & Co.   |
| Jeffery, Brothers & Co.  | Tiffin, Jos., & Sons.  |
| Kinnear & Kinloch.       | Thompson, Murray & Co. |
| Leeming, Thomas & Co.    | Torrance, David, & Co. |
| Malind, T., Tyle & Co.   | Urquhart, Alex., & Co. |
| Matheson, J. A. & H.     | West, James            |
| Mitchell, Kinnear & Co.  | Winn & Holland.        |
| Nein, William, & Co.     | Withers, Jov & Co.     |
| Noad, James S., & Co.    | Winnig, Hill & Ware.   |

MONEY MARKET.

THE mercantile community continues to be abundantly supplied with money, and outside of the banks good paper is hardly to be found.

Gold in New York has fluctuated considerably during the week, viz, from 133 to 141, closing on Wednesday at 141.

SILVER is abundant at unchanged rates.

MONTREAL PRODUCE MARKET.

WHEAT.—C. C. Spring was in active competition at the opening for Quebec, and mills in that vicinity, and rates varying from \$1.55 to \$1.60 ruled for a few days.

BAR IRON.—Is in fair demand, and the supply, though in the aggregate sufficient for the wants of the Trade during the close season of navigation is rather unequally distributed.

CANADA PLATES.—Have only moderate demand, and quotations are somewhat lower.

CUT NAILS.—Are less inquired for, but lowest rates would only be given to large buyers.

WHEAT.—Navigation having practically closed, we have to note a slackening off both in receipts and demand.

SPANISH SOLE.—Has little inquiry, and prices are less firm, with no transactions except of limited amount.

SLAUGHTER SOLE.—Is in better demand. Receipts are very light, and prices particularly for medium and heavy are well maintained.

HARNESS.—Is not asked for, and prices are declining.

WAXED UPPER.—The market is rather weak at present, having been affected to some extent by the forced sale mentioned previously.

GRAINED UPPER.—Entirely without demand.

BUFF AND PEBBLED.—Have had less inquiry, some of the heaviest consumers being at present occupied in taking stock, and consequently out of the market.

PATENT AND ENAMELLED.—Are also quiet, with only moderate sales.

CALF SKINS.—Transactions have been very limited, and quotations could only be obtained for prime.

SPLITS.—Are in request at full rates, with a short supply of light and medium.

SHEEP SKINS.—Stocks are low, with ready sale for desirable lots.

HIDES.—Receipts fail largely to meet the demand, and of late, tanners have not been able to supply their wants in this market.

PEASE.—Receipts have materially fallen off, and the few transactions lately noted have been in samples of indifferent quality, at about 90c per 95 lbs.

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THE HARDWARE TRADE.

Brush, George, Buchanan, L. & Co., Charleson, A., & Co., Castleman & Taylor, Carr, W. & P. P., & Co., Evans, J. H., Evans & Evans, Fraser, F., Gillett, E. E., Hall, Kay & Co., Ingle, J. W. H., Kershaw & Edwards, Morland, Watson & Co., Mulholland, & Baker, Robertson, Jas., Ravel, John & Sons, Simms, E. H., Winn & Holland.

BUSINESS has been quiet during the past week, but orders to a moderate extent have come in for goods to go by the last boats of the season.

IRON.—The market is bare of best brands which are firmly held at previous prices. Sales are reported of 100 tons No. 1 Eglinton at \$28.50, four months, and of some small lots No. 1 Summerlee in Quebec at \$30 for cash.

BAR IRON.—Is in fair demand, and the supply, though in the aggregate sufficient for the wants of the Trade during the close season of navigation is rather unequally distributed.

HOOP AND BAND IRON.—Some sizes are quite scarce and command full prices, while other sizes are more abundant, and quotations could hardly be obtained.

CANADA PLATES.—Have only moderate demand, and quotations are somewhat lower.

PLATES.—The stock, which is not low, is in few hands, and some holders are unwilling to sell at lowest quotations.

