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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, MAY 3, 1867.

No. 16.

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Street, Montreal. 1-1y

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AND IMPORTERS. (See next Page.) 1-1y

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STAR WINDOW GLASS, Paints, Oil, Varnish,
Brushes, Spirits Turpentine, Benzole, Gold Leaf, &c.,
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MADE CLOTHING, WHOLESALE IMPOR-
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Our Spring Stock of Clothing is now complete, and
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No. 68 St. Peter Street.
Montreal, Sept. 15, 1866. 9-1y

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IMPORTERS OF HARDWARE,
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Works, Vieille Montagne Zinc Company, have removed
to Caverhill's Buildings, 61 St. Peter Street, Montreal,
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We invite the attention of Merchants, East and West,
to our large and varied stock of Boots and Shoes now
on hand, and in process of manufacture for the Fall
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in our establishment, from the finest Kid or Satin
Gaiter, to the strongest Stoga or Hungarian Boot.
Men's, Boys', Youths', Ladies', Misses' and Children's
wear, in over 200 different patterns. Special notice is
requested to the fact that all our goods are hand-made,
and of the very best material. The introduction of
Pegging Machines having thrown a large number of
workmen out of employment, and consequently re-
duced the cost of labor, we are thereby enabled to
manufacture greater and more substantial Boots and
Shoes, at no greater cost than if made by machinery,
and are prepared to offer the choicest goods at the
very lowest possible figures.
Orders personally or by Post, will have our immedi-
ate and most careful attention. 1-1y

DISSOLUTION OF PARTNERSHIP.

THE CO-PARTNERSHIP which existed in this
City, under the name of "J. TIFFIN & SONS,"
expired this day by limitation of time. Either of the
partners of the late firm are authorized to manage
and settle the outstanding affairs:

J. TIFFIN, SENR.
J. TIFFIN, JR.
H. J. TIFFIN.

—AND—

The business will be continued and carried on by
JOS. TIFFIN, JR., and HENRY J. TIFFIN, under the
name and firm of "TIFFIN BROTHERS." 1-1y

Established 1803.

LYMANS, CLARE & CO.,

CHEMISTS AND DRUGGISTS,

MANUFACTURERS OF LINSEED OIL,
Importers of
FOREIGN DRUGS, PAINTERS COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
332, 331, & 336 ST. PAUL STREET,
MONTREAL, 10-1y

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ENGLISH, AMERICAN, AND WEST INDIA
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Commission Merchant in Flour, Oils, &c., &c.,
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By GREENE & SONS. 1-1y
See next Page.

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Large Tinned Iron Sheets 6 x 2 1/2 feet x 24 and 26 Wire
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METAL AND TIN-PLATE MERCHANTS,
MCGILL STREET,
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ALSO
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and a general assortment of Furnishings for Tin-
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Machine Threads Shoe Threads, and Gilling Twine.
GEO & WM WAITES—Twines, Yarns, &c., &c.
WM HOUNSELL & Co.—Fishing Twines, Lines,
Nets, Seines, &c., &c.
STEPHENS & Co.—Sail Canvas and Twine. 9-1y

GREENE & SONS,
HATS, CAPS, STRAW GOODS,
(See next Page.) 1-1y

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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

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WHOLESALE.
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Importers of Window Glass, &c.,
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(IMPORTERS)
WHOLESALE GROCERS,
Nos. 20 & 22 St. Francois Xavier st.,
46-1y MONTREAL.

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

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IMPORTER OF GENERAL GROCERIES,
And Sole Agent in Canada for
Messrs. George Sayer & Co. Cognac,
" Charles Coran & Co. do.
" G. H. Mamm & Co., Reims,
Mr. H. More, Avize, Marne,
Mr J Savoye, do.,
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(Next door to Messrs. Darling & Co.)
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 St. John and St. Alexis Streets, MONTREAL.
 Their stock comprises every description of
TEAS, TOBACCOS, AND STAPLE GROCERIES,
WINES, BRANDIES, GINS, ALDS, &c.,
 And a large and varied assortment of
GERMAN CIGARS.
 Agents in the Province for Pinet, Castillon & Co.,
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THE EUROPEAN ASSURANCE SOCIETY,
 Empowered by British and Canadian Parliaments.
 CAPITAL £1,000,000 Sterling.
 ANNUAL INCOME, over £300,000 Sterling.
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T. JAMES CLAXTON & CO.,
HAVE received over 800 Packages
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 STOCK LARGE AND ATTRACTIVE.
 Now complete in every Department.
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 E. H. King, Esq., (General manager Bk of Montreal.)
 Capital paid up \$1,924,000; Reserved surplus Fund,
 \$5,000,000; Life Department Reserve \$7,200,000; Un-
 divided Profit \$1,600,000; Total Funds in hand
 \$15,720,000.
 Revenue of the Comp'y.—Fire Premiums \$2,900,000;
 Life Premiums \$1,600,000; Interest on Investments
 \$830,000; Total Income, 1863, \$4,750,000.
 All kinds of Fire and Life Insurance business trans-
 acted on reasonable terms.
 Head office, Canada Branch, Company's buildings,
PLACE D'ARMES, MONTREAL.
 1-ly **G. F. C. SELLIE, Res. Secretary.**

REMOVAL.
WEST BROTHERS
 Have removed to 144 McGill Street.
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JEFFERY BROTHERS & CO.
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SINCLAIR, JACK & CO.,
WHOLESALE GROCERS AND
COMMISSION MERCHANTS,
 Importers of East and West India and Mediterranean
 Produce,
 Have removed from St. Andrew's Buildings, St.
 Peter Street, to 41 St. Paul Street, opposite the Cas-
 tem House, premises so long occupied by William
 Darling & Co.
 Montreal, 30th April, 1866. 1-ly

REMOVAL.
W. McLAREN & CO. removed to Nos.
 16 & 17 Lemoine Street.
 The attention of Country Merchants is invited to
 the quality and prices of our Stock of
BOOTS AND SHOES.
 As our work is entirely HAND MADE, it is much
 more durable than the Machine made work, and our
 prices are as cheap as the cheapest. 33-ly

KIRKWOOD, LIVINGSTONE & CO.,
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 No. 563 St. Paul Street, MONTREAL.
 CONSIGNMENTS Carefully realized and returns
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ADVANCES—Cash advances made, and Drafts au-
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 Sale in this or British Markets.
ORDERS—Personal and careful attention given to the
 execution of orders for Flour, Grain, Leather, Provi-
 sions, Oil, and General Merchandise.

HUNTER, DUFFY & JOHNSON,
 WHOLESALE MANUFACTURERS OF
BOOTS AND SHOES,
 23 ST. HELEN STREET,
MONTREAL. 49-ly

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, MAY 3, 1867.

A change of some importance was made in the
 passage of the Intercolonial Railway Guarantee Bill,
 with reference to the employment of a sinking fund.
 The amended clause is thus worded: "Such Sinking
 Fund and its Accumulations to be invested in Securi-
 ties of the Provinces of Canada, Nova Scotia, and
 New Brunswick, issued before the Union of Canada,
 or, at the option of the Government of Canada, in
 such other securities as may be proposed by that
 Government, and approved by the Commissioners of
 Her Majesty's Treasury, and to be applied under the
 direction of the Commissioners of Her Majesty's
 Treasury in discharge of Principal Money whereon
 Interest is guaranteed."

The traffic receipts of the Grand Trunk Railway for
 the week ending April 20th, were \$125,776, an in-
 crease of \$1,440 over the corresponding week of 1866.

The Bank of Montreal has again declared a half-
 yearly dividend of five per cent. The general meeting
 will be held on the 3d of June in Montreal.

The St. Lawrence and Rideau Canals were opened
 on the 1st instant. Inland navigation has now fairly
 commenced, and boats are now running on all the
 regular lines, east and west.

Two attempts were made last week to blow up the
 ice-bridges at Quebec with gunpowder, but that ex-
 plosive agent was found utterly ineffectual to accom-
 plish the desired purpose. On Tuesday, however,
 the ice began to break up, and navigation between
 Montreal and the sea is now open. The S. S. "Mora-
 viau" was telegraphed from Fath R Point on Tues-
 day after a long passage out, and arrived at Quebec
 yesterday.

Fishing by means of nets for the purposes of trade
 and commerce, except under leases or licenses from
 the Crown Lands Department, is prohibited in the
 waters of Upper Canada. The catching of salmon in
 Lower Canada in nets or other apparatus, except un-
 der similar leases or licenses, is also forbidden by the
 recent Fishery Regulations.

We publish the railway traffic returns for the quar-
 ter ending March 31st. The most noticeable feature in
 these returns is the great increase in the receipts of
 the Great Western this year over the corresponding
 three months of last year, amounting to \$55,318. There
 has been an increased mileage of 4 1/2 miles—the
 Wyoming branch—but the increase is mainly due to
 the laying of the third rail and the running of the
 "Blue Line" for through traffic. For the quarter, the
 receipts of the Grand Trunk are less by \$6,677 than
 those of 1866, but for the month of March there has
 been a gain of \$8,906, and the increase in April has
 been quite marked.

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 \$2,000,000
FIRE DEPARTMENT.—Insurance granted on all
 descriptions of property at reasonable rates.

LIFE DEPARTMENT.—The success of this branch
 has been unprecedented—90 PER CENT. of pre-
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 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.
 FRANK COLE, Secretary,
 Inspector of Agencies—T. C. LIVINGSTON P.L.S.
 9-ly

Liverpool despatches of yesterday quote cotton, 11 1/4d.
 for Middling Uplands, and 11 1/4d for Middling Orleans.
 This is an advance on last week's rates, but a decline
 from the highest figure reached on Tuesday last.

Chicago labourers and mechanics have succeeded in
 securing the adoption of the eight hour system by
 their employers. This system is not one that com-
 mends itself, as it increases the cost of work done, but,
 at the same time, does not increase the wages earned
 by the workmen.

The imports for the month of April, 1867, show a
 considerable falling off as compared with the corres-
 ponding month of 1866, amounting to \$220,378. The
 decline in dry goods is very marked, being in cotton
 goods, \$192,246, and in woollens \$155,242. There has
 been an increase in free goods of about \$70,000.

THE GRAND TRUNK AND GREAT WESTERN
RAILWAYS.

