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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, NOVEMBER 22, 1867.

No. 45.

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

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

MUNDERLOH & STEENCKEN,
IMPORTERS OF STAPLE AND
FANCY DRY GOODS, 411 St. Paul st., corner
of Custom House square, Montreal. 1-1y

CHAPMAN, FRASER & TYLEE,
Successors to Maitland, Tytee & Co.,
WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
3-1y 10 Hospital st.

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

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

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

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

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

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

S. H. & J. MOSS,
WHOLESALE CLOTHIERS,
IMPORTERS OF WOOLLENS, TAILORS
TRIMMINGS, &c. 5 and 7, Levee Street, and
Orignal Block, 422 Notre Dame Street, MONTREAL.
Our stock of Fall and Winter Clothing is now
complete, and is well worth the attention of buyers
East and West. To meet the requirements of the
several provinces, especially of New Brunswick and
Nova Scotia. Clothing is now manufactured on the
premises under the supervision of English and Amer-
ican Foremen 83-1y

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

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

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

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

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

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.

Consignments of Flour, Grain, Leather, Ashes,
Butter, &c., receive personal attention. 1-1y

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN ALL KINDS OF
BOOTS AND SHOES, 524 526, and 528 St. Paul St.
Montreal, invite the attention of Merchants and Job-
bers, from all parts of the Dominion, to our large and
varied stock of Boots and Shoes, specially adapted
for Fall and Winter.
Our stock consists of Men's, Boys' and Youths'
Ladies', Misses' and Childrens' wear, in all about 200
different patterns, also, a large assortment of Fanned
Lined Balmoral and Skating Boots manufactured
from the best English and French Leathers.

Our extensive facilities, and long experience in
manufacturing, added to the fact that all our pur-
chases are made for cash, enable us to produce and to
offer to our customers, goods at the very lowest possi-
ble figures.
All goods warranted as represented
Orders personally or by Post, will have our prompt
and most careful attention. 1-1y

TIFFIN BROTHERS,
GENERAL MERCHANTS,
IMPORTERS OF
TEAS, SUGARS, AND GENERAL GROCERIES,
WINES, BRANDIES, &c. &c.,
Nos. 318, 320 and 322 St. Paul Street, and 253 and 251
Commissioners Street.

OFFER for sale several invoices of fresh
Teas, just received per Steamers from London
and Liverpool, consisting of Imperial Gunpowder,
Old Hyson, Young Hyson, Hyson Twankay, Twankay,
Japan colored and uncolored, Oolong, Souchong
Also the cargo of the Brig. "Zoava, direct from
Malaga, consisting of Raisins in boxes, halves, qrs. and
kegs, kegs of Grapes, boxes and trails Figs, boxes
Oranges and Lemons, boxes and trails almonds, qrs.cks
Cherry Wine; with a large and general assortment of
English and French Groceries, and balance cargo of
Sugar and Molasses ex "St. Joseph, from Barbados,
West Indies. 1-1y

Established 1808.
LYMANS, CLARE & CO.,
CHEMISTS AND DRUGGISTS,
MANUFACTURERS OF LINSEED OIL,
Importers of



FOREIGN DRUGS, PAINTERS' COLOURS OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
52, 54, & 56 St. PAUL STREET,
MONTREAL. 10-1y

JOHN B. GOODE,
WHOLESALE IMPORTER OF ELECTRO
PLATED WARES, JEWELLERY, FANCY
GOODS, CUTLERY, &c., No. 67 St. Sulpice Street
MONTREAL. 9-1y

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

TO CHEESE VAT MANUFACTURERS.
Large Tinned Iron Sheets 6 x 2; feet x 24 and 26 Wire
Guage.

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

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

W. J. STEWART, 420 St. Paul St.
Sole Agent—For FINLAYSON, BOUSFIELD &
Co—Shoe, Thread, Gilling Twine, and all kind of
Machine and Linen Threads.
W. HORNELL & Co.—Sewing Twines.
G & W WATERS—Colored and other Twines.
WM. CLARKE & SONS—Needles, &c.
J & T JOLLEY—Lancashire Files and Tools.
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-1y

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

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

McMILLAN & CARSON,
CLOTHING.
WHOLESALE.
143 & 150 MCGILL STREET, Montreal. 6-1y

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS,
Importers of Window Glass, &c. No. 18 Lemoinne
Street, facing St. Helen Street, Montreal 1-1y

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

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

W. R. HIBBARD & CO.,
Manufacturers of and Wholesale Dealers in
TRUNKS, VALISES, & CARPET BAGS,
354 and 356 Notre Dame Street, Montreal.

CAMPBELL BRYSON,
LEATHER COMMISSION MERCHANT,
9 and 11 LEMOINE STREET,
MONTREAL. 18-1y

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

ÆTNA LIFE INSURANCE
COMPANY.

INCORPORATED, A D., 1820.
 Dividend for 1867, 50 per cent. of premium, thus
 reducing it one-half to those who pay all cash, and
 returning all notes given in 1865 by those who bor-
 rowed half the premiums of that year.
 Dividends are paid down every year, not added to
 the policy by way of Bonus, payable only at death.
 A 50 per cent. dividend paid down is equal to a Bonus
 of \$100 to 400 per cent. of the premium, according
 to the party's age.
CANADA BRANCH OFFICE—20 Great St. James St.
 S. PEDLAR & CO.,
General Agents. 28-ly

Montreal, 1867.

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

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

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

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

ROBERT SEATH,
WHOLESALE CLOTHIER AND
IMPORTER of Woollens and Tailors' Trim-
 ings, No. 10 St. Joseph Street, near McGill Street,
 Montreal. 31-ly

FINDLAY & McWILLIAM,
WHOLESALE CONFECTIONERS,
 No. 516 St. Paul Street, near McGill Street,
 MONTREAL.

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

JAMES ROBERTSON,
 126, 128, 130 AND 132, QUEBEC STREET, MONTREAL,
METAL MERCHANT,
Manufacturer of Lead-pipe, Shot, Paints, and Putty.
 8-ly

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

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

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

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

KERSHAW & EDWARDS,
 ESTABLISHED YEAR 1838.



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

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

SPECIAL attention of the Trade is
 directed to our

NEW AND LEADING STYLES.
HATS,
CAPS,
 -JRS,
GREENE & SONS,
 517, 519, 621, St. Paul Street,
 1-ly Montreal.

AKIN & KIRKPATRICK,
PRODUCE COMMISSION MERCHANTS,
 MONTREAL.

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

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

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

HEAVY FORGINGS AND PLATE WORK.

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

Is prepared to furnish
WROUGHT IRON PADDLE SHAFTS at 5jc. per lb.
RAILWAY AXLES at 4 c. per lb
PLAIN ROUND BOLLS & STRAIGHT GIR-
ERS at 6c per lb., &c.
 The work warranted to be fully equal to the best im-
 ported or manufactured here. 23-ly

DUNCAN & FORSTER,
IMPORTERS OF EAST & WEST
INDIA PRODUCE AND GENERAL GRO-
CERIES, 12 & 14 St. John Street, Montreal. 9-ly

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

J. Y. GILMOUR & CO.,
 IMPORTERS OF
BRITISH AND FOREIGN DRY GOODS
 WHOLESALE,
 NO. 375 ST. PAUL STREET,
 MONTREAL. 62-ly

STERLING, McCALL & CO.,
 IMPORTERS OF
BRITISH AND FOREIGN
DRY GOODS, WHOLESALE,
 Corner of St. Paul and St. Sulpice streets,
 7-17 MONTREAL.

HIBBARD & CO.,
MANUFACTURERS' AGENTS,
 and Importers of Gusset Webs and Shoe Findings,
 Manufacturers and Importers of Rubber Goods,
 Manufacturers and Patentees of Ciréo Beltlug,
 MONTREAL. 9-ly

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

MOORE, SEMPLE & HATCHETTE,
 (Successors to Fitzpatrick & Moore)
IMPORTERS AND WHOLESALE
DEALERS in Groceries, Teas, Sugars, Wines
 Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c.
 2 Dominion Buildings, corner McGill and College Sts.
 2-ly

JAMES MITCHELL,
WEST INDIA AND GENERAL COMMISSION
MERCHANT,
 OFFERS FOR SALE:

Hhds } Prime Barbadoes Sugar
 Tierces }
 Puns do Cuba Molasses
 Puns do do Rum
 Hhds "United Vineyard" Brandy (very superior
 vintage, 1863
 Barrels No. 1 Extra Split Herrings
 Boxes Smoked Herrings
 AND DAILY EXPECTED:
 Qtls Prime Large Table Codfish
 Brils Pure Cod Oil, &c., &c.
 Montreal, Oct. 17, 1867. 1-ly

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

EVANS & EVANS,
HARDWARE MERCHANTS,
 and Manufacturers' Agents, No. 7 Custom House
 Square Montreal. Sole Agents for the Provincial
 Hardware Manufacturing Company. 26-ly

LaRIVIERE & BOURDEAU,
IMPORTERS OF SHELF & HEAVY
HARDWARE, PAINTS, &c., (Sign of the Sun)
 233 and 235 St. Paul Street, MONTREAL. 33-3m

R. C. JAMIESON & CO.,
MANUFACTURERS OF VARNISHES, JAPANS,
 and Dealers in Spirits of Turpentine, Bonzine,
 Oils, &c., &c., No. 3 Corn Exchange Buildings, St
 JOHN STREET, MONTREAL 50-ly

MONTREAL, 16th May, 1867.

IRONMASTERS' PRICE LIST
MONTREAL CUT NAILS.
 In 100 lbs. kegs inclusive: a fair assortment with not
 over one-quarter, shingles, under 25
 tons \$3.22 per keg.
 25 tons and over \$3.12 per keg
 Shingle Nails, when sold alone, EXTRA
 over assortment 20c. per keg.
 2 lb and 5 lb. Nails, when sold alone (five
 per cent being a loss in assortment) 40c. per keg.
 Terms 4 months, or 3 per cent for cash.
H. W. IRELAND,
 18 BROKER.

BUFFALO ROBES CIRCULAR.

GREENE & SONS,
MONTREAL.

1867 BUFFALO ROBES. 1867

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

TARIEF OF PRICES:

No. 1. Regular assortment.....	\$ 9.50
1. Selected	10 00
2 Assorted.....	8 60
3. Fall and Summer.....	6 00

WHOLE ROBES:

No. 1. Whole Robes	\$12 00
2 " "	11 00

TERMS CASH.

Orders promptly executed.

GREENE & SONS.

YEAR BOOK AND ALMANAC OF CANADA FOR 1868.

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

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

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

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

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

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

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

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

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

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

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

All letters must be pre-paid
JOHN LOWE & CO.,
Publishers.
Printing II USE.
67 Great St. James Street, Montreal.

CAMERON & ROSS,

COMMISSION MERCHANTS,

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

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

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

CAMERON & ROSS.

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

JAMES DONNELLY,
IMPORTER OF BRITISH AND FOREIGN DRY GOODS, 8 Dominion Buildings, McGill Street, Montreal. 66-3m

FOULDS & McCUBBIN,
IMPORTERS AND WHOLESALE OLOIHIERS, 370 St. Paul Street, Corner St. Sulpice Street, Montreal. 36-ly

LEWIS, KAY & CO.,
IMPORTERS OF STAPLE AND FANCY DRY GOODS, 1-ly Nos. 276 and 277 St. Paul street, Montreal.

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

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

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

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

JAMES BAILLIE & CO.,
WHOLESALE DRY GOODS, 480 ST. PAUL STREET, MONTREAL. 6-ly

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

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

WM. J. McMASTER & CO.,
IMPORTERS OF STAPLE & FANCY DRY GOODS, No. 16 Lemoine Street, 35-ly Montreal.