CUT NAILS.—Are less inquired for, but lowest rates would only be given to large buyers.

THE LEATHER TRADE.

THERE is no especial feature of interest to note in the business of the past week, which has been quiet and without much change.

SPANISH SOLE.—Has little inquiry, and prices are less firm, with no transactions except of limited amount.

SLAUGHTER SOLE.—Is in better demand. Receipts are very light, and prices particularly for medium and heavy are well maintained.

HARNESS.—Is not asked for, and prices are declining.

WAXED UPPER.—The market is rather weak at present, having been affected to some extent by the forced sale mentioned previously.

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ASSIGNEES APPOINTED.

Table with columns: NAME OF INSOLVENT, RESIDENCE, NAME OF ASSIGNEE. Includes entries for Amie & Co., Armstrong, George, Biles & Co., etc.

APPLICATIONS FOR DISCHARGE.

Table with columns: NAME, RESIDENCE, DATE. Includes entries for Cole, George, Hamilton, Joseph, Macdonald, William, etc.

WRITS OF ATTACHMENT ISSUED.

Table with columns: DEBTOR'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE. Includes entries for H. Jones, Andrew J., and others.

PRICES OF GRAIN.

Table showing grain prices for Flour, Superior Extra, No. 1, No. 2, etc., with columns for Price, etc.

RECEIPTS OF PRODUCE.

Table showing receipts of produce via Grand Trunk Railway and Canal, with columns for Wheat, Corn, etc.

IMPORTS.

The following is a table of the imports at Montreal for the week ending 21st Nov., 1866, with the figures for corresponding period of last year.

Table showing imports for 1865, 1866, Increase, and Decrease. Includes entries for Sugars, Tea, etc.

"BUFFALO ROBES."

CIRCULAR. 1866.

HUDSON'S BAY ROBES.

THE undersigned have received their supply of FRESH ROBES, this year's collection, which they are selling at following prices:—

- No. 1 Usual Assortment ..... \$5.50
No. 2 Assorted ..... 6.50
Good Fall and Summer ..... 5.50

Orders promptly executed. GREENE & SONS, Montreal.

Northern Railway of Canada.

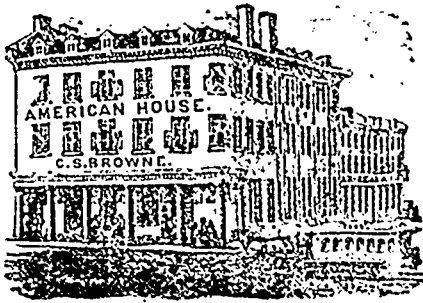
The traffic receipts of this railway for the week ending Nov. 17th were \$10,589.68, being an increase of \$1,354.35 as compared with the corresponding week of 1865.

STOCK MARKET.

Table showing stock market prices for Bank of Montreal, City Bank, etc., with columns for Closing price and Last Week's Price.

JOHN B. GOODE, WHOLESALE IMPORTER, Small Ware, Cutlery, Fancy Goods, &c., No. 57, St. Sulpice Street, Montreal.





**AMERICAN HOUSE,**

Corner of S. Joseph and St. Henry Streets,  
MONTREAL.

C. S. BROWNE, Proprietor.

The above well known house having been enlarged by the addition of the large house heretofore known as the Exchange Hotel, and entirely refitted and newly furnished in first class style, will be kept as a First Class House in every respect, except as regards price, which will be as moderate as possible.

**JESSE THAYER,**

WHOLESALE GROCER AND COMMISSION MERCHANT,

40 St PAUL STREET.

(opposite Albion Hotel)

MONTREAL.

Orders for Flour, Oatmeal, Tobacco, Cheese, Hams, Brooms, Pails, Leather, or any description of Merchandise, promptly attended to.

Consignments of Fish, Cod and Seal Oils, Wool, &c., respectfully solicited and returns promptly made.