At the meetings of these Companies lately held in
 London, a strong disposition was shown to put
 an end to the competition that has always existed
 between the two leading Canadian lines of railway.
 This competition has no doubt been to some extent a
 gain to the public in securing lower rates of freight
 and fare over those portions of the two roads which
 are continuous, but to the shareholders it has been
 anything but profitable. Ultimately, even to the
 public, it will be of advantage that the roads should
 give to their proprietors a fair return, so as to allow of
 being kept in a thorough state of repair. At the half-
 yearly meeting of the Great Western Company, the
 Chairman, referring to the subject, made the following
 remarks:—

"I ought to say something, before sitting down,
 with regard to a meeting which has taken place be-
 tween a deputation from the board and a deputation
 from the board of the Grand Trunk. The desire which
 we have always manifested, and which you have
 always encouraged, has been to work in peace and
 harmony with that company. Indeed, we have every-
 thing to gain from peace and harmony, and everything
 to lose by unnecessary competition; and we have
 always been first and foremost to seize any opportu-
 nity which might tend to put an end to undue com-
 petition, which is injurious to both companies, and I
 believe, in the long run, benefits nobody. When,
 through the intervention of my friend Mr. Fields, our
 new director, as the result of a casual conversation
 with the chairman of the Grand Trunk, it was suggested
 that a deputation of our board should meet a deputation
 of their board, of course we answered that we
 were quite ready to meet a deputation from the Grand
 Trunk board, and to do anything we could for the
 promotion of the object. Indeed, you will recollect
 that so long ago as November, 1864, our chairman in
 Canada, Mr. McMaster, made a distinct written over-
 ture to Mr. Ferrier, the chairman of the Canadian
 board of the Grand Trunk with regard to this object.
 Our point is that we ought to have equal rates and
 fares for competitive places; that we should avoid all
 unnecessary expenditure in canvassing for or working
 the traffic; and that we should carry on our respective
 businesses in harmony and co-operation instead of in
 antagonism. We met in this spirit, confining ourselves
 to those objects which it appeared to be the object of
 both parties to secure. We sketched an outline of
 proposals, keeping those objects solely in view; not
 having in view amalgamation or fusion, or anything
 of that kind, but simply the peaceful and profitable
 working of our respective lines. I can only say—and
 I am sure you will all echo the sentiment—that my
 board will only be too happy if our meetings shall re-
 sult in an endeavour on the part of both corporations
 to carry on their business in peace and harmony,
 getting fair rates and fares for the work done, and
 avoiding that unnecessary competition which I am
 afraid has sometimes prevailed,

COLONIAL RELATIONS.

THE recent discussions in the House of Commons on Canadian affairs, were taken advantage of by several members, to utter sentiments rather insulting to this country. This is not the first time we have had cause to complain on this score; indeed, this mode of alluding to their Colonies seems to be getting rather fashionable among a certain class of British politicians. The particular occasion which called forth the utterances we at present allude to, was the consideration of the bill to guarantee the interest on the cost of the Intercolonial Railway. Such men as Mr. Lowe, Mr. Aytoun and Mr. Cave, seized the opportunity to allude to British America, not only in a manner highly unjust and objectionable, but, in our opinion, disgraceful to themselves.

In asking Great Britain to guarantee four per cent. interest on the cost of the Intercolonial Railway, the Colonial Ministers only asked what the British Government had more than once promised. It is no great boon. In granting it, the Imperial Treasury runs little or no risk. This country has never failed to meet obligations. Whatever we have undertaken to pay, has always been paid at the day and at the hour. We did not ask the House of Commons to pay a sixpence on our behalf. All we solicited was a simple "endorsement" of our securities, which, without costing the Mother Country one cent, would enable us to effect a saving on interest of some £60,000 per annum. Under these circumstances, we consider the impertinences of Mr. Lowe and his backers very much out of place, and calculated to excite feelings of alienation and ill-will between the people at home and in this country.

Possibly the leading Statesmen thought that the best rubbing for the Adullamite chief, was to vote down the amendment to the bill by an overwhelming majority, which was certainly done. But it has not escaped Colonial notice, that Mr. Gladstone, who spoke in favour of the bill, did not resent the unjust language of Mr. Lowe towards us, nor did any leading Conservative do so. On former occasions, such attacks have been answered by the chief party leaders, and it has occasioned not a little remark here that with the exception of Mr. Watkins, the principal Colony of Her Majesty seemed to be without a defender. The overwhelming vote in favour of the guarantee may have been thought sufficient rebuke for the anti-Colonial Members, but Her Majesty's subjects in Canada had a just right to expect more.

The burden of the attack upon British America was, that we should be made to undertake our entire defence, for which purpose the British troops ought to be withdrawn; that we meanly sought to throw taxes upon the people of the Mother Country which we ought to bear ourselves; and some even went so far as to decry Confederation as being a futile attempt to establish a new nation in opposition to the United States, and insinuated pretty plainly that they (the speakers) would as soon be rid of us altogether as not! These are the sentiments of the Goldwin Smith School who would dismember the British Empire and reduce it to a third-rate power. These are certainly not the opinions either of the great bulk of British Statesmen or of the British people; but we must in all candour place on record our opinion, that if Canada is to be thus systematically ensered at and insulted in the House of Commons, and that without adequate re-luke, Goldwin Smith will soon not be without supporters on this side of the water.

This snarling at Canada in Parliament and in the press, means one of two things. It means either that pressure is sought to be put upon Canada to force us into a new Colonial connection, in which we will have to do more, and the Mother Country less, than in the past; or, it means that a desire exists to egg us on to sever the connection between the two countries. Unless we are to suppose that these attacks are simply ebullitions of ill-nature, we think they must arise from one of these two causes. Now, we contend that whichever of these causes be the true one, attacking us after the manner of Messrs. Lowe, Aytoun and Cave, is neither sensible nor decent. If a change in our relations with the Mother Country is desired, let the Home Government state what that change is. The people of Canada do not wish to shirk any obligation or duty devolving upon them as a part of the Empire. We are willing to do anything reasonable. But we most emphatically protest against being continually lectured and traduced without our ever having failed to perform any duty devolving upon us in consequence of our Colonial position.

The desire to continue connection with the British

Crown, is almost universal throughout our country. This feeling is one of loyalty, and the effect of sneers to the effect that it arises from "self-interest," may easily be understood. We feel the charge to be utterly unjust, and our resentment is excited accordingly. If Imperial Statesmen want us to do more for our defence, let them manfully say so, and we will consider their representations. If they wish to use Mr. Lowe's unfair remark, that Great Britain should separate from her Colonies because they wish to tax her, as the American Colonies once separated from her as she wished to tax them, the sooner we know that, too, the better. We hope and believe neither the people of England nor Canada desire separation. But, in any event, let these unjust attacks on Canada cease, so that if this country ever does enter upon a new political existence, we may continue to love and reverence Great Britain, and not separate with feelings of resentment and hate such as animated our fellow-colonists of ninety years ago.

IT LOOKS WELL!

WE refer to the fall wheat crop of Ontario. The writer has lately had an opportunity of seeing some of the best wheat producing districts of the Western province, and has no hesitation in saying that seldom has the winter wheat escaped with less damage from the rigours of our climate. Last spring at this time, the prospect was not near so good as this year. The frosts of the previous winter had damaged the wheat considerably and "bare spots"—the dread of the farmers—were by no means uncommon. This spring far less appears to have been winter-killed. Here and there, of course, patches of land can be seen where some damage has been sustained; but taking the sections generally which we have seen, we have little hesitation in saying that the fall wheat seldom comes through the winter in better order than it has this year. This is rather singular, inasmuch as in some parts of the Western peninsula snow did not fall in sufficient quantities to cover the fields and afford protection from the frosts, until after the New year came in. During this time, it was feared the wheat would suffer; it is therefore exceedingly gratifying to know that the growing crops seldom ever looked better so early in the spring and that there is at present every prospect of a bountiful crop in the fall. We do not wish those of our readers who are engaged in agriculture, nor those in commercial and other pursuits, whose success is closely connected with that of the farming community, to take it for granted from what we have said, that we are certain our next harvest will be unusually large. There are nearly four months to come and go before the grain will be ready for the sickle. During that period the wheat has to run the gauntlet of several enemies, and it will be almost a miracle if it entirely escapes injury from some of them. All we can say is—and we think our statement will apply to Ontario generally—that the fall wheat has not suffered so much from the winter as during the previous one, that the plant looks strong and luxuriant, and considering the backwardness of the spring, promises exceedingly well. Then by remembering that we reaped a good harvest last fall, notwithstanding the rather unfavourable appearance of the wheat in the Spring, we come to the belief that, if nothing unusual occurs during May and June, we will reap a larger one during the present season. *Nous verrons.*

POSTAL REFORM.

SINCE Rowland Hill broached the subject of postal reform, and was laughed at as a visionary for his plan, the world has had ample opportunity of testing the far-sightedness and correctness of his views. There is probably no social reform of modern times, and certainly none during the present generation, which has been productive of more gratifying and beneficial results. The example set by England in adopting uniform and moderate rates of postage has been followed by almost the whole civilized world, and the advantages that have accrued to trade and commerce, as well as in the numberless communications of private life, can scarcely be over-estimated. Yet we are far from thinking that the goal has yet been reached, and believe that a good deal remains to be done before all the advantages of which the system is capable are fully developed. In England, perhaps, the establishment of the penny rate, and the cheap and

admirable money order system, leaves little to be desired; but the time has come when a great reduction in ocean postage might be advantageously made. In the internal postal arrangements of the British American Provinces especially, there is great room for improvement, and the establishment of the "Dominion" which will place the postal affairs of the Provinces under one department, affords a favourable opportunity for carrying out the much-needed reform. To begin. The existing rates of letter postage are far too high and there is little doubt that they could be materially reduced without sensibly impairing the revenue. On this head we have the experience of other countries to guide us. When postal reform was first inaugurated in England, a threepenny rate was tried, and so great was the advantage felt to be, that it only remained in force for about a year, when it was replaced by an uniform penny rate. This was not done without misgivings of the loss that might possibly accrue to the revenue, and in the Chancellor of the Exchequer's official estimates, provision was made for the anticipated deficiency; but it was never needed, and from that time to this the Post Office Department has gone on increasing in usefulness and efficiency, as well as in the amount of revenue it yields to the Government. Well, we contend that some such a result is pretty certain to follow a reduction of postage here. We are perfectly aware of the objections that will be urged against it. It will be said that the long distances to be traversed and the sparseness of the population, will prevent the result we anticipate, and that the man who objects or cannot afford to pay threepence for postage, is not likely to write at all, however low the rate may be. In the first of these objections there is some force, but it is one which improved means of communication and the increase of population will lessen every year, and nothing will help to bring about this result more than the very reform we are advocating. To the latter objection we demur altogether, as contrary to experience. Unless the inhabitants of British America are slow to comprehend and avail themselves of a great advantage and convenience, (which we cannot believe), the reduction of letter postage to two cents the half ounce, would start into being a vast amount of correspondence, which has now no existence whatever, besides securing much which is now carried on surreptitiously. Such has been the uniform result following the reduction of postage in other countries, and there is no reason to suppose that it would be different in this, and even if the revenue should suffer some loss, the great and manifest good to the whole community would compensate it many times over.