McLACHLAN BROS. & CO.,
IMPORTERS OF BRITISH AND FOREIGN FANCY & STAPLE DRY GOODS, and Small Wares, No. 468 St. Paul St, Montreal. 35-ly

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

A. ROBERTSON & CO.,
IMPORTERS OF STAPLE AND FANCY DRY GOODS 479 St. Paul, and 393 Commissioners Streets, MONTREAL. MONTREAL, 16th January, 1867. 1-ly

JOSEPH MAY,
IMPORTER OF FRENCH DRY GOODS, 489 ST. PAUL STREET, MONTREAL. 6-ly

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

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

FOULDS & HODGSON,

IMPORTERS OF
Grey Cottons, White Shirtings, Regattas, Bed Ticks, Denims, Silesias, Cobourgs, Orleans, M de Laines, White Muslins, Jeans, Moleskins, Flannels, Blankets, Cloths, Tweeds, Vestings, Hosiery, Gloves, Braces, Ribbons, Laces, Blouses, Handkerchiefs, Fancy Dresses, Umbrellas, Parasols, Shawls, Hoop Skirts, Table Oil Cloths, Yarns, Battings, Silks, Velvets, Linen Threads, Playing Cards, Jewellery, Tea Trays, Snuff Boxes, Pipes, Toys, Bag Purses, Pencils, Spools, Pins, Needles, Tapes, Buttons, Combs, Brushes, Hair Oil, Colognes, Soaps, Stationery, Brooches, Spectacles, Dolls, Mirrors, Pocket Knives, Table Knives, Choplets, Crasses, Marbles, Plates.
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.
361, 365, 368 & 370 St. Paul Street, Montreal. 16-ly

CANADA VARNISH COMPANY
JOHN JAMIESON & Co., manufacturers of every description of Varnishes, Japans, &c., and dealers in Spirits of Turpentine, Benzine, &c., Factory St. Patrick Street, Canal. Office: 409 St. Paul Street, Montreal. 9-ly

ROBERT WATSON,
ASSIGNEE, ACCOUNTANT, AUDITOR, Commissioner for taking Affidavits for Upper Canada
OFFICE—MERCHANTS' EXCHANGE, immediately over the Reading Room, Montreal, May 30, 1867. 17

1867 IRELAND'S 1867
FREIGHT AND PASSENGER LINE
FROM
Montreal to Kingston, Toronto, Hamilton, St. Catharines and vice versa.

ON opening of Navigation the following First Class Steamers will form a Line for the Transportation of Freight and Passengers, viz:
OSPREY Capt. SMITH.
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BRANTFORD " HANNA.
(new composite steamer now building at Hamilton) Capt. MALCOLMSON
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The above steamers, having first class accommodation for passengers, will afford to families during the summer months, a cheap and comfortable mode of travelling, and give merchants quick dispatch in the transportation of Freight.

THE STEAMER CITY OF LONDON, will be continued as last year in the Lake Erie trade, viz.—From Montreal to Ports Dover, Burwell, Ryerse, Bruce and Stanley, calling at Hamilton and Toronto as the trade may require.

Freights as Cheap as by any other Line.
For Freight or Passage apply to
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WADDELL & PEAROE,
 HARDWARE COMMISSION MERCHANTS,
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 IRON STEEL, METALS, AND RAILWAY SUPPLIES,
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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; Sim & Coventry, 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 Manufacturers of Green's Patent "Solid Drawn" Brass Tubes; S. Mouton & Co., Kingston India Rubber Mills, Bradford; Walker & Hall, Electro-Plate Works, Sheffield; Hookley Bolt, Nut, and Rivet Company, Birmingham; John Trippett & Brother, Shipping Agents, Liverpool and New York; the Hart Manufacturing Company, successors to Bliven, Mead & Co., New York.

N.B.—A stock of Charles Cammell & Co.'s Warranted Cast and Spring Steel, and "Cyclops" Files, constantly on hand.

HIDES, WOOL, &c., &c.

J. H. MOONEY,
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 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.

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Consignments of Produce and General Merchandise solicited. Returns promptly made, and incidental expenses avoided.
 Orders for the purchase of Produce or Merchandise of any description carefully attended to, and goods forwarded according to instructions.

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ROBERT MILLER,
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 WHOLESALE MANUFACTURING STATIONER,
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 SCHOOL BOOKS, WINDOW SHADES & WALL PAPERS,
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MUTUAL LIFE INSURANCE COMPANY,
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ACCUMULATED FUND OVER \$2,000,000.
 ANNUAL INCOME \$1,200,000.

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

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

Parties at a distance can insure from blanks, which will be furnished on application.
Usual restrictions as to residence and occupation abolished.

ANGUS R. BETHUNE,
 General Agent
 174 St. Francis Xavier Street.
 Active and Influential Agents and Canvasers, wanted throughout the Dominion 40

HUA & RICHARDSON,
LEATHER IMPORTERS AND
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 Consignments of leather respectfully solicited.
 Sole Agents for Alexander's Kid Gloves.
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 BUTTS for Belting.
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 Tea Dealers and Importers of Groceries,
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THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.
 WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.
 Accumulated & Invested Fund - - \$18,008,690
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ASSURANCES effected on the different systems suggested and approved by a lengthened experience, so as to suit the means of every person desirous of taking out a Policy. Every information on the subject of Life Assurance will be given at the Company's Office, No. 47 Great St. James Street, Montreal, or at any of the Agencies throughout Canada. 12 ly

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INSURANCE COMPANY
 Of Liverpool and London.
 FIRE AND LIFE.
 CAPITAL TWO MILLIONS STERLING.
 H. L. ROUTH, Agent, Montreal.
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 GENERAL COMMISSION MERCHANTS AND SHIPPING AGENTS,
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 FIRST PRIZE
PIANOFORTE MANUFACTURER,
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 Show Room:—79 Great St. James Street.
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 Constantly on hand, a superior assortment of Piano, Square and Cottage.
 Second-hand Pianos taken in exchange. Repairing and Tuning promptly attended to. 42

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 A link in the Bryant & Stratton International Chain.
 The Course of Instruction includes Book-Keeping, Penmanship, Commercial and Mental Arithmetic, Telegraphing and Phonography. Circulars containing full information as to terms, &c. on application.
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WM. STEPHEN & CO.,
 Importers of General
DRY GOODS,
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 CANADIAN TWEEDS, COTTONS AND LINENS,
 19, 21, 23, & 25 LEMOINE STREET,
 AND
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 MONTREAL. 6-ly

DRY GOODS.
OGILVY & CO.,
 WHOLESALE IMPORTERS,
 405 ST. PAUL STREET,
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 Just received:
 100 pieces Hop Sacking.
 300 pairs Blankets.
 30 bales American Cotton Yarn.

OGILVY & CO.,
 Agents for
STEWART'S SCOTCH WHISKY,
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PLIMSOLL, AUBIN & CO.,
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STRAW AND FANCY DRY GOODS.
 Joseph's Block,
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WINNING, HILL & WARE,
 389 to 396 ST. PAUL STREET,
 MONTREAL,
 Importers and Wholesale Dealers in
WINES, LIQUORS, CIGARS
 &c., &c., &c.,
 AND
 Manufacturers of Choice FRUIT SYRUPS,
TOM GINS, GINGER WINES, BITTERS, &c.
 For which the Paris Exposition of 1867 awarded a BRONZE MEDAL.

BLANKETS ! BLANKETS ! !
 FIFTY BALES
 Grey, Brown, and White
WITNEY BLANKETS.
 For sale low to the trade, by the bale of 50 or 100 pairs
WINNING, HILL & WARE,
 389, 391, 394 and 396 St. Paul Street.

HENRY CHAPMAN & CO.,
IMPORTERS AND COMMISSION MERCHANTS,
 St. John and St. Alexis Streets, MONTREAL.
 AGENTS FOR THE SALE OF
 Pinet, Castillon & Co.'s Cognac Brandy,
 A. Houtman & Co.'s double berried Hollands Gin,
 Dunville & Co.'s old Irish Whisky,
 R. Thorne & Co.'s fine Scotch Whiskey,
 T. G. Sandeman's celebrated Port Wines,
 Mackenzie & Co.'s (Cadiz) Sherry Wines,
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 P. A. Mumm's Sparkling Hock and Moselle Wines,
 Guinness' Dublin Stout, bottled by Meehan & Co.,
 McEwan's Sparkling Edinburgh Ales., &c. 1-ly

LIFE ASSURANCE—FIDELITY GUARANTEE
THE EUROPEAN ASSURANCE SOCIETY,
 Empowered by British and Canadian Parliaments.
 CAPITAL.....£1,000,000 Sterling.
 ANNUAL INCOME, over £300,000 Sterling.
HEAD OFFICE IN CANADA—MONTREAL.
 9-ly **EDWARD RAWLINGS, Manager.**

1867—NOVEMBER 18th.—1867

T. JAMES CLAXTON & CO.
ARE weekly receiving large additions to their stock, at present low prices.
 Large Lines of Staples.
 Large Lines of Fancy Goods: all the newest styles.
 Orders carefully attended to,
CAVERHILL'S BUILDINGS,
 69 St. Peter Street, MONTREAL.
 1-ly

THE ST. LAWRENCE GLASS COMPANY
 MANUFACTURE
 COAL OIL LAMPS, various styles and sizes.
 LAMP CHIMNEYS of extra quality.
 LAMP SHADES, plain, ground and cut glass.
 GAS SHADES, do do do
 Sets of TABLE GLASSWARE, consisting of
 GUBBETS
 TUMBLERS,
 SUGAR-BOWLS,
 CREAM JUGS,
 SPOON-HOLDERS,
 SALT-CELLARS,
 CASTOR-BOTTLES,
 PRESERVE DISHES
 NAPPIES,
 WATER PITCHERS,
 &c., &c.
 Hyacinth Glasses, Steam Gauge Tubes, Glass Rods,
 Reflectors, or any other article, made to order in white
 or colored glass.
 Kerosene Burners, Collars and Sockets will be kept
 on hand.
FACTORY—ALBERT STREET. Orders received at
 the Office, 333 St. Paul Street.
 41-ly **A. McK. COCHRANE, Secretary.**

REMOVAL.
WEST BROTHERS
 Have removed to 144 McGill Street.
GROCERIES, WINES, LIQUORS AND CIGARS
WHOLESALE. 1-ly

JEFFERY BROTHERS & CO.,
GENERAL MERCHANTS,
 44 ST. SACRAMENT STREET,
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SINCLAIR, JACK & CO.,
WHOLESALE GROCERS AND COMMISSION
MERCHANTS,
 Importers of EAST & WEST INDIA PRODUCE,
 MEDITERRANEAN GOODS,
 &c., &c., &c.,
 413 ST. PAUL STREET, opposite Custom House,
 MONTREAL.
 Sole Agent for "Cootes'" celebrated ground
 Rock Salt, for Table and Dairy use.
 Montreal, M y 30, 1867. 1-ly

WM. McLAREN & CO.,
MANUFACTURERS and Wholesale Dealers in
BOOTS AND SHOES, 15 & 17 Lemoine Street,
 Montreal. We invite the attention of Merchants and
 other dealers throughout the Dominion, to our large
 and varied stock of Boots and Shoes, especially
 adapted for Fall and Winter. In manufacturing for
 the Western markets, much care has been bestowed,
 and having made the width and proper form of the
 goods a speciality for years, enables us to produce and
 to offer to our customers Boots and Shoes of the best
 description. All goods warranted as represented.
 Personal or Letter Orders will have our prompt and
 careful attention. 33-ly

TO TANNERS.
ALL kinds of LEATHER received on Commission,
 and sold to best advantage.
 Best COD OIL always on hand.
BLACK & LOCKE,
LEATHER AND GENERAL COMMISSION
MERCHANTS,
 Montreal.