References kindly permitted:

HENRY STARNES, Esq., Manager Ontario Bank.	
Messrs. Greene & Sons,	Messrs. J. L. Cassidy & Co.
" Starke, Smith & Co.	" Rimmer, Gunn & Co.
" Henry Joseph & Co.	" L. Chaput, Son & Co.

**JOHN RHYNAS,**

COMMISSION AND SHIPPING MERCHANT,

MONTREAL.

Consignments of General Merchandise received and advances made. Orders for the products of Canada carefully executed.

**DAVID E. MACLEAN & CO.,**

PRODUCE AND GENERAL COMMISSION MERCHANT,

Shippers and Ship Agents

MONTREAL, C. E.

DAVID E. MACLEAN. | BENJAMIN HAGAMAN.  
THOMAS C. CHISHOLM.

**DUFRESNE & MCGARITY,**

Importers and Dealers in

CHOICE GROCERIES, WINES, LIQUORS,

PROVISIONS, FRUIT, &c.,

223 Notre Dame Street,

MONTREAL, C. E.

We call the attention of American travellers to our fine stock of Best Old Brandies.

**FERRIER & CO.,**

Wholesale Dealers in

HEAVY AND SHELF HARDWARE,

IRON, STEEL, &c.,

21 and 26 St. Francois Xavier Street,

MONTREAL.

**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.

**THOMAS PECK & CO.,**

Manufacturers of

IRON, NAILS, SHIP AND RAILWAY SPIKES,

No. 391 St. Paul Street,

MONTREAL.

**ROBERT MITCHELL & CO.,**

Plumbers, Gasfitters, Copper Smiths, Steam Fitters, Brass Founders and Finishers, Manufacturers and Importers of Gasaliers, &c. Importers of Malleable Iron Pipe and Fittings. Manufacturers of Gold's Low Pressure Steam Heating Apparatus for Residences, Green Houses, &c.

Agents for Harrison's European Range for Hotels and Families.

CORNER OF CRAIG AND ST. PETER STREETS,  
MONTREAL.

**HIDES, WOOL, &c. &c.**

J. H. MOONEY,

85 GREY NUN STREET,

DEALER IN HIDES, WOOL, SHEEPSKINS, &c.

Highest Cash Price paid for the above Goods.  
Tanners and Woollen Manufacturers at a distance, supplied at short notice.

**OSHAWA SCYTHE, FORK & HOE COMPANY,**

OSHAWA, C. W.

The very best articles of

AGRICULTURAL IMPLEMENTS

made to order in any quantities

Our tools took First Prize at several Provincial Exhibitions in Canada, and at the World's Fair, London, England in 1872.

All orders promptly attended to

A. S. WHITING & CO.,  
Oshawa, C. W.

**LYMAN, ELLIOT & CO.**

WHOLESALE DRUGGISTS,

Toronto,

Manufacturers in Bond of

CHLOROFORM,

SULPHURIC ETHER,

SPIRITS OF NITRE, and

MEDICINAL TINCTURES,

Proprietors of Beaver Drug Mills and Laboratory.

Catalogues mailed on application.

**VICTORIA FOUNDRY,**

Cedar Street, Brantford, C. W.

Over one hundred different Styles and Sizes of

STOVES.

STEEL AND IRON PLOUGHS,

adapted to all kinds of Soils, in great variety.

A large variety of

FARMING IMPLEMENTS AND MACHINES

Prices very low.

Send for Illustrated Catalogue and Price List.

Address, WILLIAM BUCK,

VICTORIA FOUNDRY,

Brantford, C. W.

**J. M. BRADSTREET & SON.**

IMPROVED MERCANTILE AGENCY.

Head Office,—247 Broadway, New York.

MONTREAL BRANCH OFFICE.—In MOLSONS BANK CHAMBERS, corner of Great St. James Street, and St. Peter Streets.

MANAGER .....JOHN GLASS.