As the internal money order system of Canada will probably be extended to the Maritime Provinces under Confederation, there is not much to be said on that head, except that to secure its more general adoption the rates might be advantageously reduced; but with regard to orders on Great Britain there is great room for improvement. We find that in Nova Scotia a money order on Great Britain for £10 sterling costs fourpence, while in Canada and New Brunswick an order for the same amount costs one dollar. We should like to know what the experience of the Nova Scotia office is of the cheaper rate, because if favourable, there can be no good reason why it should not be generally adopted.

There must also be a revision of the newspaper postage. In Nova Scotia and New Brunswick, newspapers pass through the post free. In Canada a postage is charged, now this we think is altogether wrong, and that considering the great services rendered to the state and community at large by the press, and the highly important part it performs in the political education of the people, newspapers should be carried free. It is certain that the press of the Maritime Provinces, which is by no means insignificant either in numbers or ability, will strenuously oppose the imposition of postage upon them, and will be ready to make common cause with their Canadian contemporaries on the subject. It may be thought by some that in this report we speak interestedly, but to this we answer that the public is interested in a far greater degree than the press. We may be quite sure that if a newspaper has to pay postage, it must either charge a higher rate to its subscribers, or else some portion of its usefulness must be impaired. Besides the amount of revenue involved cannot be large, and, as has been already shown the Maritime Provinces have no newspaper postage. It will therefore simply be a question of whether they shall come under the present Canadian system, or whether in this respect Canada shall give place to them. We certainly think that every

friend of the "newspaper" would prefer the latter course.

To sum up then, we advocate:—

1. A reduction of letter postage to 2s. per doz, and we name this rate because although a reduction to 3c. would be a great improvement, yet a 2c. rate is in many respects inconvenient. It forms no multiple of the dollar, and wherever postage stamps are largely used, they always become of value as a convenient currency for small sums. Prepayment by stamps should be in all cases compulsory, and all franking privileges abolished.

2. A reduction of the money order rates to 5c. for all sums under \$20, an additional 5c. being charged for every \$20 up to \$100. A revision of the money order system to Great Britain.

3. That all newspapers published within the "Dominion of Canada," should pass free of postage to any part thereof; but only when sent direct from the office of publication. If re-posted to be charged one cent, and prepayment to be in all cases made by stamps.

Such is an outline of the alterations we would commend to the consideration of the first Postmaster General of the "Dominion" and we think there can be little difference of opinion regarding the great benefit they would prove to the public. The only point that needs consideration is that of revenue, and although we are willing to grant the possibility of some deficiency at first, yet it will be but temporary, and as was before observed, even if it should be, there is no way that can be thought of in which the public money could be better spent.

DE LERY GOLD MINING COMPANY.

At a meeting of the Quebec stockholders of this Company held in Quebec on the 23rd ult, Mr. Winchell, General Manager of the Company, presented a statement of its affairs, giving a full account of the stock operations from the organization of the original "De Lery Gold Company" down to the present time. The "De Lery Gold Company" was established on the basis of a lease of the mining rights of Alex. De Lery, Esq., in the Seigniorship of Rigaud, Vaudreuil, executed Sept 9th, 1854, but proving unsuccessful in its operations, sold out to a new Company formed under the name of the "International Gold Mining Company," with a nominal capital of \$10,000,000, chartered under the charter of the State of New York. To obtain a Canadian charter, the Company had to change its name to that which it now bears, the "De Lery Gold Mining Company." Of the large nominal capital, \$500,000 were set apart as guaranteed stock, to be sold for cash at par, and to absorb all the profits of the Company up to the limit of ten per cent. per annum. To all purchasers of this stock, ten times the amount in common stock was to be allotted. With \$150,000 of the guaranteed stock, the debts of the original Company assumed by its successors were settled. About \$30,000 more were sold in the beginning of 1856, the proceeds of which were employed in the erection of a ten-stamp Mill for the purpose of proving the richness of the various quartz-veins by actual working process. It was now resolved to offer \$250,000 of this guaranteed stock on different terms of payment, viz., a cash payment of five per cent., with an obligation to pay all calls when made, not often than once a month, nor in sums larger than two per cent. each. Of this new issue, \$115,000 were immediately subscribed in New York, and later \$105,000 more were taken in Quebec, together with over \$55,000 of the first issue of full-paid stock. There remains now for sale less than \$30,000 of the second issue and none of the first.

Concerning the common stock, Mr Winchell gives the following explanation:—

Under the plan of organization, the \$9,500,000 of common stock, which was full-paid by the purchase of the property represents a possible stock profit—of value only after the success of the company shall have enabled it to divide profits of ten per cent per annum on the guaranteed stock, and still retain a surplus. The De Lery Gold Company, in negotiating with their own stockholders were the only investors and sole owners, made such conditions as they chose for the appropriation of a portion of this common stock, as they certainly had a right to do; and the remainder has been distributed among those who were believed to have earned it by their services, and with the entire approval of all the investors. But, after satisfying all reasonable demands, and setting aside the stock to accompany sales of guaranteed stock, there remains nearly \$2,000,000 vested in me, in trust, for the benefit of all the stockholders. This may be sold, for Com-

pany use, or divided *pro rata* among the stockholders. In short it can be treated like any other company property. If divided, it will give about twenty per cent increase to each stockholder."

Mr. Winchell states that in endeavoring to close up the sales of the Company's guaranteed stock, no one sought a dollar of profit to himself individually, and no one within his knowledge attempted, in the execution of this policy, to sell his own stock, though many of the old holders, from losses in trade and general depression of business, stood in need of money for use in their private affairs. He denies that any American Director has received any donation of guaranteed stock on account of his connection with the Company. "Every transaction," he says, "has been open and honorable to a degree most rare in such enterprises; and the best evidence of the thorough good faith of the American organizers, is the willingness with which they have sent to Canada all the records and accounts of the Company, and turned over the practical management to the stockholders here. I believe that their confidence in their Canadian associates is not misplaced, and that the future management will be marked by the same honorable spirit which has distinguished it in the past."

The policy for development in the future is stated as being for the Company to work what it conveniently and safely can, and to permit the remainder to be worked by auxiliary organizations, which would pay the Company a moderate bonus and a share in the profits. The efforts of the Company are to be directed at first to the finding and testing of the various lodes, while they will permit the alluvial gold to be mined for by parties who will give them a Royalty for the right. A scientific survey of one-fourth of the Seigniorship is to be made in June under the direction of Prof. H. Y. Hind, from which valuable results are expected. The statement was approved by the meeting, and ordered to be printed.

The value of the gold mines of Canada can only be fully known after they shall be thoroughly tested. We hope, therefore, that the De Lery Gold Mining Company may meet with success in its efforts to develop the territory of which it has control, and that before much time shall have elapsed, gold mining in Canada, as already in Nova Scotia, shall be a large source of profit to the country and to those engaged in its operations.

MINERAL RESOURCES OF NEW BRUNSWICK.

(Continued.)

MANGANESE, ANTIMONY, COPPER.

MANGANESE is abundant throughout the Province. It is found associated with beds of iron ore in the neighbourhood of Woodstock, and also on the S. W. Miramichi, where the beds of black gravel are cemented by the black oxide of this metal. The principal workable deposits yet known however are situated in Albert Co., on the sides of Shepody mountain, at Sussex vale, at Quaco, on the Bay of Fundy, and at the Tatagouche mines in the county of Gloucester. The quantity exported from St. John during the year 1856 was 8,337 lbs., equal to about 600 tons, which was almost entirely the product of the Sussex mines, we have been unable to ascertain the total quantity produced in the Province, but it will probably amount to as much more. In 1858 the total quantity imported into Great Britain was 24,171 tons, worth nearly 200,000 pounds sterling, and since then the demand has vastly increased. It is now very largely used in the manufacture of bleaching powder for calico printers, and in many other ways connected with bleaching and dyeing purposes. But it is in the new process discovered by Mr. F. C. Calvert of Manchester, who makes use of this mineral for the purpose of extracting gold from auriferous ores, that its greatest value will be most apparent, and which, says Professor Hind, "will probably cause a rapid increase to take place in the production of the precious metal." By this process the costly and pernicious use of mercury is dispensed with, and the results are said to be better, inasmuch as not only the gold is extracted, but the silver and copper also. A description of the process by which this is effected would be too lengthy for reproduction here, and we must refer those of our readers who feel interested to Professor Hind's Report, which at page 215 contains full information on the subject.

ANTIMONY.

The principal deposit of this metal is found about twenty miles above Fredericton and within a mile of the bank of the River St. John, where it exists in large

quantities and in a condition of great purity and richness. At this spot shafts have been sunk to a depth of 70 feet, and a large quantity of Antimony removed—but from some cause or other with which we are unacquainted, the works are for the present suspended. The uses of this metal are numerous, and the demand both in Great Britain and the United States is rapidly increasing. Its use to the type-founder and the stereotyper is well known, but in addition to that it is in request for machinery bearings (particularly for the so heavy bearings which are subjected to continuous revolutions), for the manufacture of Britannia metal for hardening bullets and shot, and for medicinal purposes. The quantity imported into Great Britain in 1853 was 1760 tons, nearly three times the amount imported in 1855. We have no means at hand for ascertaining the rate of increase since that time, but it must be very great, and an abundant supply would undoubtedly lead to the discovery of new uses, to which it might be applied.

COPPER

Has been discovered at various points widely removed from each other. Near Woodstock, on the St. John, extensive deposits have been found. At Bathurst on the north shore of the Province, it is also known to exist, but it is among the rocks on the shores of the Bay of Fundy, that the most valuable deposits have been discovered, and there are likely to become especially valuable, not only on account of the undoubted richness of the ore itself, but from its close proximity to navigable water, and the consequent saving of expense in getting it to market. The most important and well known localities of copper says Dr. Bailey, "are the mines occurring in the eastern portion of St. John, and the western portion of Albert counties. "in which locality several attempts have been made "with varying success." The immediate result of one of these attempts is the "Vernon Copper mines," which are situated on the Bay shore, three miles east of Martin's Head and two miles from the mouth of Goose Creek. The rocks in which operations have been begun are metamorphic beds of the Bay shore belt, which here rise abruptly from 50 to 800 feet above the level of the sea. In 1855 forty men were employed at these mines, three adits had been driven in at the base of the hill, and a considerable quantity of ore removed, but owing to the want of a suitable harbour, and to mismanagement on the part of those entrusted with the conduct of operations, the work has latterly been suspended. We learn, however, from personal enquiry, that the company are fully satisfied of the extremely valuable nature of their property, and that in this month operations would be resumed and pushed forward with increased rigour. It would occupy too much space to give a full description of this very promising locality, but we may mention that all the geologists who have examined it concur in opinion regarding the richness of the deposits, and the high probability that exists of persistent and intelligent explorations being richly rewarded. Professor Hind after an elaborate examination and description of the locality thus concludes his Report. "The descriptions which have just been given of the general structure of the coast in this part of the Bay of Fundy, will suffice to show that no difficulties are likely to supervene in working the copper ores, which appear to have a wide-spread distribution, and to accompany, in fact, the copper-bearing traps in their development here." Dr. Bailey's testimony is equally emphatic, and it is impossible to avoid the conclusion, that patience, skill, and enterprise, are alone wanting to turn these great natural sources of wealth to account.