HUNTER, DUFFY & JOHNSON,
 WHOLESALE MANUFACTURERS OF
BOOTS AND SHOES,
 29 St. Helen Street,
 MONTREAL. 49-ly

THE TRADE REVIEW
 AND
 Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, NOVEMBER 22, 1867.

BANK RETURNS.
 THE statement of Canadian Banks for the month
 ending 31st of October, 1867, is published, and
 will be found elsewhere.
 The following is a comparison of the totals of
 liabilities and assets for September and October:—

	September.	October.
Notes in Circulation.....	\$ 9,749,690	\$10,748,800
Balances due to other Banks....	2,254,262	2,330,647
Deposits not bearing interest....	14,696,689	15,340,455
Deposits bearing interest.....	16,836,116	16,662,886
	43,566,756	45,082,788
LIABILITIES.		
Specie, and Provincial Notes....	\$ 7,053,671	\$ 8,216,770
Landed property of Bank	1,681,834	1,592,169
Government Securities.....	6,546,164	6,730,466
Notes or Bills of other Banks..	1,974,685	2,331,020
Balances due from other Banks.	3,479,834	2,823,111
Notes and Bills discounted....	65,321,373	57,363,725
Other debts.....	2,659,753	2,696,633
	78,002,864	80,623,824

During October, it will be seen that note circulation
 increased almost exactly one million of dollars. To this
 increase the Ontario, British North America, Bank of
 Commerce, and Gore Bank, contributed most largely,
 viz \$384,303, \$176,069, \$160,019, and 115,076, respectively.
 We find, as might be expected very considerable
 changes in the deposits of the several banks. The
 following is a statement in round numbers of the in-
 crease or decrease in October:—

	Increase.	Decrease.
Bank of Montreal.....	\$ 707,000	...
Quebec Bank	\$ 33,000
Commercial Bank.....	...	\$ 300,000
City Bank.....	...	\$ 80,000
Gore Bank	\$ 52,000
Bank of British North America.....	\$ 252,000	...
Banque du Peuple	\$ 33,000
Niagara District Bank.....	\$ 10,000	...
Molson's Bank.....	...	\$ 90,000
Bank of Toronto.....	\$ 51,000	...
Ontario Bank.....	...	\$ 20,000
Eastern Townships Bank	\$ 11,000	...
Banque Nationale.....	...	\$ 68,000
Banque Jacques Cartier.....	...	\$ 133,000
Merchants Bank	\$ 68,000	...
Royal Canadian Bank	\$ 26,000
Union Bank of Lower Canada.....	...	\$ 63,000
Mechanics Bank.....	...	\$ 7,000
Canadian Bank of Commerce.....	\$ 172,000	...

Turning now to the assets of the Banks, it appears
 that the two leading Banks have been increasing their
 reserve of specie and legal tenders very materially,
 the Bank of Montreal \$967,000, and the Bank of

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

THE COMMERCIAL UNION ASSURANCE CO'Y.
 19 & 20 CORNHILL, LONDON ENGLAND.
 CAPITAL £2,500,000 Stg.—INVESTED over \$3,000,000
FIRE DEPARTMENT.—Insurance granted on all
 descriptions of property at reasonable rates.
LIFE DEPARTMENT.—The success of this branch
 has been unprecedented—90 PER CENT. of pre-
 miuns now in hand. First year's premiuns were
 over \$100,000. Economy of management guaranteed.
 Perfect security. Moderate rates.
 Office 385 & 387 St. Paul Street, Montreal.
MORLAND, WATSON & CO.,
 General Agents for Canada.
FRED. COLE, Secretary.
 Inspector of Agencies—T. C. LIVINGSTON P.L.S. 9-ly

British North America \$384,000. The Banks of
 Toronto and of Commerce, have also strengthened
 themselves very considerably in this respect, the
 former by \$275,500, and the latter \$100,000.
 In the matter of discounts, the Bank of Montrea
 has given increased accommodation to the extent of
 \$1,137,000, the Bank of British North America \$423,000,
 the Ontario Bank \$423,000, the Bank of Commerce
 \$200,000 and the Gore Bank \$177,000. The discounts
 of the Banque Jacques Cartier, on the contrary have
 decreased \$123,000, the loss on deposits curtailing its
 means very materially.

The following is a statement of the Provincial Notes
 in circulation, Wednesday, 6th November, 1867, and
 of the specie held against them:

	Notes in Circulation.	Specie held.
At Montreal.....	\$ 2,837,476	\$ 400,000
At Toronto.....	1,087,768	400,000
	3,918,242	800,000
Debitures held by the Re- ceiver General.....	...	\$3,000,000

The proportion of specie to notes in circulation as
 above is a fraction over 20 per cent.

The traffic returns of Canadian Railways for October
 are satisfactory, showing for nearly every railway a
 large per centage of increase as compared with 1866
 The Great Western Railway is credited with an
 increase of about \$72,000, or over 25 per cent on the
 October earnings of last year, the Northern and
 Welland with \$11,500 and \$2,800 respectively, or very
 nearly as large a per centage of increase; while the
 Brockville and Ottawa, and the Ottawa and Prescott,
 show increased earnings by \$4,930 and \$2,250, equal to
 about 33 and 32 per cent. increase respectively on the
 traffic of October 1866.

FROM THE CAPITAL.
 OTTAWA, 18th Nov., 1867.
NOTHING of a Commercial character possessing
 much interest, has yet been laid before the Par-
 liament of the Dominion, but it is understood that
 several matters of importance affecting Trade and
 Commerce will come up before the close of the Session.
 By the close of the Session, I mean its close after the
 recess, for an adjournment is expected in about three
 weeks. A member asked the opinion of Sir John A.
 Macdonald on this point the other day, and was in-
 formed that the first part of the Session would close
 by the end of the first week of next month. Several
 arrangements have to be made between the local and
 General Legislatures, which render this course nec-
 essary.

REDUCTION OF POSTAGE.
 The new Postal bill has been introduced into the
 Senate by Postmaster-General Campbell, but its pro-
 visions are not, at the time of writing, generally
 known. The business world will, however, be pleased

to learn that a reduction of the rates of letter postage has been resolved upon by the Government. Whether the reduction is to be extended to letters crossing the Atlantic and passing between Canada and the United States, is not certainly known; but as these changes would have to be the subject of arrangement between the different countries concerned, it is believed that nothing is to be done with regard to lowering the rate of ocean and international postage at present. The postage on letters is to be reduced to 3 cents, at least that is generally understood here. It is said that the postage on newspapers will be ½ cent. If so, the Maritime Province people will be much aggrieved, for newspaper postage has been abolished there, and the representatives from there are very much opposed to its re-imposition. The better plan would be to abolish the postage in Ontario and Quebec and thus make the laws uniform. If in addition to reducing the rates on letters within the Dominion, the postage between this country and Great Britain and the United States, were reduced, it would give great satisfaction to all classes.

A GRAND TRUNK BILL.

The Grand Trunk Railway is to apply to Parliament this Session again. The object of the Company's application is to have a bill passed which will enable them to equip the line better than it is at present. It is said that it is desired to borrow £500,000 sterling for this purpose, and to enable the Company to do this, certain legislation is necessary. There can be no doubt of the urgent need of improving the condition of the Grand Trunk, but as it is almost certain that the proposed bill will interfere with the securities of some of its creditors, it is hardly probable that the measure will pass without opposition.

THE SILVER NUISANCE.

Everybody injuriously effected by the silver nuisance (and who is not?) will be glad to learn that the Government propose to do something on the subject during the Session, although whether during the first part, or after the recess, has not transpired. Shortly after the opening, several notices appeared on the notice paper upon the subject, and the Premier said the other day that in the currency bill, the silver difficulty would be treated. It is not said what course is to be pursued, and much interest is felt upon the point, for it is one of those questions for which it is difficult to find a remedy by legislation. The people have at present full liberty to refuse American silver on any terms, or only take it at a certain rate of discount, and it is not easily understood what legislation will better their position, for if people will take silver for more than it is worth, no law can prevent them. By making it a legal tender only at a rate so depreciated as will prevent its influx from the United States, would probably be the most effective remedy. If not depreciated to such an extent, it might become our principal circulating medium, and greatly injure the Banks by throwing their notes out of circulation. Anyway it may be looked at, the silver nuisance is rather a hard nut to crack.

WELLAND CANAL IMPROVEMENT.

The improvement of the canal system of Canada is an undertaking to which the Dominion Parliament, or at least leading members of the Administration, are pledged to so soon as the public finances will admit of it. The other day the Government were asked whether they intended to complete, before the opening of navigation in the ensuing spring, the excavation several years in progress on the Welland canal, and also such other work as may be necessary to admit the waters of Lake Erie into the said canal. The answer of the Government was adverse to going on with the work at present. The Commissioner of Public Works, Mr. McDougall, said the work was a desirable one, but that the state of the finances would prevent its being completed at the present time.

THE TARIFF CHANGES.

What changes are likely to be made in the Tariff are of course, kept perfectly secret. Very few seem to be able to understand how the Government will be able to make reductions, and still pay its way. The feeling is, however, that it will be attempted, with a view to conciliate the "wise men from the east," but it will be a pity if such a course should result in producing another series of annual deficits.

NEW MINISTER OF FINANCE.

The Hon. John Rose, of Montreal, has become Mr. Galt's successor. On announcing his acceptance of the position of Finance Minister, the Premier said that there had been no change in the financial policy of the Government, as decided upon in July last. Until Mr. Rose is returned, we shall not have full information as to his reasons for joining an Administration to the Financial policy of which last session he was opposed.

POSTAL REFORM.

We cannot say that the bill introduced by the Hon. Post Master General meets our expectations, nor do we think it will be received by the people of the Dominion as altogether satisfactory. Reform there is, but it does not go far enough. The details of this measure are of course meagre, and as far as we have heard through the press, two amendments alone are suggested, the reduction of letter postage to 3 cents, and the obligatory prepayment of newspapers at ½ cent each.

The first of these is a step, a long step in the right direction, but we think a further reduction was perfectly possible without much loss. It would only have been anticipating the question by half a decade. Sooner or later the postage of the Dominion will be reduced to a 2 cent basis. As well do this to-day as to-morrow. This principle is recognized, that a reduction is necessary, advisable, and practicable, and it remains to be shown that 3 cents is the limit at which reduction ceases to be possible. We do not believe that this can be shown. The same logic which advises a reduction to 3 cents, on the ground that the reduction will increase the number of letters, should, we think, prove that a further reduction to two cents would result similarly. To the department the cost will not be increased. They pay a certain sum for mail service, and that service can as well carry 20,000,000 of letters at 3 cents, as 12,000,000 at 5 cents, or to carry it further, 30,000,000 at 2 cents as well as 20,000,000 at 3 cents. The history of reduced postal rates does not show this ratio of increase to be anything out of the way, or not to be expected. We consequently hope to see this further reduction made, and the great principle of cheap postage given a free way and a fair trial in Canada.

Nor should its application be confined to inland postage alone. We think it should be extended to international postage as well. The present English tariff is 12½ cents *via* Allan line, 17 cents *via* Cunarder. Deducting 5 cents for the Canadian share of the service we have a sum of 7½ cents and 12 cents, respectively, left for the balance of the route. In other words we may divide the rate thus:

ALLAN LINE.	
Canadian Department.....	5 cents.
Steamer.....	5½ "
English Department.....	2 "
	12½ cents.

CUNARD LINE.	
Canadian Department.....	5 cents.
American Department.....	3 "
Steamer.....	7 "
English Department.....	2 "
	17 cents.