The undersigned beg to announce to the Commercial community of Montreal, and Lower Canada generally, that they have OPENED AN OFFICE in this City, as above-mentioned, under the management of Mr. JOHN GLASS, and are now prepared to furnish to Subscribers carefully prepared Reports of the Standing and Credit of the Merchants, Manufacturers, and Traders in general of Eastern and Western Canada. They have also ready for delivery to Subscribers their Reference Book for Canada West, which they have just published, carefully revised and corrected, and neatly and substantially bound, for the use of Commercial Travellers and others. Subscribers to the Montreal Agency will receive two volumes yearly, revised and corrected to the date of publication, as well as a Weekly Sheet showing all important business changes as they occur, such as Failures, Dissolution of Partnership, &c., &c.

Neither expense or pains will be saved to make these Reports more complete and reliable than any heretofore furnished to the Commercial community, whose inspection and comparison is respectfully and confidently invited.

For terms and conditions, apply at the office.

J. M. BRADSTREET & SON,

November 29.

4-46

**WADDELL & PEARCE,**

HARDWARE COMMISSION MERCHANTS,

AND IMPORTERS OF

IRON, STEEL, METALS, AND RAILWAY SUPPLIES.

No. 27 St. John Street, Montreal, C. E.,

Sole Agents in Canada and British Provinces of North America, for Charles Cammell & Co. (limited), "Cyclops," Steel and Iron Works, Sheffield; the Bowling Iron Company (near) Bradford, Yorkshire; Patent Shaft and Axle Tree Company (limited), Brunswick Iron Works Wednesbury; Lloyd & Lloyd, Albion Tube Works, Birmingham; Win F. Sim & Co., Pontpool Tin, and Pontypool "Cold Rolled" Canada Plates and Metals, Best Refined Bar Iron, &c.; the Yorkshire Engine Company (limited), Sheffield; Green's Patent Tube Company (limited), Sole Manufacturer of Green's Patent "Solid Drawn" Brass Tubes; S. Mouton & Co., Kingston-India Rubber Mills, Bradford; Walker & Hall, Electro-Plate Works, Sheffield; Hockley Bolt, Nut, and Rivet Company, Birmingham. John Trippett & Brother, Shipping Agents, Liverpool and New York; the Hart Manufacturing Company. (successors to Bliven, Head & Co.) New York.  
N. B.—A stock of Charles Cammell & Co.'s Warranted Cast and Spring Steel, and "Cyclops" Files, constantly on hand.

**THOMAS ROBERTSON & CO.,**

26 St. Sulpice Street, Montreal,

**HAVE FOR SALE,—**

Boiler Tubes,	Ingot Copper,
Boiler Plate	Ingot Tin,
Iron Gas Tubes,	Cake Spelter,
Tube Fittings,	Antimony,
Glass Tubes,	Steel,
Brass Tube,	Steam Gudge,
Lead Pipes,	Water do.,

And supplies for Machinists and Steam & Gas Fitters,

**THOMPSON, MURRAY & CO.**  
 GENERAL COMMISSION MERCHANTS AND IMPORTERS  
 42 St. Sacrament Street, Montreal,  
 Solo Agents in Canada for  
 J. Denis, Henry Mounio and Co., Brandlos,  
 Wolfo's Schiedam Schnapps.

1-ly  
**SULLIVAN & MOSS'S**  
 COMMERCIAL LAW  
 FOR  
 UPPER CANADA  
 W. H. CHEWETT & CO., Toronto.  
 DAWSON BROS., Montreal.  
 Price - TWO DOLLARS.  
 November 9th, 1866. 311

**BANK OF MONTREAL.**  
 NOTICE is hereby given that a Dividend  
 of FIVE PER CENT. on the Capital Stock  
 of this Institution has been declared for the current  
 half-year, and that the same will be payable at its  
 Banking House, in this City, on and after SATUR-  
 DAY, the FIRST day of DECEMBER next.  
 The Transfer Books will be closed from the 15th to  
 the 20th of November, both days inclusive  
 By order of the Board.