We are quite aware that many persons look upon all mining transactions as a species of gambling, and outside of any of the ordinary enterprises of the day, but this has arisen from the action of sets of unprincipled speculators whose only object has been to defraud. A very little reflection will show the fallacy of this mode of thinking, for, what would the world be without the mineral treasures which are now procured in such abundance from beneath the surface of the earth? There can be no doubt that some of the most profitable enterprises in which men have ever engaged, and which have conferred the greatest benefits on the world at large, have been those connected with mining. By the aid of the wonderful advances made in Geological science at the present day, it is relieved of most of the risk and uncertainty which formerly attended it, and operations and results can now be calculated with almost as much certainty as any other descriptions of enterprise.

LETTER FROM ENGLAND.
COMMERCIAL REVIEW.

(Special Correspondence of the Trade Review.)

[PER CUBA.]

THE gloom with which last week closed, became intensified in the beginning of the week, owing to the apprehensions of war between France and Prussia, and although these alarms have rather died away, there is still very great anxiety manifested. The Spanish difficulty still continues, people are getting a little more accustomed to it and therefore less anxious, but the danger is as great as ever. The prospect of carrying a Reform Bill this session, has been much improved by the division of last night, and it is probably to this cause that we are to attribute the improvement which has taken place in the funds to-day.

The position of the railway market continues most critical. Securities of all kinds are very unduly depressed, and so complete is the absence of confidence or co-operation, that it is impossible to say how far the panic may extend, or how long it may last. There are indeed some indications that the tide has nearly turned, and that people are beginning to remember that concerns with a large surplus income, however serious the mistakes in their management may have been, are not in so bad a position after all. It is to be hoped that two important lessons will have been learned—the first to practice economy in good times, and especially to avoid extravagant works and constant extensions; and the second to reduce the amount of the debenture debt, and place the finances of the companies upon a really sound basis.

I have thought that it would be of interest in the present position of French affairs, to contrast some of the chief items in the Bank of France returns, with the corresponding week of last year, and accordingly I give the following brief synopsis:—

	1867.	1866.
	April 4.	April 5.
	France.	France.
Notes in Circulation	1,614,675,000	893,894,600
Treasury Account	131,433,700	103,577,000
Accounts Current	271,633,000	161,440,000
Cash and Bullion	781,224,000	534,824,000
Commercial Bills	515,202,000	551,645,900

It will be seen that these fluctuations are very considerable and important. The Treasury balance and the Cash on hand, are both considerably augmented; whilst the increase in the Accounts Current, and the decrease in the Commercial Bills, shows a very great dullness in commerce. Upon the whole these returns do not look well. They indicate that as far as his pecuniary position is concerned, the Emperor is in an exceedingly strong position, and on the other hand trade is suffering. It will be seen however from the following table, the position of the Bank of England is in many respects similar, although on a smaller scale.

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

	1867.	1867.	1866.
	April 10.	April 3.	April 11.
	£	£	£
Public Deposits	5,711,000	8,619,000	4,057,000
Private Deposits	19,045,000	17,671,000	14,955,000
Government Securities	12,826,000	13,111,000	10,644,000
Other securities	18,960,000	20,752,000	19,333,000
Notes in Circulation	23,230,000	23,217,000	22,045,000
Bullion	19,299,000	19,509,000	14,234,400
Reserve	11,070,000	11,292,000	7,189,000

These returns indicate the changes usual at this period of the quarter, consequent upon the payment of the dividends.

The Bank of France returns are as follow:—

	Increase.	Decrease.
	France.	France.
The Treasury Balance	4,400,000	
The Private Accounts	13,800,000	
The Commercial Bills	12,200,000	
Tue Notes	3,333,000	
Tue Ca b.	8,900,000	

All the symptoms of the stagnation of trade which has so long existed continue.

April 13th, 1867.

2 This provides, after payment of all the rents, leases, &c. for a cash dividend on the 1st preference bonds and leaves a balance of £325 17s. 6d. to be carried forward to next account.

3 The increase in the aggregate receipts for the half-year as compared with the same period of 1865, is £4,590, the total revenue being the largest yet received in any one half-year.

4 The decrease of net revenue is caused by an increase in loss on currency, an increase in legal charges, the debit of a sum due under award to the Bradford Car Company, and a larger outlay in the locomotive department for new engines and cars to maintain the existing stock in an efficient state. The two last items, together about £16,000, account for the increased working expenses. Again, in appropriating the net revenue, £5,359 has been paid to the postal and military bondholders in excess of the sum due to them in the corresponding half of 1865. This has arisen from increased receipts for the conveyance of troops and stores arising out of the Fenian raid.

5 The receipts from passenger traffic, mails, &c., show an increase over the corresponding period of 1865 of £5,165, or 1.67 per cent.; but the merchandise receipts show a falling off of £420, or about 10 per cent. This diminution of revenue in the freight traffic is entirely in live stock, and is in consequence of the United States tariff laws which came into operation on the repeal of the Reciprocity Treaty. The live stock receipts in the corresponding half of 1865 were £36,611, whilst those for 1866 were only £10,333. The ordinary goods traffic, therefore, shows an increase

6 The average receipts on passengers per head was 7s. 2d. against 7s. 10d. in 1865, and the average receipt per ton was 15s. 11d. as compared with 15s. 5d. in 1865.

7 The following statement shows the percentage of working expenses, exclusive of renewals, from June, 1861, to December, 1866:—

	June half-year.	December half-year.
1866	63.25 per cent.	57.49 per cent.
1865	64.57	55.35
1864	59.62	59.68
1863	63.50	57.11
1862	77.23	59.68
1861	87.32	68.61

8 The amount of loss on the American currency for the half-year is very heavy, being the largest, with one exception, yet sustained. The total loss since June, 1862, now amounts to £290,334, the loss for the past half-year being £61,828. The bond and stockholders will not fail to perceive that the enormous loss sustained by this wholly extraneous cause has altered the entire aspect of the recent finances of the company. Mr. Brydges' report appended hereto contains a more full explanation as to the losses sustained in the conversion of the American "greenbacks" received by the company. The price of gold fluctuated during the six months ended December, 1866, between 154½ in July and 131½ in December. It will be observed that the traffic of the second half of the year, which contains the "fall traffic" includes a much larger proportion of the receipts in American currency than the first half. The continued inflation of the prices of labour and materials in the United States consequent upon this artificial state of the currency still leads, moreover, to an excessive cost in many departments.

9 The amount expended out of revenue in renewals of permanent way from 1862 to 1866 inclusive, has been no less than £621,518, and of the extremely large expenditure of the past half-year, viz., £37,391 6s. 1d., the board have charged £25,000 to capital account.

10 The debit for stock of stores in hand has been reduced from £245,419, the amount in December, 1865, to £202,357 at 31st December last.

11 The Reciprocity Treaty with the United States ended in March, 1866. The full results of its repeal have, however, been more apparent in the past half-year, and while the local traffic has kept up in a very satisfactory manner, the interchange of traffic between Canada and the United States has suffered. Much of the traffic which used to pass into the United States is now turned to the Maritime Provinces, and the diversion will largely increase now that confederation makes all the Provinces one country. In the process of transition a less profit on the work done has, however, been earned; the traffic obtained having, for the time, been of a less valuable character. So vast a change must necessarily bring temporary loss and disturbance, which time only can remedy and repay.

12 All accounts with the Government of Canada and with Her Majesty's Government are now settled and disposed of.

13 Parliament having passed the measure confederating into one united country the heretofore separated Provinces of Canada, Nova Scotia, and New Brunswick, an early measure of the new Government will be the construction of the Intercolonial Railway. The act, which has received the Royal assent, contains the following clause:—

14. Inasmuch as the Provinces of Canada, Nova Scotia, and New Brunswick have joined in a declaration that the construction of the Intercolonial Railway is essential to the consolidation of the union of British North America, and to the assent thereto of Nova Scotia and New Brunswick, and have consequently agreed that provision should be made for its immediate construction by the Government of Canada, therefore, in order to give effect to that agreement, it shall be the duty of the Government and Parliament of Canada to provide for the commencement, within six months after the union, of a railway connecting the River St. Lawrence with the city of Halifax in Nova Scotia, and for the construction thereof without intermission, and the completion thereof with all practical speed.

15 Looking to the heavy loss which has, during the last five years, arisen from the condition of the American currency—to the pressure of the excessive outlay for renewals of the permanent way—to the impossibility of the railway earning even the amount of revenue now become obtainable without an increasing quantity of rolling stock—and to the realisation of the expectations, so long formed, of the construction of

the Intercolonial Railway, the board consider that the time has arrived for maturing a plan under which the progress of the traffic and the resources of the undertaking—now destined to become an integral portion of a great continental highway—shall be fully kept pace with. They will be prepared at the meeting to lay their recommendations before the bond and stockholders for discussion. Any further legislation required will give an opportunity for obtaining power in reference to the general capital account, and, if thought fit, also to the conversion of the postal and military bonds also.

15 The board refer the bond and stockholders to the annexed report from Mr. Brydges, the Managing Director, and call attention to his explanations, based upon actual knowledge and experiment, in regard to the additional traffic to be obtained. Mr. Brydges is fully justified in laying stress on the fact that, in five years—1861—6—the traffic has increased 47 per cent., or from £17,700 to £26,092 per week. Such a rate of increase is almost without example. The board requested Mr. Brydges to come to England, forseeing that the carrying out of confederation would necessarily involve the consideration of the questions now under discussion, and also because friendly interviews have recently taken place between deputations from the boards of the Grand Trunk and Great Western of Canada Railway Companies, and propositions for a more cordial and complete interchange of traffic have been discussed. It is to be hoped that these discussions may lead to some practical issue. Mr. Brydges will attend the half-yearly meeting, ready to afford any information which the bond and stockholders may desire.

16 The directors who retire by rotation are Messrs. Hodgson, Blake, and Molson, and the retiring auditors are Mr. Morland (Canada), and Mr. Newman (England). They are eligible for re-election, and offer themselves accordingly.

The following is the special report of Mr. Brydges, managing director, on past and future traffic results:—

LONDON, April 3, 1867.