Reduce the Canadian share of the service to 2 cents, and it is easy to carry ocean mails at 10 cents. Indeed there is less actual work over an ocean mail than over a local mail. A letter leaves Sarnia for Cookshire let us say. It passes through the hands of the Sarnia clerk, the three mail-conductors to Montreal, one to Sherbrooke, Post office; at Sherbrooke, Post office at Cookshire, seven handlings for 2 cents. Mail a letter at Hamilton for England. It is at once made up with others into an English packet, the bag is locked, and with it further handling goes direct to Liverpool. We also think that the steamers could reduce their rates, and that thus an 8 cent rate might be arrived at. This movement already obtains favourably in America, and ere five years all subsidies will be done away with, increased competition carrying the mails as they would express freight, at so much per ton. An 8 cent rate is practicable we think even now, reducing the rate *via* American lines to 12½ cents. Within five years the American rate to England will be 5 cents. We whose relations with England are more intimate than those of our neighbours, should not let them surpass us in cheapness and extent of this vital accommodation.

The American rate also requires reduction. At present the tariff is 10 cents, each department taking as its share all paid at its own offices. The American rate being 3 cents, the Canadian let us say 2 cents, we think that the through rate could easily be placed at 5 cents. The division of this might be left as it is at present; each department taking all it collects, prepayment however, being enforced. Transient newspapers and drop letters in Canada, we would leave at their present rate, 1 cent each. Nor do we think the book and parcel posts can be changed. Their greater bulk makes reduction impossible. It is however desirable that the parcel post arrangement, and our

Canadian rules as to manuscript and proof sheets should be extended to the United States; as also, when the settlement of American currency on a gold basis admits of it, the reciprocity of the money order system. With registration in Canada we do not propose to deal, as the present rate is low enough. As to the money order system, its extension, and probably, a reduction from the present rate of ¼ per cent, are to be desired.

The point however wherein we are at wide variance with the Post Master General, is the question of newspaper postage. The present idea of charging the publisher ½ cent per number on his issue is absurd, and unjust. Take for example a daily with a circulation of 1,000 in the country, and distant cities. Is it fair to impose a tax of \$1,000 on its proprietor, an amount which represents possibly the whole profits of the year? A daily at \$5, probably makes \$2 profit on its circulation. This tax would reduce its profits to 40 cents per number. Another daily in Canada is sold at \$8, which actually costs \$6.80 to publish. Add \$1.60 and the unfortunate proprietor loses \$2.40 on every copy he circulates. This is absurd, unjust, impracticable.

The present custom of levying this tax on the subscriber, has we think serious disadvantages. He finds it quite enough to pay for his paper, without having to pay 25 per cent extra for getting it brought to him, when he would get it delivered in the city without any extra charge. This is taxing the intelligence, morality and literature of a country, instead of cultivating it. If indeed the Post Office Department finds it necessary to increase its revenue by taxing newspapers; let it tax the proprietors a moderate sum on their issue. While this will result in a large increase of circulation, in expansion of intelligence, and in ultimately increased revenue for the department, it will we think be productive of that great general good, which is the foundation and the aim of all good government. In suggesting the following rates for the proposed tax, we think that from our practical experience, we are naming the figures which will produce the greatest revenue for the Government, without hampering the newspaper proprietors.

For a daily per copy.....	40 cents.
For a tri-weekly.....	20 "
For a semi weekly.....	15 "
For a weekly.....	7 "

Thus briefly and hurriedly have we given our views on this vital subject. We feel satisfied that this measure, which to us seems short-sighted and unjust, will be fairly discussed and ventilated ere it is allowed to become law. From the number of practical newspaper men in the Commons, we think it certain that our side of the question will be duly represented. It remains with the press, which is the great interest of the country, to discuss and suggest, and use all possible means to arrive at a solution and a decision which will be fair to them, to the people whom they inform, educate, and lead; and to that government which is indebted to the press of the country for existence, and support.

GOVERNMENT CONTROL OVER THE TELEGRAPH.

THE British Cabinet, we learn has just resolved to place all the telegraph lines of Great Britain, under control of the Post Office department; and in the House of Commons at Ottawa, it has been asked whether our Government intend to provide for the management of the telegraph lines in connection with the postal system. The subject is important, and worthy careful consideration. In favor of the project it can be argued, that all the reasons by which the Government control of the Post Office is supported, apply with ten-fold force to the assumption by the same power of the telegraph. The Post office is controlled by the Government, because it yields the public a revenue; and because the Government can discharge the duties of the office better than any private company could. If the Government had control of the telegraph, there is no doubt that it would yield the public a large revenue, and its duties would be discharged better than they are at present.

Since the discovery of the telegraph its use has become very popular, until now it has in many important affairs of life, superseded postal communication altogether. All monetary matters, and the most important part of trade and commerce between sellers and buyers, producers and consumers at a distance, are transacted almost entirely by telegraph. And yet the present system we find is attended by expense and insecurity. The public cannot do without

the telegraph, they patronize it most extensively, but notwithstanding this, the excessive costliness of messages is unabated. Telegraph companies on the other hand are growing enormously rich. A few private individuals make fortunes at the expense of the public. If the telegraph were under public control, this would not be the case. Give the Government power over the lines, and we may confidently look for the abolition or modification at all events of the sliding scale of charges under which the public are at present charged, twenty-five cents for fifty miles of electricity, and a dollar for five hundred. Had private individuals the carrying of the mails at present, we should expect to see this sliding scale in force in the Post office. Five cents would carry a letter five miles, and for fifty cents perhaps we should get a letter from Quebec to Toronto. But as it is, our correspondence is carried by steam, or by horse-flesh, at great outlay, from one end of the country to the other, or for any shorter distance in it, for a uniform charge of five cents, and that sum we think too much, and we are about to reduce it to three or perhaps two cents. Here is an example for the electric telegraph, but as long as it is under the control of private individuals it never will be followed.

Besides the expensiveness, the present telegraph system is objectionable because of its insecurity. If the telegraph were under the management of the Government, this objection would be removed. Do what they will, private individuals cannot guarantee the secrecy of the messages they receive for transmission. The correspondence committed to the Government to carry is inviolable. Messages given them to send would be equally sacred. A private company can never guarantee the honesty of its numerous employees; a Government can—because it has the power to punish criminally. Another argument in favor of Government supervision, is the political importance of the telegraph. So great is this, that in granting charters to private companies, it is always conditioned that Government messages shall have the priority. But still these messages have to be paid for, and as in ordinary times a very great number are dispatched, and in times of a crisis, the lines are almost altogether monopolized by the Government, the cost every year must be very great. And great as it is, it all comes out of the peoples' pockets. This expense would be saved, and the public services better discharged if the lines were worked by the Government. It would conduce to the public safety, on such occasions also, if the disaffected could not convey intelligence, and aid, and comfort to the enemy by telegraph; and this could hardly be the case where operators belonged to the civil service.

In short, the assumption by the Government of the control of the telegraph would produce, in the first place a revenue to the public; then it would be attended by a saving in the reduction of present prices; the use of the telegraph would be made more popular, and a greater number of the public would be made partakers of its advantages; trade, commerce, and all kinds of business would also be correspondingly benefitted; secrecy and honesty would be guaranteed in the transmission of all messages; and lastly, there would accrue from the change, political advantages affecting the peace and safety of the whole commonwealth.

The objections against the proposed scheme are chiefly such as might be urged against the Post office being made a Government department. The one gives the Government power and patronage, so would the other. Under such a system of government as that which exists in the United States, patronage is, if not an evil, at least a nuisance. But under our constitution which enables office to be held during good conduct, patronage is neither an evil nor a nuisance. And as to any increase of power which the Government might gain, it would not endanger either the liberty or the happiness of the subject. We would conclude then that the reasons in favor of the New Dominion following the example of Great Britain and placing all the telegraph lines under control of the postal or some other Government department are cogent. The subject is of great importance. Public interests and private rights are mixed up in it. England's adopting the plan after mature consideration is a strong argument in favor of its being put into practice here. Before, however, this consummation could be brought about, it would be important to know and consider how the existing companies are to be disposed of and what the operation will cost. At present we can only contend that these things presenting no serious obstacles, the principle may be affirmed that it would be for the public interest that the Government should have control over the telegraph.

THE TRADE OF CANADA FOR 1866-'67.

We have already given the total value of the Exports and Imports of Canada for the year ending June 30, 1867, and the year previous; we now propose going more into detail, and giving the principal items which make up these totals, commencing with the exports.

EXPORTS FROM CANADA.

	1865-'66.	1866-'67.
THE MINE.		
Gold-bearing Quartz	122,400	122,400
Copper	89,901	89,901
Copper ore	213,049	253,215
Pig and Scrap Iron	132,601	35,372
THE FISHERIES.		
Fish, Dried and Smoked	730,486	559,083
Pickled	116,716	122,623
Other articles	102,930	102,930
THE FOREST.		
Ashes—Pot and Pearl	1,105,003	723,944
Timber—Elm	255,870	252,647
Oak	710,861	696,461
White Pine	2,324,063	2,118,754
Red Pine	593,134	499,858
Standard Staves	346,968	404,962
Other Staves	285,652	290,602
Deals	1,932,033	2,271,195
Planks and Boards	4,683,075	5,104,342
Firewood	462,568	495,931
Shingles	161,456	138,784
Other Woods	198,680	792,404
Saw Logs	118,796	187,174
ANIMALS AND THEIR PRODUCE.		
Animals—Horses	2,590,725	600,200
Horned Cattle	4,312,232	1,190,799
Swine	819,774	41,360
Sheep	570,202	149,976
Poultry	100,412	28,420
Produce of Animals—Bacon and Hams	174,500	287,467
Beef	159,979	169,626
Butter	2,094,270	1,741,291
Cheese	123,494	193,554
Eggs	241,190	311,106
Furs—Dressed	478	16,128
Undressed	367,089	416,019
Hides	107,876	42,447
Lard	58,198	58,198
Pork	618,536	214,913
Sheep Pelts	104,188	42,225
Wool	756,239	604,159
AGRICULTURAL PRODUCTS.		
Barley and Rye	4,623,341	4,058,620
Beans	28,987	28,987
Bran	58,448	58,448
Flax	72,144	72,144
Flax Seeds	746,103	63,746
Flour	5,198,746	5,007,983
Fruit—Green	39,290	39,290
Hay	21,492	21,492
Hops	25,309	25,309
Meal	243,343	531,618
Oats	1,615,185	1,141,183
Other Seeds	115,481	86,986
Peas	1,234,215	1,746,627
Vegetables	11,882	11,882
Wheat	3,106,112	3,847,427
MANUFACTURES.		
Furs	29,230	115,928
Hardware	172,922	139,052
Leather	239,748	106,812
Machinery	80,193	45,141
Oil Cake	80,193	81,157
Rags	45,141	59,260
Sugar Boxes	81,157	74,569
Tobacco	59,260	16,585
Wood	108,315	34,522
Woolens	16,585	11,829
Liquors	34,522	11,829
Vinegar	11,829	11,829

Comparing the figures before us we find Great Britain and the United States still by far our largest customers. The Maritime Provinces, however, are becoming large consumers of our flour, taking in 1866-'67 \$2,605,548, as against \$1,011,407 in 1865-'66. It is a fact worthy of notice, that the exports of flour to the United States have decreased in almost exactly the same amount as those to the Lower Provinces have increased. The following are the figures for comparison:—

	1865-'66	1866-'67
Flour to the United States	3,671,250	2,110,626
" Lower Provinces	1,011,407	2,605,548

The Lower Provinces are also taking more of the produce of the Fisheries than formerly, as well as of butter, pork, meal, peas, wheat, leather, tobacco, and a number of other articles of minor importance. Altogether the exports to British North America shew an increase of about \$1,850,000.