E. H. KING,  
 General Manager.  
 42-5  
 Montreal, 26th Oct., 1866.

**CAMERON & ROSS,**  
**COMMISSION MERCHANTS,**  
 443 Commissioners Street, Montreal, would  
 announce to Country Merchants and Traders general-  
 ly that they are regularly receiving and selling on  
 Commission all kinds of Country Produce, such as  
 Grain, Flour, Pork, Butter, Pot and Pearl Ashes,  
 Leather, Wool Hides, Flax Seed, &c. Also, purchas-  
 ing Dry Goods, Groceries, Hardware, and General  
 Merchandise  
 Cash advances made, or Drafts accepted for two-  
 thirds value of consignment when bill of lading is  
 attached, or three-fourths value remitted in cash on  
 arrival of goods.  
 1-ly  
**CAMERON & ROSS.**

**REMOVAL.**  
**W. McLaren & CO.** removed to Nos.  
 15 & 17 Lennox Street.  
 The attention of Country Merchants is invited to  
 the quality and prices of our Stock of  
**BOOTS AND SHOES.**

As our work is entirely **HAND MADE**, it is much  
 more durable than the Machine made work, and our  
 prices are as cheap as the cheapest. 33-ly

**BRITISH AMERICAN COMMERCIAL COLLEGE**  
 LOCATED IN TORONTO AND HAMILTON,  
**DESIGN** to educate young men for busi-  
 ness, and prepare them for the duties of Prac-  
 tical Accountants.

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

To the young man just setting forth into the busi-  
 ness world, a thorough knowledge of these branches is  
 a sure means of rapid promotion.  
 To the man in business, or to the one about com-  
 mencing, a knowledge of these branches is indispen-  
 sably necessary to a successful business career.

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

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

For Monthly Circular, Specimens of Writing, &c.,  
 address (enclosing stamp):  
**MUSGROVE & WRIGHT**  
 At Toronto or Hamilton.

**FOR KINGSTON, TORONTO, HAMILTON AND  
 INTERMEDIATE PORTS.**

**THE Steamer "AVON,"** Master,  
 will leave for the above Ports to-morrow, SA-  
 TURDAY evening, 2nd instant.  
**JACQUES, TRACY & CO.**  
 Montreal, 2nd Dec. 17-6m

**JOSEPH PHELAN,**  
 IMPORTER,  
**GROCERIES AND LIQUORS WHOLESALE,**  
 555 & 537 St. Paul Street. 27-ly

**JULES FOURNIER,**  
 IMPORTER OF GENERAL GROCERIES,  
 And Sole Agent in Canada for  
 Messrs. George Sayer & Co., Cognac,  
 " Charles Cowan & Co., do.  
 " G. H. Mumm & Co., Reims,  
 Mr. H. More, Avrre, Marne,  
 Mr. J. Savoye, do.,  
 420 ST. PAUL STREET, MONTREAL. 40-3m

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

**JAMES M. LAWTON,**  
**GENERAL COMMISSION MERCHANT,**  
 NO. 13 MERCADERES ST.  
 HAVANA, OUBA.

**SPECIAL attention given to the sale**  
**of PROVISIONS, LUMBER, SUGAR BOX**  
**SHOOKS, MANUFACTURED GOODS, &c., giving**  
**promptest possible returns, and the lowest charges**  
**adopted by responsible houses**  
 Prices Current and Market Reviews will be cheer-  
 fully sent to correspondents, on application.  
 Prompt and careful attention given to the purchase  
 and shipment of CIGARS. 14-6m.