The result of the last year's traffic shows that in the year 1866 the company carried the largest amount of gross traffic ever carried on the line, disturbed as its operations were by Fenian attacks and the abrogation of the Reciprocity Treaty, and confined as it was by the limited quantity of our rolling stock.

The year's traffic was in gross 1,556,795½, or an average of 25,092½ a week throughout the year. Traffic has existed both along the line in Canada and offered to us in the United States for transit through Canada, which would very considerably indeed have increased that weekly average if we had had the necessary amount of rolling stock with which to carry it.

I say unhesitatingly that, from the knowledge which I have had daily during the last few years, of the impossibility of sufficiently meeting the demands of the local trade of Canada, our receipts from local traffic both in passengers and goods have been very much less than what they would be if we had had sufficient rolling stock, and that we have daily been compelled from the same cause to refuse large quantities of "goods traffic" offered to us by the American lines terminating at Detroit and by steamers to Samia. This "through traffic" would have yielded large returns from the long haulage it would have given us, and, from being carried in full train loads, would have been worked at a satisfactory profit.

A few figures will clearly show the increase which has taken place during the last five years, and this may enable us to form some guide as to the probable results in the next few years if the means to carry the traffic can be provided.

In 1861, which was after the line had been opened throughout for an entire year, the gross receipts were 766,579½, to which, to make the comparison fair must be added the gross traffic of the Champlain and Buffalo lines, since incorporated into the Grand Trunk system. These two lines, for the last year of their independent existence, earned, gross, 160,000. To make the comparison right, therefore, the earnings of the present mileage of the Grand Trunk were—

In 1861	£ 920,579 or £17,700 per week.
In 1866	1,556,795 or 25,092 " "

Showing an increase of £436,216 or £ 8,392 per week, or say 47 per cent.

In 1861 the working expenses, exclusive of renewals, were 64,085½. To this again should be added the expenses of working the Buffalo and Champlain lines, when they had an independent existence, amounting to 104,000, making a total of 728,085½ in 1861. The expenses in 1866, also irrespective of renewals, were 817,027½, or an increase as against 1861 of 88,942½.

The following table will summarise the result—

Year.	Gross traffic.	Ordinary work—Equal to gross traffic.	Expenses, per cent.	Profit.
1861	920,579	47,808	79	£192,494
1866	1,556,795	817,027	60	539,768

Increase. £437,116 £88,942 — £197,244
Decrease. — — 19 —

In the last five years the company have only been able to add the following new equipment to its rolling stock, viz. —

Engines	21
Passenger coaches	20
Goods waggons	299
Timber	61

The amount charged for new plant since 1st January, 1862, was 262,900. That outlay, with the plant belonging to the two lines lately incorporated, viz., the Buffalo and Champlain, aided to produce an additional gross revenue of 436,116, per annum, and an increase of net profit, after deducting ordinary working expenses of 347,244.

The traffic increased 47 per cent., the expenses increased about 12 per cent., and the per centage at which the traffic was worked was reduced from 79 per cent. to 60 per cent. of the gross receipts.

It would seem from these figures that the outlay during the last five years for additional rolling stock

GRAND TRUNK RAILWAY OF CANADA.

THE following is the report of the directors for the half-year ended December 31, 1866:—

1. The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been £719,370. Less the ordinary working expenses (being 57.49 per cent.) 418,608

Leaving a balance of £305,762

From this is deducted the proportion of renewals of the permanent way and works debited to the revenue for the half-year, 72,392

Leaving an available net balance of £233,370

has produced a very large increased amount of annual gross traffic. The increased traffic has been carried at a smaller per centage of working cost, proving that additional traffic produces an enlarged proportion of net profit.

It is right to remark that the traffic during and since the war in America has been somewhat swollen by the higher rates charged in consequence of the depreciated value of the currency in which the through traffic has been paid for; but the expenses have been increased in even a larger proportion, owing to the high price of both labour and material. Mr. Welles, the Special Commissioner of Revenue of the United States, whose report was laid before Congress this year, states "that the average increase in the price of labour since 1870 has been about 60 per cent and of commodities, as already stated, about 93 per cent."

The increased prices of labour and materials still continue with a diminished but the rates of freight have during the last 12 months been less than they were during the continuance of the American war—so that the rates received have not increased with this extra cost of working the traffic.

The board ought also to remember the entire change in the position of our railway as the main continental route of the now confederated provinces which the Imperial legislation of the last few weeks has brought about. We have now to set to work to enlarge our carrying capacity and to strengthen and improve our road so as, as soon as may be, to establish it as the main route between Europe and the West.

I repeat that I have not the slightest hesitation in recording my conviction of the certainty that an outlay of £200,000 within the next two years for additional plant would produce equally beneficial results as regards both gross traffic and net profit, as has been the case with the increased plant upon the line between 1852 and 1853.

I know how difficult it is to deal with such a case, but I have every confidence—from the figures which I have already referred to and from my knowledge of the traffic of Canada and of the "through business" which is so urgently and necessarily pressed upon us—that the providing of £200,000 worth of additional rolling stock would within a reasonable time raise our weekly receipts—which in the last five years have risen from £17,740 a week to £29,002—to an average of £32,000, or, say, £6,000 a week, against a rise of upwards of £8,000 in the last five years.

This would produce an annual income of £1,564,000, and, taking the ordinary expenses at a rate, with such a gross traffic, as high as 55 per cent, would yield a net profit of £774,800.

There are two further important questions to be considered, viz the loss on American currency, and the outlay for renewals of the permanent way.

In regard to the question of currency, we have lost since the commencement of the American war an aggregate sum of £200,000, the amount for last year being £26,092 or nearly enough to pay the full year's interest on the 2nd and 3rd preferences. How long or to what extent this temporary burden will press upon us in future it would be idle for me to discuss. It is a most distressing fact, and unfortunately involves not only a heavy loss upon the conversion into sterling money of a portion of our daily receipts, but is also the cause, as I have just explained, of a very heavy addition in the price paid for labour and materials, both in our working expenses and our annual outlay for renewals.

The rates charged for the "through traffic" and the local traffic carried on the parts of our line lying in the United States have been raised as far as possible during the last five years, but to nothing like the extent of the depreciation of the currency in which the railway fares were paid. Our rates for "through traffic" are necessarily dependent upon those charged by other lines in the United States, and their rates are in important localities controlled by legislative maximum limits, which restrictions the State Legislatures have refused to alter to meet the depreciated value of the currency.

It may be well to give here a few facts in regard to the operations of neighbouring American railways, as regards the effect upon their working expenses, of the great rise in the price of labour and materials.

The Pennsylvania Railway Company, the main artery of that important state and which has a very heavy traffic per mile, expended in the year 1855 no less than 73 per cent of its gross traffic in working expenses. The rate of working in 1856 was even heavier.

On the New York Central Railway the cost of working in 1861 was 63 per cent, whilst in 1863 it was no less than 73 per cent.

On the Michigan Central similar results are shown, the expenses on the same mileage being in 1863 more than double what they were in 1861.

On the Eastern Railway of Massachusetts, which runs through the same locality as part of the Grand Trunk, the per centage of working charges rose from 51 per cent, in 1863 to 63 per cent, in 1865.

The Erie Railway Company, any in the State of New York exhibits similar results, the expenses being in 1853 considerably more than 70 per cent of the receipts. Whatever reduction takes place in the discount on "greenbacks" will reduce our loss on our receipt and lessen also our working expenses in those parts of our railway which lies within the United States.

As to renewals, I find that the charge to revenue for the last three years has averaged £14,500 per annum. To properly maintain the 1,377 miles of railway now worked by the Grand Trunk Company will, I consider, require an outlay annually for the next three years of £5,000, assuming prices of labour and material in the United States to remain at their present rate. If these prices, by a resumption of specie payments return to the standard which prevailed before the war, that annual outlay would probably be reduced, without altering the quantity of work to be done, by about £4,000 to £3,000.

It is well known to the bond and stockholders that the experience derived from the actual working of a railway in a climate so severe as that of Lower Canada has proved that portions of the Grand Trunk line were

originally constructed, as regards ballasting, drainage, quality of iron, and the mode of fastening the joints of the rails, in a manner less substantial than actual experience has shown to be required. Under these circumstances, the outlay for maintenance and renewals has been necessarily large. Now that the Intercolonial Railway, to connect our line with Halifax is not only sanctioned, but required to be speedily completed by an act of and under provision made by the Imperial Parliament, it is clear that the time has come for making the necessary preparations for accommodating the traffic to be brought by that railway, and especially upon the 20 miles of the Grand Trunk Railway between Montreal and Rivière du Loup.

In regard to the question of the rails best adapted for a climate so severe as that in which the greater part of the Grand Trunk Railway is situated, there can be no doubt that if the finances of the company would permit of it, it would be true economy to relay the line in future with steel rails. Experience has proved, both in England and America, that whilst iron rails of the best description will last at least six or seven times as long, in addition to the much diminished risk from breakage, which is so serious in a severely cold climate like ours. It would most unquestionably be very greatly to the advantage of the company in respect to the cost of working our traffic if future renewals were done with steel instead of iron rails—the difference in the cost of the two being charged to capital.

It seems unfair to burden a revenue—kept down by the want of sufficient plant to develop itself and depleted by the temporary derangement of a currency in which a part of its daily earnings are of necessity received—with an outlay for renewals greater than they should be but for the circumstances already mentioned. The suggestion therefore—that an amount somewhat equivalent to the yet unsupplied extent of the original deficiency in the outlay for the construction of the line should be applied to the relief of the present heavy expenditure for renewals—seems to be a simple act of equity to the bond holders, if it is combined with a general scheme for supplying the company with sufficient plant to enable it to earn an amount of net revenue which will gradually put an end to the payment of cash dividends, to the present addition to the nominal capital of the company by the issue of certificates for interest which is not earned.

RIVER NAVIGATION.—The river boats are now making their regular trips, and the accommodation this season will be superior to anything we have heretofore had. The "Reindeer" leaves Port Huron every morning at 7.15, and Sarnia at 7.30, arriving at Detroit about 1. She leaves on her return at 3 o'clock, arriving here about 10. The new steamer "Marine City" and "Alpena" leave Detroit four times a week for Lake Shore and Alpena, touching at Port Huron as they pass. The "Susan Ward," "City of Toledo" and "City of Sandusky," form a daily Saginaw line. The "River Queen" runs daily between Algona and Port Huron, arriving at the latter port every day at 11, and returning at 3 o'clock. On the Canada side the "Sea Gull" runs daily between Sarnia and Sombra, arriving here about 11 A.M., returning about 3 P.M., calling at all the ports on the Canada side. She goes to Wallaceburg twice a week. The propellers "B. F. Wade," "City of Boston," &c., will form a line from this place to Chicago and Milwaukee, as heretofore. The former started from Point Edward on Tuesday, and the two latter arrived there the same day, being the first boats through the Straits of Mackinac this season.—*Sarnia Observer.*

BIRMINGHAM MARKETS.