IMPORTS INTO CANADA.

The following are some of the leading articles of dutiable and free goods imported into Canada, during the years ending respectively June 30, 1866, and 1867:

	1865-'66.	1866-'67.
Wine, ?	410,434	187,344
Brandy	188,425	2,239,247
Sugar	1,845,585	2,833,987
Molasses	470,691	2,229,247
Tea	2,319,307	167,754
Tea, green	177,697	636,886
Indian Corn	1,062,412	925,626
Wheat	2,164,740	514,974
Meats, fresh, smoked and salted	771,570	331,916
Carpets and hearth rugs	306,870	809,827
China Ware, Crockery, &c.	191,439	6,770,995
Cottons, Yarn and Warp	7,311,713	333,892
Dried Fruits and Nuts	238,721	222,999
Drugs	193,894	791,786
Fancy Goods and Millinery	608,542	462,074
Glass and Glassware	342,877	508,403
Hats, Caps and Bonnets	389,835	286,884
Hosiery	260,578	4,080,271
Iron and Hardware	1,787,019	858,928
Jewellery and Watches	254,178	326,041
Leather	418,922	285,420
Do. manufactured	19,735	1,034,563
Linen	1,019,437	111,188
Manufactures of Gold, Silver, &c. and Plated Ware, ?	103,688	168,454
Musical Instruments	122,588	155,416
Paints and Colors	122,588	122,588
Paper, ?	1,159,813	1,098,274
Silks, Satins, and Velvets	1,159,813	1,098,274
Stationery, ?	1,234,157	1,856,496
Small Wares	5,855,217	8,382,765
Woolens	1,202,266	161,900
Bark, berries, &c., used in dyeing	470,308	607,452
Books, &c	184,740	11,875
Carrriages, &c	184,740	11,875
Coal and Coke	906,700	1,258,115
Cotton Wool	288,848	280,852
Flax, Hemp and Tow, undressed	188,221	196,200
Fish and Fish Oil	852,167	732,092
Furs and Skins	143,039	271,010
Hides, Horns and Pelts	676,129	1,042,612
Military and Naval Stores	382,083	1,637,080
Pig Iron, Lead and Copper	472,630	607,547
Rice	213,008	148,202
Salt Ammonia, Sal Soda, Soda Ash	106,391	144,461
Salt	334,797	363,397
Seeds	177,074	100,446
Settlers' Goods	382,338	859,141
Steel, wrought or cast	175,368	252,491
Tobacco, manufactured	381,948	464,232
Wool	483,079	358,697

The most noticeable feature is the increase in many articles, especially in Woolens, Iron, and Hardware, amounting altogether to about \$4,000,000. The increased trade has been entirely with Great Britain, that with the United States having declined to the extent of about one million of dollars.

TRADE OF NEW BRUNSWICK.

We have before us the Annual Report of the Trade and Navigation of the Province of New Brunswick for 1866, compiled by the controller of Customs of the Port of St. John. It bears date 29th June, 1867, but has been in the hands of the public but a very short time. This circumstance materially detracts from its value in a statistical point of view, and very much of its contents has been anticipated. Nevertheless as this is the last Report of the trade and navigation of the Province which will be issued in its independent capacity, we think that a recapitulation of some of the leading points may be both useful and interesting.

As might be expected from the peculiar character of the trade of New Brunswick, by far the largest portion of the Report is taken up with a consideration of the ship building, shipping and lumber interests. With reference to the first of these we find that the total quantity of new shipping registered in the Province during the last four years, (and including vessels built for owners in the United Kingdom sent home under Governor's pass) is as follows:—

Year.	Vessels.	Tonnage.
1863	137	85,250
1864	103	92,605
1865	148	65,474
1866	118	45,922

This shows a falling off in the production of new ships of nearly 46,000 tons, or more than one-half as compared with 1864, and satisfactorily accounts for much of the commercial depression which has been complained of. At \$40 per ton (a very moderate estimate) the falling off in this department would amount to the very large sum of \$1,840,000. Of the shipping built during the year, we find that 21,319 tons were classed 7 years (the highest rate allowed colonial built vessels), 19,901 tons were classed in the 4, 5 and 6 years grades, and the remainder, about 4000 tons, consisting mainly of schooners and other small craft employed in the coasting trade, were not surveyed for classification at all, although many of them are probably as good substantial vessels as are to be found on any coast. It appears that the classifications were pretty equally divided between the English and French Lloyd's, the seven years ships being generally classed at the English

office, and the lower grades, which are for the most part owned in the Province, at the French office. The quantity of shipping on the Registry books of the Province on the 31st Dec. 1866, was 283 vessels, measuring 233,945 tons. The losses during the year by wrecks, fire, and other casualties, was 11,683 tons, or about 6 per cent., and as the rate of insurance on hulls averages at least 12 per cent., it follows that the Insurance offices must have been doing a pretty good business. Of the total quantity of shipping registered in the Province, the controller assumes that 200,000 tons is owned there, the value of which at £5 sterling per ton, a fair estimate, gives one million sterling as the amount of money invested in shipping. He remarks:—"It is probable that notwithstanding the general depression in ship-building, that the people of Nova Scotia and New Brunswick will continue to build for their own use, spruce vessels ranging from 100 to 600 tons, suitable for the American and West India trades, as they can now most successfully compete with their neighbours in the United States in this particular branch of business, and vessels can be produced so much cheaper in these colonies than in the United States. The classification of this class of vessels having also been recently revised, both by English and French Lloyd's, will tend to place them in a better position than formerly when competing with other countries." We are inclined to think that this view of the case is correct, and that the enormous progress making in iron shipbuilding will result in gradually driving the more expensive kind of Colonial built vessels out of the market. The freight business of the year was fairly remunerative, though not up to the average of most former seasons. Many of the large vessels owned in the Province are employed in carrying coals between England and the East, as well as in the Guano trade, and have done very well. It is very satisfactory to find that the bulk of the carrying trade between New Brunswick and the United Kingdom is still performed by British and British Colonial shipping, the British Colonial securing by far the largest share. The total amount of British and Colonial shipping which carried cargoes last year from the Province to the United Kingdom was 290,414 tons, against 63,515 tons foreign shipping, or 80.9-10 per cent. British and 19.1-10 foreign—and the following table shows that since 1860, this proportion has been gradually increasing

	British		Foreign	
	per cent.		per cent.	
1860	63	82		
1861	50 1/2	40 1/2		
1862	80	20		
1863	79	21		
1864	75 4-5	24 1-6		
1865	80 2-6	19 3-6		
1866	80 9-10	19 1-10		

Under the head of exports we find that during the year, the Province exported as follows

Produce of the forest, including woods of all kinds and furs.....	1866	1865
.....	\$1,402,863	\$3,651,965
Mines and Minerals.....	374,911	233,744
Fisheries.....	322,055	412,127

Of agricultural produce, the following quantities were exported: butter, cheese and lard 32,917 lbs., horses, 91, eggs, \$9,177 dozen, oats 235 bushels, hay and straw, 1,191 tons, fresh meat, 56,645 lbs., potatoes 4,742 bushels. Of the great staple, "sawn lumber," there was exported 345,404,000 superficial feet, against 331,925,000 feet in 1865, and 325,886,000 feet in 1864.

The import list is defective in many important particulars. For instance, we find the value of imports from the United States set down at \$3,743,896, against \$3,066,362 in 1865, but this contains the value of Canadian products imported via Portland, and as this cannot have amounted to much less than a million of dollars, and very little Canadian flour was imported in 1865, it should show a falling off instead of an increase. Again, the direct importations from Canada in 1866 are set down at \$301,554, against \$247,374 in 1865, but these figures only represent the importations at the North shore ports, and obviously convey an incorrect idea of the trade. Thus too, imports from Nova Scotia include the value of British goods imported via Halifax and Windsor by Cunard steamers and of West India goods through various Nova Scotia ports. The total value of imports in 1866 was \$10,000,794, against \$7,086,695 in 1865, and was the heaviest importation ever made in any one year into the Province. Of his large amount, 80 per cent. found its way to St. John, although there was an increase at most of the smaller ports.

The Report contains some interesting particulars respecting the West Indian and other trades, and some valuable suggestions for future guidance which we shall take an early opportunity of referring to.

COAL OIL AS FUEL.

GREAT efforts are being put forth to find a substitute for wood or coal as fuel, and which will do away with the heavy expense which these substances entail. It has long been believed that such a substitute could be found in Petroleum, and we are glad to perceive that the difficult problem appears now about to be solved. Some time ago it was announced that John Gertsborn Esq., of Dundas, one of the principal machinists of Ontario had invented a mode of using Petroleum for the purpose of firing-up locomotives—a discovery which it was claimed would greatly decrease the expense of running railway engines. We have heard nothing further of this for some months, and have been informed whether correctly or not we cannot positively say, that on a thorough trial it was found not fully to answer the purpose for which it was intended.

We are glad to learn, however, that another mode of using coal oil has been discovered by two gentlemen of the Town of Guelph, which it is said has been thoroughly tested, and promises to effect almost a revolution in the process of heating engines of all kinds. The names of the proprietors are Smith and Robertson, and the flame which gives the heat is produced by conducting the oil and steam in two tubes to a certain point, where they unite and give forth a flame of great power. We are not able to give a minute description of this invention, but the manner in which Messrs. Smith and Robertson combine some of the properties of steam with the oil seems to economize the latter, so as to render it far cheaper than either coal or wood, even where there is an abundant supply of these valuable articles. We understand that an engine has been running in Guelph for some time past heated on this principle, and that it is computed that one and a half barrels of Petroleum will drive a 40 horse engine as long as four cords of the best wood generally used for that purpose. This would effect an immense saving taking coal oil at its present price, and if found on an extended trial to be all that is claimed for it by its discoverers, and the supply of the oleaginous fluid continues plentiful, there can be little doubt that the discovery will be a valuable one not only to its patentees, but to the entire manufacturing world. We learn that a patent has been applied for in the United States and that a gentleman has recently passed through Montreal on his way to England to endeavour to patent the invention there.

Besides this mode of using Petroleum as fuel we notice that in the United States, an enterprising American (a Yankee of course) has perfected a mode of utilizing this fluid for domestic purposes. The patentees are Young & Co., of Detroit and it is fast superseding in some places, the ordinary mode of heating for cooking purposes. It is claimed for it that a gallon and a half of oil, will do all the cooking of a family on a large stove for one day. This is not over if indeed so much, as one-quarter of the cost of wood or coal, and under present circumstances when wood and coal are annually becoming dearer, must prove a great blessing to the poorer portion of the community.

It is a very fortunate thing to find that Petroleum is being utilized in this way, and rendered so exceedingly useful. Some economists have predicted England's decline on account of the failure of her coal deposits. Indeed, some of the more calculating croakers have summed up the quantity of coal yet left to the "sea-girt isle," and the precise time when its supply will give out, and England's manufacturing supremacy come to an end. No great fears need be entertained on this score, but at the same time it is gratifying to think it is possible that, if such a result did come about, England and the world may find in Petroleum a substitute for coal, and need not indulge any gloomy forebodings, as to a time when the world would be in danger of freezing on account of its want of fuel.

THE GOLDEN REGIONS OF THE WEST.