**HALL & FAIRWEATHER,**  
**COMMISSION FLOUR DEALERS,**  
 SAINT JOHN, N. B.

REFERENCERS:—The Bank of New Brunswick. St  
 John; Messrs. Gillespie, Moffatt & Co., Montreal;  
 Messrs. Richard Irwin & Co., Bankers, New York.  
 St. John Sept., 1866. 3m-37

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

**J. C. FRANCK & CO.,**  
 IMPORTERS OF  
**GROCERIES, WINES, LIQUORS, CIGARS, &c.,**  
 25 Hospital Street.  
 Montreal, Aug. 24, 1866. 32-ly

**H. JOSEPH & CO.,**  
**TOBACCO,**  
 325, 326 & 327 ST. PAUL STREET.  
 Montreal, Aug. 30, 1866. 33-3m

**AMABLE PREVOST & CO.,**  
**DRY GOODS, PROVISIONS AND**  
**GROCERIES, WHOLESALE.**  
 St. Paul Street 266, 268,  
 Commissioners Street 213, 215, 217. 10-1y.

**JAMES BAILLIE & CO.,**  
**WHOLESALE DRY GOODS,**  
 480 ST. PAUL STREET,  
 Montreal, Aug., 1866. 6-ly

**ALEXANDER URQUHART & CO.,**  
**GENERAL COMMISSION MERCHANTS,**  
 St. Peter Street, Montreal,  
 IMPORTERS OF

*Teas, Wines, Liquors, Groceries, Drysalteries*  
*and Mediterranean Produce.*  
 SOLE AGENTS IN CANADA FOR  
 S. Berger & Co.'s Starch.  
 C. Cross & Blackwell's Pickles, Sauces, &c.  
 C. Cooney & Co.'s Button and Ball Blue.  
 Blood, Wolfe & Co.'s Porter and Ale.  
 12-ly

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

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

**BENNER & BOOKER,**  
**BEG** leave to advertise that they have  
 entered into a special arrangement for the pur-  
 pose of holding **PERIODICAL AUCTION SALES,**  
 in the city of Hamilton, of **MERCHANDISE** to the  
**TRADE** on alternate **THURSDAYS,** commencing on  
**THURSDAY, 15th instant.**  
 Consignments solicited. Prompt returns.  
 N. B.—This arrangement is not intended to affect  
 the business now and heretofore carried on by them  
 individually.  
**RICHARD BENNER. ALFRED BOOKER,**  
 Auctioneer.  
 Sale Rooms,  
 Royal Hotel Buildings, James St.,  
 Hamilton, October 1, 1866. 59-8

**JOHN HENRY EVANS,**  
**IMPORTER OF IRON**  
**AND GENERAL HARDWARE,**  
 No 463 St. Paul Street, corner St. Paul and St. Nicho-  
 las Streets, Montreal.  
 1-1y

**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,  
 to my address here.  
 Advances made on shipments to Europe.  
 The sale and purchase of Stocks and Exchange will  
 receive prompt attention. 1-ly

**DEPOT FOR SALE OF HOPS.**  
**A LARGE** supply always on hand received  
 direct from Growers, for Sale at lowest rates.  
**CHAS. D. PROCTOR.**  
 Montreal, Sept., 1866. 34-ly

**CANADA TRUSS FACTORY.**  
 F. GROSS, Surgical Machinist and Elastic Spring  
 Truss Maker, Inventor and Manufacturer of all kinds  
 of Instruments for Physical Deformities, 36 Victoria  
 Square, Montreal. 31-6m

**JOHN REDPATH & SON,**  
**SUGAR REFINERS,**  
 MONTREAL. 7-ly

**W. W. STUART,**  
**COMMISSION MERCHANT**  
 AND  
**PRODUCE DEALER,**  
 For the Purchase and Sale of Flour, Grain, Provisions,  
 and Produce generally.  
 Office 33 St. Nicholas street, Montreal.  
 5-ly

**FITZPATRICK & MOORE,**  
**IMPORTERS AND WHOLESALE**  
**DEALERS** in Groceries, Teas, Sugars, Wines  
 Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c.  
 2-ly  
 No. 4 Lemoine st.