BUSINESS prospects are not more satisfactory than of late. On a hands operations appear to have been checked, and there is no present sign of any large contracts being undertaken in the immediate future, which might reasonably be expected to impart vigour to the Hardware branches. The orders distributed by the Factors on account of the new quarter are generally insignificant, and show how flat the country trade is in almost every direction. Shopkeepers will not augment their stocks—many of them find it a matter of serious difficulty to pay for the goods which have been for months lying in dust and unproductiveness on their shelves, and the number of failures among the retail dealers in provincial districts is increasing. The Continental Export Trade is far from brisk. There are some special shipments to the Canada's going on just now, but the Spring requirements for that quarter have been meagre, and nearly all Birmingham houses complain that the Canadian Trade has been much below the average. The American trade is falling off, and in New York at this moment there is a glut of British manufactured Hardware and Metal Goods. The demand on account of the West Indies is improving.

Of the great industrial staples of this town, the best employed is the Gun trade. In addition to the heavy contracts now in hand for the British Army—that is the "Conversion" of old arms into breech-loaders—there is a tolerably good demand for the best kind of Birding Guns. The Military branch, however, is very brisk, and there are several Foreign Governments in the market, all more or less anxious to get the skilled artisans of Birmingham upon contracts for modernizing and improving the weapons intended to be put in the hands of their soldiers. As lately reported in this paper, a breech-loader on the Chassepot principle has been adopted by the French Government for the use of the Imperial Army. The authorities are pressing on the manufacture of this new weapon with all possible despatch, and inasmuch as the combined efforts of the Imperial and private manufactories of France are obviously inadequate to the supply of the requisite number of rifles in a given time, much of the work has been sent to Birmingham, and several houses here are

now at work upon the French breech-loader. The Edge-tool trade is very languid, and for Builders Ironmongery there is a very limited inquiry. The Tube and Wire branches are not doing the usual amount of business at this season. In the Steel Pen and Stationers' Ironmongery trades the demand is pretty good. The Brassfoundry, Cut Nail, and Electro-plate departments are in no respect better off for orders than lately reported.

A special General Meeting of the Shareholders in the Birmingham Vulcan Foundry, Languering, and Railway Plant Company, will be held on Thursday next, at which their own will be proposed to wind-up the Company voluntarily, and it will be sought to appoint a voluntary liquidator, and a committee of the directors to assist him in the process of winding up. An abstract of the report shows the total loss on the year to have been £489. The concern, it is said, has suffered losses from the Italian war, and the failure of contractors has rendered it difficult to secure the necessary remunerating contracts.

The Metal Market, generally speaking, is less firm in tone, and there is an utter absence of demand. It is nominal.—*Iron Trade Circular.*

DIRECT TRADE WITH THE MARITIME PROVINCES.—Mr. Richard Blain, of the Dickson Mills, writes to the *Galt Reporter* as follows:—

"I noticed in your paper of the 19th inst., a paragraph mentioning a shipment of flour about to be made by Mr. Thomas Stewart, of the Dumfries Mills, direct to Halifax, and the manner in which it is commented upon by several of our papers would lead the public to conclude that it is the first shipment from Galt direct to the Maritime Provinces. Such, however, is not the case as I have made several shipments commencing in October last, both to New Brunswick and Nova Scotia. It is not a new business from Galt, yet I cannot recommend it very strongly as a very profitable business, owing to the many barriers in the way, which I have no doubt will be removed as soon as our Confederation gets fairly working. I believe the Lower Provinces are doing their utmost to do business with us in a straightforward and honourable business manner, but we must have more accommodation on our Grand Trunk road and not have to rely on Boston or New York. The money matters between us and them, the selling flour on time, and large commissions which they have to charge to guarantee sales are all serious drawbacks, but which will be rectified I have no doubt, in a short time. And as soon as these are all set right, I am satisfied we have got the cure for Reciprocity, Annexation, and a good many other old sores that exist in Canada and will soon be able to do a profitable business with the Lower Provinces."

ARRIVAL OF THE "PANTHEON."—The steamer "Pantheon" arrived yesterday from Liverpool in about 20 days, with large quantities of dry goods, a dromo passengers, for this port. She is an iron propeller, and, in the only day on the passage that offered a chance of showing her speed, she ran 275 miles. The "Pantheon" is consigned to Cudip and Sledge, and will probably take a deal freight back to England.—*St. John Telegraph.*

QUEBEC AND GULF PORTS STEAMSHIP COMPANY.—We are happy to learn that the preliminary proceedings for taking out the charter for this company are completed, and the shareholders will be called together in a few days to appoint Directors. The steamship "Secret" is nearly complete at Halifax, and will leave for Quebec early in May.—*Quebec Chronicle.*

PROTECTING BRITISH SHIP-BUILDERS.

THE ship-builders of Maine, in convention, have appointed a commission to urge upon Congress at its next session two resolutions, one enabling ship-builders of this country to build ships out of the country, the same to be admitted to registry as United States vessels and be free of Custom House and internal tax duties, and the other, repealing the navigation laws so far as to allow United States ship owners to purchase vessels in the cheapest markets, admitting them to registry, thus enabling the country to keep up its supply of tonnage. Inasmuch as the tariff legislation of Congress has killed the ship-building trade, it would seem reasonable that we be allowed to get our ships from abroad. Any ignorance who conceives the idea of making anything out of iron, can get a tariff passed high enough to cover all the natural disadvantages of his experiment, and his own meanness besides, adding the expense on the people all under the pretence of protecting American industry, and creating a home market. But a branch of industry which has grown up itself, and obtained mammoth proportions without protection, and which has already created a home market, is deliberately tarried to death by high duties on iron, steel, copper, hemp and lumber. American ship-builders prospered in former years by reason of their skill. They have been crushed by a system which takes away the earnings of skill in ship-building to reward clumsiness in other trades. The enterprising ship-builder is compelled, for instance, to pay 25c per pound extra for his chain cables in order to give a market to some inexperienced manufacturer who has not the genius to command a market without the aid of a prohibitory tariff. The debate on the Tariff Bill in Congress developed the fact that there was on one maker of chain cables in the country, and no one could tell where his manufactory was situated. How is American industry profited by a law which enables one chain-maker, who is confessedly carrying on a losing business to drive all the ship-builders away from the Atlantic coast?

A scheme was broached in the last Congress to pay

the ship-builders bounties out of the public treasury to reimburse them for the taxes they have to pay to the iron, steel, copper and cordage manufacturers. This was simply a plan to roll the whole burden over upon the farmers and other unprotected classes. Strange to say, it actually passed the Senate, but with an amendment excluding ship-builders on the Western lakes and rivers from the benefit of it. As the whole Tariff Bill failed, this beautiful project of also, and now we find the ship-builders petitioning for the right to build or buy vessels in Great Britain and register them at home. This is protection. American industry with a vengeance. — Chicago Tribune

CANADA AT THE UNIVERSAL EXHIBITION.

A SPECIAL correspondent of the London *Times* writes from Paris, says —

"The Exhibition opened yesterday, or rather the building opened, as the Exhibition was not ready. Two-thirds of the articles are yet to be placed and at least one half of the stands and cases to be put up. Russia, Japan, China, and Australia—the most distant countries—were the most advanced in preparation. Even the French department, despite the superhuman efforts of the last few days, and which was only partially complete; the United Kingdom and Germany was in a similar predicament, the United States and South American States, if possible, more backward still."

"There was a large muster of colonists, including several from the non-Dominion. The Hon. Mr. McGeer with Messrs B. Seange and Dawson, for Canada; Dr. Honevman, for Nova Scotia (whose section is one of the most complete in the building); Messrs Phillips Miller, &c., of Montreal; Mr. Boyd, of Toronto; Messrs Belford and Foster, of the Toronto press; Mr. Gordon Brown, who is also here, was I regret to say, too ill to be present. The Colonial Commissioners, in common with the Imperial Commission, received the Emperor and the Empress at the intersection of the B. R. 15th department—Lord Roughton acting as representative of all. The Emperor looked like a girl of twenty-five and was, in truth, the fairest fair of the many thousand fair women there assembled. The day was lovely, but the enthusiasm was not overpowering. It will be a month yet before the interior arrangements are really complete."

You will be pleased to learn that on the nomination of his Grace the Colonial Secretary, the Hon. Mr. McGeer, of Canada, has been appointed one of the Jurors, on behalf of Great Britain, at the Paris Exhibition.

"The situation of Canada and the cluster of colonies surrounding her is exceedingly favourable in the building. The whole northern coast or end of the immense oval but long is assigned to Great Britain and the British possessions; and in a straight line—like the cord of the arch—the Canadian cable runs in front of the whole from side to side of the edifice, or more strictly speaking, from the common centre of all corridors or avenues to the Picture Gallery—to the mill of the external or Machine Gallery. On one front we face the United States; on another Brazil and the South American States; immediately around us are India, Australia, the Mauritius, Java, Natal, and Nova Scotia; the United Kingdom shines up all the interior space. When our edification is completely placed, our friends will I think have reason to be satisfied."

"Our stalls and emplacements are ornamented with *bandachinas* or canopies, representing our native wood—very tastefully done from the designs of Mr. Taché and very much admired. The battresses are imitation of black walnut, and the cornices, &c., of bird's-eye maple—two of our most celebrated furniture woods. In the square, or Main Court, is a forest tent, suspended from the roof and supported by ten pillars representing trees, which produce a very sylvan and pleasing effect. On these pillars sentinels proper to Canada will be placed, and the intervals will be occupied by representations of forest scenery."

"The nearly 500 exhibitors, in Canada who are interested directly and all who are interested generally in the success of our section here will be glad to learn that already our woods and our minerals begin to attract general attention. Sir William Logan's collection of minerals will be found to have vastly improved since former exhibitions; and the fact of Mr. Child's exhibiting his main edition to Logan is the best proof of the advances made by the Canada survey of late years, not only in local but in general discovery. Mr. Richardson of Sir William's staff, is very busy getting up his branch, and when the great map arrives it will be the first complete demonstration yet made of our mineral riches and resources. In former exhibitions our trophies of woods were usually in pyramid shape; this time they are arranged in the form of an immense florid portion, the lintel stone being supported by a stack of yellow pine fifty feet long and weighing about ten tons."