IT reads like a chapter in a fairy tale. We can scarcely credit that the country along the North Shore of Lake Superior is so rich in gold, silver, copper and iron, as it is represented. We can hardly imagine what wealth lies up in that region—what openings for enterprise—what chances for capital—what rewards for labor. And yet we have the testimony of many eye-witnesses. At the Bruce Copper Mines, writes Mr. Nelson, the vein of copper is twenty-five feet in width. 300 men are employed here, and an extension of the work is contemplated. At Thunder Bay there is a silver vein twenty-four feet wide, com-

posed principally of quartz and a kind of black slate, richly impregnated with native silver and galena. This vein extends four miles along the north shore of Thunder Bay. An extensive vein of copper has also been discovered at Black Bay, adjoining Thunder Bay, very much richer than the Bruce vein. Iron ore in enormous quantities and of the richest quality has been discovered on both Hudson and Black Bays, close to the shore, and within easy reach of immense water power.

This is a dazzling reality, and it would appear that there are few persons, at all events, who are alive to its importance. At Batchowagan, on Lake Superior shore, there is an extensive and valuable iron mine, but it is situated ten miles off in the bush, and the company that own it have expended \$100,000 in building a railway from it to the lake and in constructing a pier to ship the ore. The shores of Thunder and Black Bay are alive with prospectors for gold, silver, copper and iron. A Toronto firm is working a silver vein on the Current River. All the locations on the great silver vein at Thunder Bay are being eagerly grabbed up, and stamping mills, wharves, storch-uses and towns, are spoken of as likely soon to be erected. The American mining interests on the south shore of the lake, are particularly active in seizing on all the valuable locations on the north shore. There is not an American Company but has an agent on the north side prospecting.

There is yet, however, much to be done. Enterprise in those regions is but in its infancy. Especially Canadian enterprise. There are no less than a hundred large American ships and steamers engaged in the mining trade on the south shore, whilst on the north shore, with a coast line of 600 miles, there is but one solitary British vessel. At this rate, the development of a mineral region said to equal in richness Chili or Peru, will be slow work. There is no doubt that the opening of the proposed road from Fort William, on Lake Superior, to Fort Garry, in the Red River Settlement, will do much to further this object. This road will lie through this rich mineral region. It was commenced last summer, and some progress has been made in it. The Dominion, we believe, will not be at the expense of its entire length. The people of Red River are ready to construct ninety miles of it, or that portion which lies between Fort Garry and the Lake of the Woods. Mr. Nelson, in his interesting narrative touching this point, says he hopes to get the people of Red River to commence this section of the work early in the spring. We have every confidence in his success if he makes the attempt. For some years ago, before Mr. Nelson came to the country, the people of that settlement voluntarily pledged themselves to that undertaking. But probably Mr. Nelson was not aware of this fact when he made up his mind to get the people of Red River to set to work in spring. And, of course, Red River will move with all the more alacrity when Mr. Nelson takes it in hand.

Well, a region so rich in precious things must be capable of sustaining a large population. And so it is. The earth is not all rock, or all mineral. It would be a great mistake in nature if it were so. For, after all, precious as are gold, and silver, and iron and copper, we could not eat them. These things sustain life in a secondary degree. The primary agencies that keep our bellies full, at all events, are wheat, and corn and potatoes. And worthless would be the country that did not produce these indispensable, while happy is the country whose mines are stocked with golden minerals, and whose fields grow the golden grain. The Lake Superior region is thus blessed. There are, we learn, large tracts of good land in the interior of the country; wheat, barley, oats, peas, and all green crops, thrive remarkably well. The potatoes, peas, cabbages, and red currants growing at Fort William and Indian Mission are unrivalled. Hops of first rate quality grow wild on the banks of the rivers; tobacco grows in the open fields, and, lastly, cattle and sheep prosper there to perfection.

Is there anything more to be desired? Yes; capital and labor. The rich resources are there, but they are not developed. The country, however, is beginning to be known. Speculators are there looking out for the choice pickings. The people will soon follow in masses. It is to be hoped that the speculators will not be allowed to have a monopoly of the good things. The western Province has already suffered much mischief from land monopolies. We trust the mining region round Lake Superior will escape from the clutches of land-sharks. It is a country to be thrown open and worked, not shut up and kept as a preserve. And rich as are those auriferous and argentine regions, it would be a far wiser policy for our Government to give them away for nothing to any one who would go in, settle, and work them, than to sell them at even a high figure to men or companies who would hold them to make a profit out of their resale.

CANADA AND HER RAILWAYS.

(From the Canadian News.)

WE take the following interesting article from the advanced sheets of another work from the pen of Sir Chesck Roney, entitled "Rambles on Railways," and which will appear early in the coming month—

The progress of Canada—I speak of the whole Dominion as recently created by the confederation of Upper and Lower Canada, Nova Scotia, and New Brunswick—has been marvellous and in no respect, perhaps, has the growth of the country shown itself in a more marked manner than in the development of its railway system. It was in 1843 or almost immediately after the completion of the magnificent canal system of Canada proper and by which vessels of 800 tons could pass from the ocean to Lake Ontario, and vice versa, that the Canadians discovered that it was necessary, notwithstanding their unrivalled inland navigation, to combine with it an equally good railway communication—that was if they were to continue to be the carriers of the products of the Western States through the valley of the St. Lawrence. They found that their neighbours to the south had commenced their railways in all directions, but more particularly to connect the cities on the Atlantic coast with the Western Lakes, and accordingly in 1849 an Act was passed by the Canadian Government pledging a 6 per cent. guarantee on one-half the cost of all railways made under its provisions. Under this act, the Northern Railway, which runs from Toronto to Colingwood, the Great Western Railway, which runs from Windsor on the Detroit River (opposite Detroit) to the Niagara River, and the St. Lawrence and Atlantic now forming part of the Grand Trunk line, running from Montreal to Portland, were commenced. In 1852, however, the Government fearing the effect of an indiscriminate guarantee, repealed the law of 1849 and passed an Act guaranteeing one-half the cost of one main trunk line of railway throughout the Province, and it was under this Act that the Grand Trunk Railway was projected. These terms were subsequently modified by granting a fixed sum of £3,000 per mile of railway forming part of the main trunk line. It is true that prior to these dates railways existed in Canada. There was, for example, the horse railway from Laprairie nine miles above Montreal, to St. John's, on the Richelieu River, which was opened in July, 1836, and was first worked with locomotives in 1837. There was also the horse railway between Queenstown and Chipewa which was opened in 1839, but with these exceptions and the length of the Lachine Railway, a line running from Montreal for seven miles to the westward, the railway system of Canada cannot be said to have commenced until after the passing of the Railway Act in 1849, and even then it was not for about a year that any substantial progress was made. But after that date the works of the several lines were pushed forward rapidly, and in 1853 the line from Montreal to Sherbrooke, from Toronto to Bradford, and from Hamilton to Suspension Bridge were opened. In 1854 the line between Montreal and Quebec was opened, the first train having carried Lord Elgin, who was then en route to England. In the same year the Great Western Railway was finished to Windsor, and in the following years the whole line from Montreal to Toronto and thence to London was constructed, and in 1859, the entire Canadian Railway system was completed, including the keystone of its arch, the Victoria Bridge, the details of the construction of which will be found in another page.

Whilst, as I have already explained, the Government of Canada owns no portion of the 2,148 miles of railroad now built, although the moneys granted in their aid amount to upwards of £8,000,000, Nova Scotia has built and owns all the railways constructed in that province. They consist of a trunk line from Halifax on the Atlantic, by way of Truro, to Pictou, on the Gulf of the St. Lawrence, with a branch line to Windsor, on the Bay of Fundy. The distance from Halifax to Truro is 60 miles, and from the main line to Windsor 33 miles. From Truro to Pictou the distance is also about 60 miles. The railways to both these points were completed in 1853; the total cost of construction, including the extension to Pictou, being a little over £8,000,000. The line from Halifax to Pictou was originally intended to form part of the European and British North American Railway, running from Halifax to the Great Lakes through British territory, and this has now all been accomplished with the exception of the intermediate link through New Brunswick, from the St. Lawrence River to the Bay of Fundy. This incomplete section the projected Intercolonial Railway will now fill in, so that with three years from the present time the Dominion of Canada will have direct railway communication between its extreme limits—that is to say, the iron road will be laid between the ocean and the Great Lakes.

New Brunswick, like her sister Maritime Province also owns a railway, being the line from St. John to Shediac—a distance of 108 miles. It is called the European and North American, and it is intended to extend the line westwards from St. John to the boundary line of the State of Maine, the present railway system of that State being in like manner extended until a junction is effected between the two systems. With the completion of these extensions and the construction of the Intercolonial Railway, a passenger landing at Halifax will be able to take his train to any city in the States or in the Dominion. In addition to the European and North American Railway, New Brunswick boasts of two other lines—the New Brunswick and Canada, 88 miles long, running from St. Andrew's to Woodstock; and the St. Stephen's branch railway, a short line of 18 miles in length. It is not unlikely that some portion of the Woodstock line may be utilised as part of the Intercolonial Railway, but until the route of the latter is finally settled, it is impossible to say whether this will be or not.

From the foregoing figures it will be seen that whilst in 1852, Canada could only boast of 80 miles of rail-

way she has now, including the railways of New Brunswick and Nova Scotia, 2,495 miles. The population of the Dominion is estimated at 4,000,000, so that with the exception of the United States, which possess a mile of railway for about every thousand inhabitants, the rate of Canada, which is nearly 3/4ths of a mile for the same proportion of population, shows a greater mileage system per head of population than any other country.

The following is the length and cost of the several railways in the Dominion:—

Name	Length in miles	Cost
Grand Trunk	1,377	£16,583,033
Great Western	345	4,901,892
Northern	97	1,121,462
Brockville and Ottawa	86 1/2	534,657
Prescott and Ottawa	54	412,808
Port Hope, Lindsay and Beaverton	43	327,437
Port Hope and Peterboro	13	82,191
Cobourg and Peterboro	14	184,931
London and Port Stanley	24 1/2	212,229
Welland	25 1/2	333,460
Carillon and Grenville	13	19,536
St. Lawrence and Industrie	12	11,116
Stanstead, Shefford and Chambly	44	349,862
Nova Scotia	133	1,300,000
New Brunswick	214	1,700,000
Total	2,495 1/2	£27,974,614

The magnificent harbour of Halifax—the finest harbour in the world—will on the completion of the Intercolonial Railway be the Atlantic terminus of the Canadian system of railways—a system that will yet extend across the Rocky Mountains to British Columbia,—and there, ere long, will be seen the lumber from New Brunswick, Maine, and Canada, the beef, pork, wheat, flour, and corn of Western Canada, and the Western States with other products—

From the forests and the prairies,
From the great lakes of the northland,
From the land of the Ojibwas,
From the land of the Dacotahs,
From the mountains, moors, and fenlands,
all being transhipped for consumption in our Cis-Atlantic markets.

LARGE SHIPMENT OF CHEESE.—The shipments of cheese from this section are steadily increasing. Up to this fall, Ingersoll has been the point of exportation of the manufactures of Oxford, but the impetus given to the business, has had the effect of giving existence to a host of factories in the rich pasture section, of which Woodstock is the centre, and we have repeated evidence of the demand for the cheese of Oxford in the shipments from Woodstock. Last Monday there were 22 tons sent from the Stratthalian factory, and a splendid lot they were, and what is of more consequence to the proprietors, was that in consequence of the Stratthalian cheese having taking prizes at the late shows, a very considerable advance over the market rates was realized for it. Malcolm McKinnon, Esq., was the exporter who sends this lot with several others, forward on Liverpool account. The cheese market is still low, we regret to say, but men of experience affirm that even at 8c. per lb. cheese is attended with more profit directly and indirectly than grain growing. If that is so, 10c. and 11c. be a good figure. What we want most are markets independent of those of England—Woodstock Times.

HAMILTON TRADE REPORTS.

HARDWARE TRADE.

Adam Hope & Co. | D. Moore & Co.
E. Magill & Co. | W. McGivern & Co.