**WINNING, HILL & WARE,**  
**GENERAL MERCHANTS, IMPORTERS,**  
 AND  
**WHOLESALE DEALERS** IN WINES, LIQUORS  
**AND GENERAL GROCERIES,**  
 Nos. 389 and 391 St. Paul Street, Montreal. 24

**JAMES HINGSTON & CO.,**  
**IMPORTERS OF DRY GOODS, &c., 476 St. Paul and**  
**397 Commissioners streets. 46-14**

**JOHN H. R. MOLSON & BROS.,**  
**BREWERS AND SUGAR**  
**REFINERS, Montreal.**  
 20th March, 1865. 10-1y.

**W. & R. MUIR,**  
**IMPORTERS OF BRITISH AND**  
**FOREIGN DRY GOODS**  
 166 McGill street.  
 Montreal. 8-ly

**W. CHRISTIE,**  
**SOAP & CANDLE MANUFACTURER,**  
 Office, 516 Craig Street. Factory: Jacques Cartier  
 Street, near St. Mary Street. Also, Office of Christie  
 & Bellis, British Soap Works, Hochelaga. 53-3m



**AMES, MILLARD & CO.,**  
Manufacturers of and Wholesale Dealers in  
**BOOTS AND SHOES,**  
No. 23 St. Peter Street, Montreal.

Now on hand one of the largest and best assorted stocks ever offered to the trade, warranted to give satisfaction in wear, and at prices as low as the lowest.  
August 3, 1865 29-ly

**C. DORWIN & CO.,**  
BANKERS AND EXCHANGE BROKERS,  
46-ly 35 St. François Xavier st., Montreal

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

**JOSEPH MAY,**  
IMPORTER OF  
**FRENCH DRY GOODS,**  
489 ST. PAUL STREET,  
MONTREAL. 51-ly

**ROBERT SIMMS & CO.,**  
**GENERAL AND COMMISSION**  
MERCHANTS, 8 Gillespie Buildings, Common street. 8-ly

**CUVILLIER & CO.,**  
**AUCTIONEERS, BROKERS,**  
AND  
COMMISSION MERCHANTS.  
Advances made on Consignments  
Office—No. 13 St. Sacrament street,  
MONTREAL. 6-ly

**JAMES CRAWFORD,**  
**PRODUCE COMMISSION MER-**  
CHANT, and Agent for the Purchase of TEAS,  
SUGARS, AND GENERAL MERCHANDISE,  
18 ST. JOHN STREET.  
8- MONTREAL.

**MARTIN & FERGUSON,**  
**BARRISTERS AND ATTORNEYS**  
AT LAW, SOLICITORS IN CHANCERY,  
CONVEYANCERS, NOTARIES PUBLIC, &c  
Office—Corner of King and James streets,  
HAMILTON, C.W.  
N.B.—Collections and Insolvency Matters promptly attended to  
R. MARTIN. J. W. FERGOUSON. 32-ly

**M. H. SEYMOUR,**  
LEATHER COMMISSION MERCHANT,  
231 St. Paul street, Montreal  
*References:*  
Wm. Workman, Esq., Montreal, President City Bank.  
Henry Starnes, Esq., Montreal, Manager Ontario Bank.  
Hon. L. H. Holton, Montreal.  
Messrs. Thomas, Thibaudau & Co., Montreal.  
" James, Oliver & Co., Montreal.  
" Thibaudau, Thomas & Co., Quebec.  
Hon. Wm. McMaster, Toronto, C. W.  
Messrs. Denny, Rice & Co., Boston, Mass.  
Austin Sumner, Esq., Boston, Mass.  
Henry Young, Esq., 22 John street, New York.  
Samuel McLean, Esq., Park place, do. 29-

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

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

**JOHN ROUND & SON,**  
TUDER WORKS, SHEFFIELD,  
**CANADIAN BRANCH,**  
569 and 511 St. Paul Street, Montreal.

**MANUFACTURERS OF ELECTRO-**  
PLATED and NICKEL SILVER GOODS, im-  
porters of HEAVY and SHELF Hardware.  
Agents for Wm. Jessop & Sons, Sheffield, Spring  
and Cast Steel, Harrison, Brother & Houson, Shef-  
field, Cutlers to Her Majesty; Ebbinghaus & Sons,  
Prussia, Brass Cornices. 32-3mos