"Canada is represented in class IX (photography) by 8 exhibitors; in class XXVI (leather and fancy work) by 16 exhibitors; in class XXVII (linen, yarns, flax, and hemp) by 11 exhibitors; in class XXX (woolen yarns and fabrics) by 28 exhibitors; in class XL (mining and metallurgy) by 60 exhibitors; in class XLII (products of the forest) by 27 exhibitors; in class XLIII (agricultural products not used as food) by 42 exhibitors; in class XLIV (leather and skins) by 9 exhibitors; in class XLV (agricultural apparatus) by 8 exhibitors; in class XLVI (machines) and class XLVII (machinery tools) by 14 exhibitors; in class LIX (paper-making) by 4 exhibitors; in class LXI (card-making) by 5 exhibitors; and in the next class (carding and harness) by 7 exhibitors. Of cereals and other farinaceous products used as food (class LXVIII) there are 57 exhibitors, about half Upper and half Lower Canadian. In other food substances not farinaceous we are also fairly represented, and, indeed, more or less in almost every class of every group."

ST. JOHN TRADE REPORT.

ST. JOHN, N. B. April 27, 1867.

THE business of the week has shown marked symptoms of improvement, and the change in the aspect of our streets and wharves from that presented only a month since is very striking. On Thursday and Friday the ice commenced running in the river, and to-day (Saturday), the first steamer of the season left for Woodstock. The communication with P. E. Island is also open, and a steamer leaves Shediac for Charlottetown to-day. The weather is fine and Spring seems to have fairly arrived at last. On the 21st, the S. S. "Pantheon" arrived from Liverpool with a full cargo. On the same day the ship *Eleanor* arrived from London, and the *Water Lily*, from Glasgow, both with general cargoes. Besides the usual steamers of the International company, there have been two arrivals from Portland, and two from Boston with flour, one from Boston with general cargo, one from Philadelphia with coals, and one vessel from Cardenas with molasses. The stocks of dry goods left on hand from last season's business are quite considerable, and the importations of the present spring will consequently be light. The continued depression of the ship building interest will also affect the demand for many other descriptions of goods, and importers have restricted their orders accordingly. The money market is slightly easier, the banks are probably doing all they can to afford the necessary accommodation to their customers, but their means are altogether inadequate to the requirements of the business of the country, and complaints on this head meet us at every turn. Sterling exchange still rules high, the Bank rates for 60 day bills on London being 10 1/2 premium, and for eight bills 11 1/2 premium. We are sorry to observe that combinations to raise the rate of labour are becoming very prevalent. In view of the high price of flour and many of the necessities of life, employers should undoubtedly pay as high a rate of wages as they can possibly afford, but we look upon these combinations to fix uniform rates of wages in certain trades as unjust to the men themselves, inasmuch as the skillful steady workman is placed upon the same level as one in every way inferior. The time chosen for this movement too is singularly inopportune, and it persisted in can only result in the importation of foreign labour to the great injury of all concerned. We already hear of at least one large manufacturer of lumber who states that he will be obliged to close his mills if the demands of the men are persisted in.

LEARN.—The exports for the week of this staple have been moderate. There have been four clearances for Great Britain with deals, two for Cuba, and one for Santa Cruz with boards and six vessels of small tonnage for United States ports. The sugar shock season is about closed, there being no clearances to report this week, and a few small vessels now loading will probably complete the season's operations in this department. The S. S. "Acadia" for Glasgow took a miscellaneous cargo, consisting of 141,000 feet of deals and boards, 200 tamarac posts, 355 maple logs, 900 boxes of spool blocks 200 bbls and 355 boxes herrings, 75 pigs butter, and 27 casks skins.

Freights to Great Britain have slightly improved, the S. S. "Pantheon" being chartered for Liverpool at 65 per standard and some other vessels at 63. In West India freights there is but little doing, \$7.25 for boards to north side of Cuba, and \$7.75 to Cienfuegos, being about outside rates. For United States ports several charters have been effected at an average of about \$4.00 for Boston and \$5.00 for Newport for orders.

FLOUR.—The flour market remains steady at our quotations of last week. No large sales are made or are likely to be effected at present prices, but there is a fair retail demand, which the opening of communication with the interior will naturally increase. The receipts of the week amount to 3500 bbls. The stock on hand is sufficient for the wants of the trade, but is not at all excessive for the season of the year. Some apprehension is expressed that as the summer advances a proportion of the Canadian flour sent to this market will sour. We do not know what are the grounds for this opinion, but it may be as well to state thus early that such an article would be utterly unsaleable here; packers of flour should also pay more attention to the quality of the barrels, as a barrel of flour has to contend with pretty rough usage even before it reaches St. John, to say nothing of perhaps two or three hundred miles by various modes of conveyance on its way to the interior, and a very large portion of the Canadian barrels are lighter and weaker than they should be.

This may seem a small matter, but a good deal of loss is often avoided by attending to small things, and the purchaser of flour will always give the preference to good sound barrels.

Strong Superfine 49 50 to 49 75 Ordinary brands, Supers \$9 25 to \$9 75. Cornmeal \$5 00. Oatmeal (scarce) \$6 50 to \$6 75.

PROVISIONS AND CROCKERY.—There is no change to report in Provisions. The arrival of the "Eleanor," from London, has somewhat replenished the stock of Groceries. She brought a considerable quantity of Tea and we note that an arrival from Cardenas has added to the stock of Molasses about 500 hhd. Prices are unchanged.

Mr Wallace the agent of the Sussex Cheese Factory, has just returned from Canada, whither he was sent to make enquiries and obtain practical information regarding the Canadian cheese factories. Mr Wallace proceeded as far as Ingersoll, C. W., where he purchased the necessary presses, vats, &c. for the Sussex factory. We understand that the necessary buildings will be erected immediately, and that the affair will be in operation at an early day. Another factory is about being started at Sackville, N. B.

Notice has been given that an application will be made to the Legislature of New Brunswick at the next session for an act to incorporate "The Brunswick Antimony Mining Company," the objects of which are defined to be "the raising, quarrying and mining, antimony and other minerals in the parish of Prince William, in the County of York."

THE DRY GOODS TRADE.

- | | |
|--------------------------|-------------------------|
| Wells, J. & Co. | Mackay, J. & Co. |
| Bankhead, J. & Co. | May, Thomas & Co. |
| J. H. Cox, James & Co. | McCallister, Jack & Co. |
| Clark, J. & Co. | Melzire, Dawson & Co. |
| Jaxon, T. James & Co. | Moss, S. H. & J. |
| Davis, Welch & Co. | Muir, W. & B. |
| Ewart, Shewar & Co. | Hughes & Steeden. |
| W. G. & H. Gibson. | Harley & Co. |
| Gault, J. & Co. | Phillips, A. & Co. |
| Alimour, J. & Co. | Robinson, A. & Co. |
| Greenhalgh, J. & Co. | Thy, J. & Co. |
| Hopeton, James & Co. | Stephens, William & Co. |
| Levy, J. & Co. | Widling, W. & Co. |
| MacFarlane, Andrew & Co. | Thomas, Thibault & Co. |
| MacKenzie, J. & Co. | |

THE regular spring business may now be said to be at an end, trade during the past week having been inactive, and sales very light. The amount of goods sold during the past season has not come up to expectations. Country merchants, it has been found, had larger stocks on hand than was anticipated, and consequently bought in many instances only to sort up.

Fortunately, the imports of dry goods for the first four months of the year, though still heavy, show a very considerable falling off as compared with the corresponding period of last year. The decrease in the articles of cottons, woollens, silks, and velvets, was \$261,214 in the month of March alone, or nearly 40 per cent. on the imports of these articles in March 1866, which amounted to £713,652.

The Cotton market in Liverpool has been very fluctuating during the past week. Following the decline noticed in our last issue, a reaction set in, and a gain established of 2d. over the lowest point touched, on the grade of middlings. Subsequently, however, a part of this advance was lost and the closing quotations yesterday were 11 1/2 for Middling Upland, and 11 1/2 for Middling Orleans.

THE GROCERY TRADE.

- | | |
|-------------------------|-----------------------|
| Ballwin, C. H. & Co. | Anderson, John & Co. |
| Chapman, Peter & Tyler. | Kegan & Nichols. |
| Chapman H. & Co. | Leeming, Thomas & Co. |
| Child, George & Co. | Mitbell James. |
| Chapman, James & Lamb. | Phelan, Joseph. |
| Clarke, Clark & Taylor. | Robertson & Beattie. |
| Patrick & Moore. | Robertson, Parry. |
| Forrester, John. | Spicer, Jack & Co. |
| Frank, J. C. & Co. | Thomson, J. & Co. |
| Gilchrist, Moffat & Co. | Torrance, Henry & Co. |
| Jeffery, Brothers & Co. | Torrance, David & Co. |
- West, Ross.

WE have no particular change to report in this branch of trade, the past week having been one of extreme dullness. As the canals were opened on the 1st inst., and communication opened with all points West, we may look for a greater degree of activity in the weeks to come.

COFFEE.—A very light business has been transacted but at very firm prices.

CHEMICALS.—Nothing has been done; prospective buyers are waiting for the arrival of the spring fleet.

FRUIT.—Is very dull, but prices are fully maintained for Layers and Valencia, especially for the latter.

FISH.—Are entirely without transactions, while stocks are ample.

THE NEW TARIFF OF THE ISLAND OF CUBA.

The following is an abstract of the new Tariff, or rates of duties on imported goods, wares and merchandise imported into the Island, in conformity with the Royal decree from the home government, dated March 12th, 1877, which will go into operation the 1st of July next.

Table with columns for 'SPANISH PRODUCTION' and 'FOREIGN PRODUCTION', sub-columns for 'WEIGHT MEASURE', 'UNDER SPANISH FLAG', 'UNDER FOREIGN FLAG', and 'DUTY \$ cts.'. Rows include various goods like Oils, Hoops, Fish, Naval Stores, Shooks, Meats, Ale and Porter, Flour, Hides, Grains, Vegetables, Soap, Cordage, Lumber, Tallow, Butter, Paper, Chemical Products, Cheese, Salt, Tallow, Jerked Beef, Tea, Bacon, Candles, and other articles.

ARTICLES FREE OF DUTY.

- 1st Trees, Nursery trees and seeds.
2nd Barilla or Bar and carbonate of soda impure.
3rd Clay, in bricks and tiles, also lime, Whiting, Gypsum, and every kind of stone for building.
4th Fresh beef coming from the home country on national vessels.
5th Mineral and bituminous coal and charcoal.
6th Hind or bark to tan leather.
7th Leather straps and all sorts of military equipments manufactured in Spain.
8th Asses, mares, horses, mules, as also all kind of woolly and stock cattle imported to improve the breed.
9th Guano and all sorts of natural and artificial manure.
10th Machines and mechanical apparatus of all kinds imported for agricultural purposes, that is to say, machines whose tendency be to make less costly the working of country properties and the saving of hands.
11th Machines and mechanical apparatus of all kinds,

whose object be the working and improvement of plantations, from the carting of the cane to the mill and the grinding of the same, to the package of the produce, and its conveyance out of the estate; also all the auxiliaries of said machines and apparatus if they are not applied to other purposes than those required on the plantation.
12th Machines and apparatus with especial application to cultiva coffee and cotton plantations.
13th Machinery for especial purpose of drilling artesian wells.
14th Mill to thresh rice and shell corn.
15th All kinds of precious metals, in bars or paste, dust, quartz or fragments.
16th Ice.
17th Fresh fish.
18th Stone and all sorts of flag stones for paving.
19th Leeches.
20th Texture of cotton and woollen goods of national manufacture coming from the mother country and on national vessels.
Also all the goods that are found with the word "free" in the Tariff.