WE have nothing of importance to mention, as business has been very moderate, with no active demand for any particular lines. Prices the same as last week.

DRY GOODS TRADE.

D. McInnes & Co. | Sanford, Melnes & Co.
Kerr, Brown & Mackenzie. | Melnes, Collier & Co.
Young, Law Co. | Service & Wylie.
G. H. Furner & Co.

THE stimulus given to this department last week by the sale at D. McInnes & Co., having died out, business has been quite flat. A few small buyers have been in town sorting up in woollens, but nothing of any consequence has been done. Stocks are well sorted, and with the prospect of winter setting in earnest, we think business will improve, but would advise holders to quote goods at such a figure as will induce dealers to purchase at once, without waiting for a gradual reduction.

GROCERY TRADE.

Kerr, Brown & Mackenzie. | Brown, Gillespie & Co.
Jas. & A. Turner. | G. J. Forster & Co.
Harvey, Stuart & Co.

BUSINESS during the past week has been particularly active, partly owing to the large influx of country merchants to attend the dry goods sale. Most houses are working late, and are still behind with orders.

SUGARS and TEAS are in fair demand. FRUITS are not being pushed, as prices rule too low in consequence of Montreal houses forcing the market.

MONEY MARKET.

WE have no particular change to note in the state of the money market. The position of the Banks, as a whole, according to the statements published in the Canada Gazette, is much stronger than it was in September, and their ability to grant accommodation to their customers increased, but the demand for money is still active, and, outside regular customers of banks, only first class paper can be negotiated, and that at pretty stiff rates. For their own customers, however, the banks are discounting with sufficient liberality. Sterling Exchange is firm at quotations, with considerable sales. Gold Drafts on New York are not wanted, Bank selling at 1/2 to 1/4 discount.

GOLD is steady at 139 1/2, with sales of Bank drafts on New York at 28 to 28 1/2 per cent. discount.

SILVER is abundant, buying at 4 1/2 and selling at 4 1/2 to 4 per cent. discount.

Bank on London, 60 days sight	108 1/2
Private, " 60 days sight	108 to 108 1/2
Bank in New York, 60 days sight	109 1/2
Gold Drafts on New York	1/2 to 1/4 dis.
Gold in New York	139 1/2
Silver	4 1/2 to 4 dis.

THE DRY GOODS TRADE.

Baker, Popham & Co.
Barnes, James, & Co.
Clark, Jas. P. & Co.
C. Axton, T. James, & Co.
Davis, Welsh & Co.
Donnelly, James.
Dunn, H., Fish & Co.
Groulx & Hodgson.
Foulds & McCubbin.
Gilmour, J. Y., & Co.
Greenfield, S., Son & Co.
Hingston, T. H., & Co.
Hughes Brothers.
Johnstone, James, & Co.
Lewis, Kay & Co.
Macfarlane, Andrew, & Co.
MacKenzie, J. G. & Co.
MacKay, Joseph, & Bro.
May, Joseph.
May, Thomas, & Co.
McAlloch, Jack & Co.
McLachlin Bros. & Co.
McMaster & Co., Wm. J.
Moss, S. H., & J.
Muir, W. & J.
Munderloh & Steenken.
Ogilvy & Co.
Pillsbury, Aubin & Co.
Robertson, A., & Co.
Roy, Jas., & Co.
Stephen, William, & Co.
Striving, McCall & Co.

THE business of the week has in general been very quiet, although some orders are still dropping in. The attention of buyers has for the most part been absorbed by the trade sale, on the 20th and 21st for account of Messrs. A. Robertson & Co., and William Stephen & Co. It was largely attended, and a very large amount of goods were disposed of, especially of Canadian manufacture, which were spiritedly competed for, and, considering the lateness of the season, realized comparatively fair prices. From what we saw of the imported woollen goods, we should imagine that Canada must soon completely shut out many of the imported woollen manufactures, especially such goods as tweeds, blankets and flannels, which it appears evident can now be produced here more cheaply than they can be imported.

In the two days during which the sale lasted, nearly ten thousand lots were sold, which it is estimated will amount to about one hundred thousand dollars.

THE GROCERY TRADE.

Baldwin, C. H., & Co.
Chapman, Frazer & Tylee.
Chapman H., & Co.
Childs, George, & Co.
Converse, Colson & Lamb.
Davis, Clark, & Clayton.
Duncan & Forester.
Fournier, Jules.
Frank, J. C., & Co.
Gillespie, Moffat & Co.
Goodough, W. S., & Co.
Jeffery, Brothers & Co.
Kingsan & Kinloch.
Mathewson, J. A. & H.
Mitchell, James.
Moore, Sample & Hatcheta.
Robertson & Beattie.
Robertson, David.
Sinclair, Jack & Co.
Tiffin, Bros.
Thompson, Murray & Co.
Torrance, David, & Co.
West, Bros.
Whining, Hill & Warr.

WITH regard to the business of the past week, it has been far from brisk, and sales have been almost entirely confined to the public auctions, particulars of which will be found below. At Messrs. Rimmer, Gunn & Co's. sale, the attendance was fair, and the result for this season of the year must be considered satisfactory. The number of real buyers present, however, was limited, and in the absence of sufficient competition, prices were throughout somewhat lower than market rates. At the sale of Messrs. A. Urquhart & Co. yesterday, the same cause operated to even greater extent, and but few lots, especially of teas were repeated.

TEAS—Remain as before, with few sales to report. Blacks of better grades are a little more enquired for. Some small parcels of fine Souchong have changed hands at 62 1/2 to 67 1/2. Twankays not so much enquired for. At auction, buyers have not seemed desirous to stock themselves, looking forward to the sale of Messrs. D. Torrance & Co., announced for to-day.

COFFEE—Little or nothing doing. Some samples of Java were offered at auction, but did not even obtain a bid. Rio and Laguayra are in a like position.

SUGARS.—Since the sale of Messrs. Gilfeptic, Moffatt & Co., last week, prices have kept equally firm as previously, although we might have supposed prices obtained at that sale would have had a depressing effect on the market. We may quote Barbadoes at \$8 3/4 to \$8 6/8. Cubas, none in the market to speak of.

MOLASSES.—Remains unchanged, with little doing, refinery syrups, at present reduced quotations, taking the place of molasses to a considerable extent. Still, we may look for present prices to be pretty well sustained throughout the winter, as for a certain class of buyers, syrup cannot be substituted.

RAISINS.—The prices obtained at auction for raisins have had little depressing effect on the market, layers having brought \$2 00 to \$2 10, and in larger lots \$2 00. Valencia show a little more firmness, selling at 7 1/2c. All in boxes, brought 94 6d, with no disposition to press sales at that figure.

RICE.—Holders are firm at \$4 25 for good Arracan, and the article is somewhat scarce.

SALT. Is very scarce. We hear of a private sale of an outside lot of 600 bags Liverpool coarse at \$1 65, but holders are now looking for \$1 10. Fine is also scarce and firm at quotations.

BRANDY.—Owing to a reported advance in the European markets holders are very firm, and unwilling to sell at previous rates.

Trade Sale of Wines, Brandies, &c., for account of Messrs. Rimmer, Gunn & Co. J. Leeming & Co., Auctioneers.

3 brls alum \$2 60; 10 kgs epsom salts \$2 40; 2 cs blk lead \$1 80; 1 cs ball blue 15c; 1 ckt indigo 61c; 1 brl culbear 12c; 2 do French madder 71c; 10 do saltpetre \$4 40; 4 do \$7; 4 kgs bi carb soda \$14; 10 do \$15; 60 do \$4 70; 20 cks whitening 70c; 50 brls currants 31c; 50 do 31c; 10 do 51c; 15 do 51c; 5 bgs brazil nuts 6c; 21 do walnuts 2c; 35 do filberts 2c; 1 cs prunes, in cartons, 10 1/2c; 1 do 10c; 55 cs sardines, hf tins, 17c; 60 hf bxs malaga figs 31c; 1 cs nutmegs 2s 2d; 10 brls Jamaica ginger 18c; 4 cs arrowroot, in tins, 14c; 2 cs pearl sago 51c; 20 brls pot barley 21c; 10 bxs sugar candy, brown, 1 1/2c; 10 do white, 1 3/4c; 2 cs magnum honey soap 3s; 3 cs brown Windsor 16c; 1 cs assorted soap 60c; 20 cs united vinegrower's brandy \$6 50; 20 cs Dulacoy's brandy \$7; 15 qr cks Burgundy port 4s 1d; 20 hf cts uncoloured Japan tea 4 1/2c; 10 hf cts Imperial do 41c; 8 bxs Pelican 12s tobacco 10 1/2c; 5 bxs Dixie do 14 1/2c; 7 bxs New Dominion do 13 1/2c; 5 bxs beeswing do 14c; 20 cs Hurou do 14c.

Cargo Sale of Fish, &c., for account of Messrs. Tiffin Bros., J. G. Shipway, Auctioneer.

140 brls herring \$3 50; 40 do \$3 75; 25 do \$3; 100 do \$3; 25 do \$1 1/2; 75 do \$1 25; 11 hf do \$2; 35 brls cod fish \$4; 8 hf do \$2; 40 kits mackerel 45c; 25 do 25c; 145 do 3c; 10 do 4c; 5 do 4c; 3 do trout \$1 30; 37 do sounds and tongues 31c; 65 do mackerel 40c; 25 do 21c; 101 do 15c; 10 qts tabe codfish \$1; 20 do \$1; 25 do pollock \$1 25; 75 do \$1; 5 brls cod oil 45c; 10 do pale seal oil 6c; 35 do 50c; 10 do herrings 22c.

Sale of Fish, Oil, &c., on the Wharf, for account of whom it may concern. J. G. Shipway, Auctioneer.

25 qts dry codfish \$3; 25 brls green do 4 1/2; 20 do split herrings \$2 45; 20 hf do mackerel \$1; 16 brls d. \$5; 10 do \$5; 10 do \$4; 80 do \$4; 275 half barrels herrings, No 1, 2 1/2; 70 brls cod oil 45c; 10 do straw seal oil 50c.

Wines, Groceries, &c., Nov. 21st, 1867, for account of A. Urquhart & Co., John Leeming, Auctioneer.

5 cases lbsters, Lewis, \$1 50; 25 pkgs gelatine 90c; 3 kegs bi-carbonate of soda \$4 25; 45 do \$1 1/2; 22 bbls blue vitriol 6c; 3 bbls epsom salts \$2 50; 15 boxes macaroni 1 1/2c; 15 do vermicelli 1 1/2c; 5 cases epsom salts \$4 70; 10 do salad oil \$3; 5 bags canary seed 5c; 2 do hemp seed 5 1/2c; 13 cases sardines 1 1/2c; 14 do half-tins 18c; 10 boxes Castle soap 10 1/2c; 30 do 10c; 10 bbls Tarragona almonds 13c; 5 bags filberts 7c; 5 bags walnuts 5c; 125 bxs raisins la or raisins \$2 05; 25 hf-bxs do \$1 10; 100 do \$1 10; 100 bxs M. H. raisins \$1 91; 25 qr-bxs do 61c; 125 hf-bxs Valencia do 71c; 15 hf-kegs needles 91c; 10 do 91c; 50 bxs figs 4c; 25 do 4c; 25 do 4c; 600 do 3c; 275 do 3c; 2 cases citron peel 28c; 4 do 27c; 5 cases North Wales cheese 23c; 2 bbls Dutch madder 2c; 5 do Cross & Blackwell's pickles \$2 50; 1 case castor oil 16c; 6 bales casia 29c; 5 bbls Claret's brandy \$1 50; 5 cases do \$6 62; 50 do red gin \$6 75; 10 do Month's Old Tom \$5 25; 60 do Bernard's Old Tom \$4 25; 20 do ginger wine \$1 99; 10 bbls Blood's porter \$2 10; 8 qr-casks Three Grape Port 8c; 25 kegs bi-carbonate \$1 12c.