**THOMAS HOBSON & CO.,**  
480 & 489, ST. PAUL, & 437 COMMISSIONERS STREET  
MONTREAL,  
**PRODUCE AND COMMISSION MERCHANTS,**  
**ATTEND** personally and promptly to  
the proper disposition of all Consignments of  
FLOUR, PORK, ASHES, TALLOW, LARD,  
BUTTER, and all other descriptions of Produce.  
Sales effected with every possible promptitude, con-  
sistent with the solid interests of our consignors, and  
returns made at the earliest moment.  
If long experience in the Produce Trade, and care-  
ful personal attention to the interests of our friends,  
will avail us, we are confident that every satisfaction  
will be given. 1-ly

**FREER, BOYD & CO.,**  
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**SHIP BROKERS AND INSURANCE AGENTS,**  
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Represent, in Canada, Messrs. HENRY WILLIS & Co.,  
No. 61, Old Broad Street, London.  
Advances made on Consignments of Grain, Flour,  
sues, etc., or on shipment to their friends in Great  
Britain. Averages adjusted. Goods received on  
storage, in Bond, or Free. 16-6m

**JOHN MATHEWSON & SON,**  
(Established 1821.)  
**SOAP, Candle, and Oil Manufacturers,**  
OFFER FOR SALE  
SOAPS—Common, Crown, Liverpool, St. am refined  
Pale, Pale Yellow, Family, Compound Erasive, White  
and Lily; also, Oil Soap for Fullers' use.  
CANDLES.—Tallow Moulds, Wax Wicks, and Ada-  
mantine.  
OILS.—Extra Lard, W. B. Whale, W. P. Elephant,  
Pale Seal, Solar Sperm, and Mason's Patent Sperm.  
49-ly Inspector and College Streets, Montreal.

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

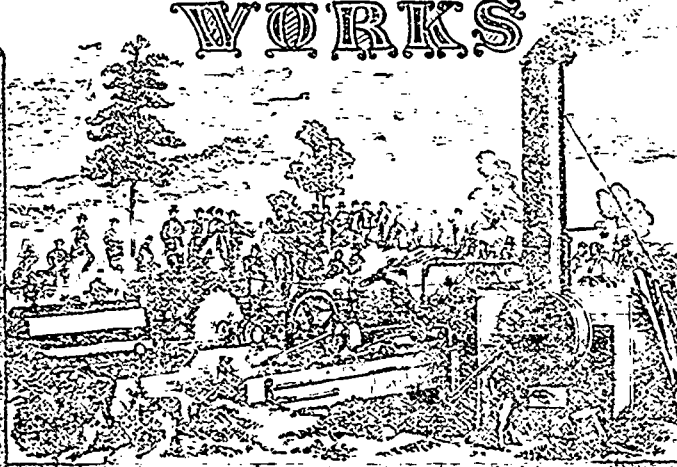
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ALSO  
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**PORTABLE**  
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**STATIONARY**  
**ENGINES**

SHINGLE  
LATH &  
STAVE  
**MACHINES.**  
**CHOPPING MILLS &c.**



FIRST PRIZE AND MEDAL AWARDED FOR STEAM SAWMILL MACHINERY  
PROVINCIAL EXHIBITION, HAMILTON SEPTEMBER 28 1863

**PORTABLE**  
**SAWMILL**  
CAPABLE  
OF  
**CUTTING**  
2000 FEET OF  
**LUMBER**  
IN A  
SINGLE HOUR

**GRISTMILLS**  
WITH W. & G. AND  
100 BARRELS OF  
**FLOUR**  
WHILE USING  
**1 1/2 CORDS**  
OF  
**WOOD.**

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