Sale of choice Green, Black, and Natural Leaf Japan Teas, for account of Messrs. A. Urquhart & Co. John Leeming & Co., Auctioneers.

30 hf cts Imperial Twankay 40c; 32 do 41c; 20 do 40c; 25 hf cts choicest Moyune Imperial 57c; 27 do Gunpowder 53c; 29 extra choicest Moyune 90c; 25 half chests extra finest Ping Sney Young Hyson 68c; 60 hf cts extra fine new season Natural Leaf Japan 62c; 60 do finest do 48c; 50 do choicest do 61c; 60 do 52c; 50 do 51c; 50 do 51c.

THE LEATHER TRADE.

Black & Locke
Higgin, Campbell
Goodrich, W. S. & Co.
Hus & Richardson.

Serrmon, C. E.
Serrmon, M. H.
Chaw P. & Sons.
Smith & Edmondson.

As intimated in last week's report, business has ruled quiet, with very little demand for any description of stock.

SPANISH SOLE.—Prices are weak, and primo stock has been offered at 23c.

SLAUGHTER SOLE.—No stock in market.

HARNES.—No particular demand.

WAXED UPPER.—Has had some inquiry at lower prices, there being a disposition to sell rather than carry over stock.

KIP.—Wholly neglected.

BUFF AND PEBBLED.—Partake of the general dullness, with sales of only limited quantities.

PATENT AND ENAMEL.—Very quiet.

CALFSKINS.—No demand.

SPLITS.—Inquiry only trifling.

SHOEKINS.—Without animation.

HIDES.—Sales still limited. A slight decline has taken place in the United States markets.

THE HARDWARE TRADE.

Crathern & Cavendish.
Evans & Evans
Evans, John Henry.
Hall, Kay & Co.
Irish, W. H.

LaRiviere & Bourbeau,
Morland, Watson & Co.
Mulholland & Baker.
Robertson, Jas.
Round, John & Sons.
Waddell & Pearce.

IN consequence of the cold weather which has set in so early, and the freezing up of the canals, steamboat navigation to the west has been put a stop to, for the present at all events; this, during the past week, has almost completely put a stop to business in this department of trade. It is hoped that the weather may moderate sufficiently to allow of the continuance of navigation for a short time longer, and the carrying to its destination of a considerable amount of heavy goods now awaiting transportation; but while writing we see no prospect of this hope being realized. The market is now bare of orders, and for some time to come very little business will be done. Meanwhile we make no change in our quotations, which are for the most part nominal.

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick.
Black & Locke.
Buck, H. Bertram & Co.
Cameron & Ross.
Converse, Nelson & Lamb.
Crawford, James.

Hannan, M. & Co.
Hobson, Thomas, & Co.
Laudlaw, Mitchell & Co.
Mitchell, Robt.
Raphael, Thomas W.
Simpair, Jack & Co.

LOUR.—Receipts were heavy in the fore part of the week, but have materially fallen off. The demand being restricted the market ruled dull for the most part, and prices of the leading grades suffered a temporary decline. Some days ago Supers were anxiously pressed, and fair brands of Canada sold at \$6.90 to \$6.95; good to choice \$6.95 to \$7.05; and Welland Canal was placed to a considerable extent at \$7, with liberal arrangements for storage. Lotterly, holders have felt more confidence, presuming that the wintry character of the weather at so early a stage of the season will permanently affect the season's milling operations through many districts previously suffering from deficiency of water. Higher rates are now asked, but the advanced views of holders seem to check inquiry for the time at least. We quote ordinary supers at the close \$7 to \$7.65, and strong \$7.65 to \$7.12 1/2. Extras and fancies have varied little, both supply and demand continuing of a retail character. The lower grades were active at the opening but have latterly engaged less attention, operations for Quebec and surrounding markets having virtually ceased. There is, however, no surplus of these, and prices still continue relatively high. Rye Flour is in small supply, the stock being in one or two hands. Small sales are made at \$5.80 to \$5.90, according to quantity. Bag Flour is freely offered, and prices have barely been maintained, most of the sales of choice noted have been at \$3.77 to \$3.40. We quote \$3.30 to \$3.40 for the several grades.

GRAIN.—Wheat.—Receipts are now restricted to car loads, some of which being held for an advance there has been less offered than formerly, and the necessities of millers here, in a few instances, obliged them to pay a trifling advance. \$1.53 to \$1.53 1/2 was given for a few cars some days ago, and at the close a parcel of prime Toronto wheat brought \$1.53, but \$1.52 1/2 is now the most offered for ordinary, at which sales were made to-day. Pease.—There are no cargo sales to report. Cars continue to sell from 96c to 97c per 66 lbs, closing dull with steadily diminishing inquiry at inside figures. Oats are practically nominal, no recent transactions having transpired. Barley.—There are no late sales reported, and rates are nominally unchanged.

Pork.—There has been a steady demand during the week for Mess, and prices have been sustained. The market however closes very quiet; other grades con-

tinued nominal, in the absence of transactions. Dressed hogs are coming forward in somewhat increased quantities, and are readily taken on arrival within the range of \$5 to \$5 50 per 100 lbs; choice heavy carcasses would bring outside rates. The bulk of arrivals are small and poor, only fit for market use. Packing is likely to be pretty extensively carried on here during the coming winter, several houses having it understood, matured arrangements to that end.

Butter.—Remains without change—selected choice parcels continue to sell, but other grades are largely in over-stock, and still accumulating. Shipments to Britain have hitherto not been generally remunerative this season, and to move any quantity of the stock of medium and ordinary, a lower range of prices will have to be submitted to.

Asnes.—Both Pots and Pearls have been almost unobtainable during the week. Small lots have occasionally been placed at gradually falling prices. The market closes inanimate at about \$5.10 to \$5.15 for Pots, and \$6.10 for Pearls.

ASSIGNEES APPOINTED.

NAME OF INSOLVENT	RESIDENCE.	NAME OF ASSIGNEE.
Davidson, Thomas	Toronto, O.	W. J. Mason.
Findlay, Thomas	London, O.	Richard Monck.
Herbert, Octavio J.	Montreal, Q.	T. S. S. S. S.
Mellan, Archibald	Windsor, O.	F. A. Macnab.
Mailoux, Isidore	St. Thimothie, Q.	T. Sauvageau.
Mulville, Michael	Annexville, Q.	A. M. Smith.
Peebles, Andrew	Brockville, O.	George Easton.
Rowell, William	Toronto, O.	Thos. Clarkson.

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Davis, Ford W.	Cauga, O.	Jan. 23
Metheral, William	Peterborough, O.	" 22

WRITS OF ATTACHMENT ISSUED.

DEFENDANT'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
John Joslin, Chatham, O.	Jacob Shipley	Nov. 9
Joe. M. Dransfield, Toronto, O.	C. W. G. Hutton & C. W. Sier	" 11
Charles Shields, Brockville, O.	David J. Greenfield	" 14
James Shields, Brockville, O.	John Loucks	" 14

**RAILWAY TRAFFIC RETURN.
FOR THE MONTH ENDED 31st OCTOBER, 1867.**

Total.	NAMES OF THE RAILWAYS.			Hastor- Gen. and Freight	Total. 1867.	Total Carriage pending of 1867.
	Passengers	Freight	Total			
160,628	160,628	10,473	150,155	25,829	175,984	45,498
104,192	104,192	16,700	87,492	12,811	100,303	4,111
1,302	1,302	1,209	93	4,268	1,302	11,208
13,614	13,614	16,008	11,450	3,992	28,074	12,810
920	920	1,666	3,216	1,702	5,842	7,002
4,428	4,428	1,669	2,759	12,810	12,810	12,810
6,683	6,683	459	6,224	12,810	12,810	12,810
28	28	3,992	3,964	12,810	12,810	12,810
28	28	1,669	1,641	12,810	12,810	12,810
28	28	459	431	12,810	12,810	12,810

* Three weeks,
† No Returns,
JOHN LANGTON, Auditor,
Audit Office, 15th November, 1867.

STATEMENT OF BANKS

Acting under Charter, for the Month ending October 31st, 1887, according to the returns furnished by them to the Auditor of Public Accounts.

Table with columns: NAME OF BANK, CAPITAL (Capital authorized by Act, Capital paid up), LIABILITIES (Promissory Note, Balance due to other Banks, Cash deposits not bearing interest, Cash deposits bearing interest, TOTAL LIABILITIES).

Table with columns: NAME OF BANK, ASSETS (Coin, Bullion and Provincial Notes, Landed or other property of the Bank, Government securities, Promissory Note or Bills of other Banks, Balance due from other Banks, Notes and Bills discounted, Other debts due to the Bank not included under the foregoing heads, TOTAL ASSETS).

STOCK MARKET.

Table listing various banks (e.g., Bank of Montreal, Bank of B. N. A., Commercial Bank, etc.) and their closing prices and last week's prices. Includes sections for RAILWAYS, MINES, BONDS, and EXCHANGE.

CANADIAN SECURITIES IN ENGLAND.

Table listing Canadian securities in London, Oct. 31st, 1887, including Government Securities, Railways, and Miscellaneous.

PRICES OF GRAIN.

Table showing Average Prices on for various types of flour (Superior Extra, Fancy, Superfine, etc.) and other grain products.

RECEIPTS OF PRODUCE.

Table showing receipts of produce via Grand Trunk Railway and Canal, listing items like Wheat, Flour, Corn, etc., and their respective quantities and prices.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for GROCERIES, FISH, FRUIT, SUGARS, TEAS, TOBACCO, WINES, SPIRITS, LIQUORS, BRANDY, RUM, WHISKY.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for ALUM, PORTER, HARDWARE, CUT NAILS, ASSORTED IRON, HORSE NAILS, W. or P., IRON, LEAD, POWDER, BRASS, TIN PLATES, CHARCOAL, DRUGS, GUM ARABIC, LIQUORICE, CATHARTIC, VITRIFIED, OILS, PAINTS, OIL, PERGAMIN, ROILED LINSEED, WINTER BLEACHED, PALE SEAL, STRAW, MACHINERY, ENGINE OIL, LARD, CAN. SODA, OLIVE OIL, LEAD, DRY WHITE, BROWN, TANNING, FURNITURE, SPIRITS, TURPENTINE, BENZINE.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for GLASS, SOAP AND CANDLES, CANDLE, TALLOW, WAX, ADAMANTINE, SOAP, BOOTS, SHOES, MEN'S WARE, WOMEN'S WARE, YOUTH'S WARE, PRODUCE, ASHES, BUTTER, CHEESE, DAIRY, FLOUR, GRAIN, MEAT, FISH, BEEF, MUTTON, LAMB, PORK, BACON, SALT, BUTTER, CHEESE, DAIRY, FLOUR, GRAIN, MEAT, FISH, BEEF, MUTTON, LAMB, PORK, BACON, SALT.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for COFFEE, LEATHER, BUTTER, CHEESE, DAIRY, FLOUR, GRAIN, MEAT, FISH, BEEF, MUTTON, LAMB, PORK, BACON, SALT, BUTTER, CHEESE, DAIRY, FLOUR, GRAIN, MEAT, FISH, BEEF, MUTTON, LAMB, PORK, BACON, SALT.

Table with columns: MARKET PRICES OF COUNTRY PRODUCE. MONTREAL, NOV. 21. Includes sections for FLOUR, GRAIN, MEATS, VEGETABLES, SUGAR AND HONEY.

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