STOCK MARKET.

Table with columns for 'Closing prices' and 'Last Week's Prices'. Rows include BANKS (Bank of Montreal, Bank of N. S. A., Commercial Bank, City Bank, Banque du Peuple, etc.), RAILWAYS (G. T. R. of Canada, A. & S. Lawrence, etc.), WINES (Montreal Canada, Canada Hotel, etc.), BONDS (Government Debentures, Montreal Water Works, etc.), and EXCHANGE (Bank on London, Private, etc.).

PRICES OF GRAIN.

Table with columns for 'AVERAGE' and 'PRICE'. Rows include Flour, Superior Extra, Extra, Fancy, Superfine, No. 2, Bag Flour, 100 lb., Oatmeal, 50 lb. Sacks, Wheat, U. C. Spring, Peas, per 60 lbs., and Beans, per 60 lbs.

CANADIAN SECURITIES IN ENGLAND.

Table with columns for 'GOVERNMENT SECURITIES', 'RAILWAYS', and 'MISCELLANEOUS'. Rows include Canada 6 per cent. Jan. and July, 1877; Do 6 per cent. Feb. and Aug.; Do 6 per cent. March and Sept.; Do 5 per cent. Jan. and July; Do 5 per cent. inscribed stock; Nova Scotia 6 per cent., 1876; Atlantic and St. Lawrence; Buffalo and Lake Huron; Buffalo preference; Grand Trunk of Canada; Do equip. mort. bds., charge 6 p. c.; Do 1st preference bonds; Do 2nd preference bonds; Do 2nd preference stock; Do 3rd preference stock; Do 4th preference stock; Do 4th deferred; Great Western of Canada; Do new; Do 5 without option, 1873; Do 5; North-E. R. of Canada 6 p. c. 1st pref. bds.; British North America; Mercantile and Exchange; British American Land; Canada Company; Canadian Loan and Investment; Hudson's Bay; Trust and Loan Company, U. C.; Atlantic Telegraph; Do do 8 per cents.

IMPORTS.

The following is a table of the Imports at Monteal for the month ending April 30, 1867, with the figures for corresponding period of last year.

Table with columns for 'ARTICLES', '1866', '1867', 'Increase, 1867', and 'Decrease, 1867'. Rows include Sugar, Tea, Molasses, Wine, Woodens, Cottons, Silks, Hardware, and other articles.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

Table with columns for 'For the week ending Wednesday, May 1, 1867', 'From the 1st January to May 1, 1867', and 'Corresponding period 1866'. Rows include Wheat, bushels; Flour, barrels; Corn, bushels; Peas; Oats; Barley; Rye; Corn Meal, bbls.; Ashes, barrels; Butter, kegs; Cheese, boxes; Pork, barrels; Lard; Tallow; High Wines & Whisky.

WEEKLY PRICES CURRENT.—MONTREAL, MAY 2, 1867.

APRIL 27, 1867. HALIFAX. ST. JOHN.

NAME OF ARTICLE.	CURRENT RATES.	NAME OF ARTICLE.	CURRENT RATES.	NAME OF ARTICLE.	CURRENT RATES.	NAME OF ARTICLE.	CURRENT RATES.	CURRENT RATES.	
GROCERIES.				GLASS.				COFFEE—(in bond).	
Coffees.		Alc.		German, per half box		Jamaica, per lb	0 10 to 0 18		
Laguays, per lb.	0 19 to 0 22	English	2 50 to 2 60	" 6 1/2 doz	1 60 to 1 90	Java	0 10 to 0 18	0 21 to 0 22	
Rio	0 18 to 0 19	Montreal	1 50 to 1 60	" 7 1/2 doz	1 50 to 2 00	St. Domingo, per lb.	0 10 to 0 18	0 17 to 0 19	
Java	0 23 to 0 25	Porphy.	2 00 to 2 25	" 8 1/2 doz	1 50 to 2 10	Rio	0 11 to 0 16	0 10 to 0 11	
Mocho	0 21 to 0 23	Hublin.	2 50 to 2 50	" 10 doz	1 90 to 2 00				
Ceylon	0 27 to 0 30	Montreal.	0 00 to 1 50	" 12 doz	1 90 to 2 00				
Cape	0 17 to 0 20			" 14 doz	2 00 to 2 05				
Maraicao	0 20 to 0 23			" 16 doz	2 00 to 2 10				
FISH.				SOAP AND CANDLE.				LEATHER.	
Herrings, Labrador.	4 00 to 4 50	Assorted	0 05 to 0 08	London, B.A. Sole No. 1	0 27 to 0 29	" slaughter sole, No. 1	0 25 to 0 27	0 25 to 0 27	
" Fish.	4 50 to 5 00	Poster or Bright.	0 07 to 0 10	" 2	0 25 to 0 27	" 2	0 25 to 0 27	0 25 to 0 27	
" Glubod.	2 00 to 3 00	Black Tin, per lb.	0 21 to 0 25	Waxed Upper, Light, per lb.	0 25 to 0 28	" Heavy & Med.	2 50 to 3 00	3 00 to 3 50	
" Round.	2 00 to 3 00	Copper-Pu.	0 25 to 0 27	Kips, Whole, per lb.	0 50 to 0 55	"	0 50 to 0 55	0 50 to 0 55	
Mackerel, No. 3.	2 00 to 3 00	Sheet.	2 25 to 0 35	Sales, Large, Light, per lb.	0 50 to 0 55	"	0 50 to 0 55	0 50 to 0 55	
Salmon	2 00 to 2 50	Chil Nails.		Waxed Call, Light, per lb.	0 50 to 0 55	"	0 50 to 0 55	0 50 to 0 55	
Hry Cod	4 50 to 5 25	Assorted, Single.	5 50 to 3 80	" Heavy, " "	0 50 to 0 55	"	0 50 to 0 55	0 50 to 0 55	
Green Cod	4 50 to 0 00	per 112 lbs.	4 00 to 1 40	" French, " "	1 00 to 1 20	"	0 25 to 0 30	0 25 to 0 30	
FRUITS.				Shingle alone, ditto.	4 00 to 1 40	Enamelled Cow, per foot	0 18 to 0 21	0 17 to 0 20	
Rabins, Layers.	2 35 to 2 40	Lath and Sd.	4 20 to 4 40	" "	0 21 to 0 21	" "	0 21 to 0 21	0 21 to 0 21	
" M. I.	2 15 to 2 20	Galvanized Iron.		" "	0 21 to 0 21	" "	0 21 to 0 21	0 21 to 0 21	
Valencia, lb.	3 00 to 3 20	Assorted sizes.	0 04 to 0 07	" "	0 21 to 0 21	" "	0 21 to 0 21	0 21 to 0 21	
Current, per lb.	0 05 to 0 06	No. 21.	0 09 to 0 10	" "	0 21 to 0 21	" "	0 21 to 0 21	0 21 to 0 21	
MEATS.				No. 28.	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Molasses.		Guests of Griffin's.	0 21 to 0 05	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Clayed, per gal.	0 35 to 0 38	No. 8.	0 21 to 0 22	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Alucavado.	0 37 to 0 40	No. 9.	0 20 to 0 21	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Centrifugal.	0 37 to 0 40	No. 10.	0 19 to 0 20	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
HICE.				No. 11.	0 19 to 0 20	" "	0 21 to 0 21	0 21 to 0 21	
Arman, per 100 lbs.	3 90 to 4 10	No. 12.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Patna	3 90 to 4 10	No. 13.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
SALT.				No. 14.	0 18 to 0 19	" "	0 21 to 0 21	0 21 to 0 21	
Liverpool Coars.	0 90 to 0 95	No. 15.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
" Stored.	0 85 to 0 90	No. 16.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
SPICES.				No. 17.	0 18 to 0 19	" "	0 21 to 0 21	0 21 to 0 21	
Cassa.	0 32 to 0 33	No. 18.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Cloves.	0 10 to 0 11	No. 19.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Nutmegs.	0 45 to 0 50	No. 20.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Ginger, Ground.	0 12 to 0 20	No. 21.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
" Jamaica.	0 23 to 0 25	No. 22.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Pepper, Black.	0 09 to 0 10	No. 23.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
" White.	0 07 to 0 07	No. 24.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Mustard.	0 18 to 0 20	No. 25.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Pepper, White.	0 18 to 0 20	No. 26.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
SUGARS.				No. 27.	0 18 to 0 19	" "	0 21 to 0 21	0 21 to 0 21	
Porto Rico, per 100 lbs.	8 00 to 8 25	No. 28.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Cuba.	7 50 to 8 00	No. 29.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Canada Sugar Refinery.		No. 30.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Yellow Refined, No. 3	0 07 to 0 08	No. 31.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Crushed A.	0 12 to 0 20	No. 32.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
" B.	0 10 to 0 11	No. 33.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Dry Crushed.	0 11 to 0 11	No. 34.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Ground.	0 11 to 0 11	No. 35.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Extra Ground.	0 12 to 0 12	No. 36.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Leaves.	0 11 to 0 11	No. 37.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Syrup, Golden.	0 46 to 0 46	No. 38.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
" Standard.	0 46 to 0 46	No. 39.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
TENS.				No. 40.	0 18 to 0 19	" "	0 21 to 0 21	0 21 to 0 21	
Twankay and Hyson.		No. 41.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Twankay.		No. 42.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Medium to good.	0 37 to 0 45	No. 43.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Common to good.	0 30 to 0 35	No. 44.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Japan uncolored.		No. 45.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Common to good.	0 50 to 0 60	No. 46.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fine to choice.	0 65 to 0 70	No. 47.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Colored.		No. 48.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Common to good.	0 50 to 0 60	No. 49.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fine to finest.	0 70 to 0 90	No. 50.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Common and Souche.		No. 51.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Ordinary and	0 35 to 0 40	No. 52.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Justy kind.	0 45 to 0 50	No. 53.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fair to good.	0 45 to 0 50	No. 54.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fine to choice.	0 75 to 0 90	No. 55.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Colour.		No. 56.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Inferior.	0 21 to 0 25	No. 57.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Good to fine.	0 50 to 0 60	No. 58.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Tomte Hyson.		No. 59.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Common to good.	0 40 to 0 60	No. 60.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Medium to fine.	0 60 to 0 75	No. 61.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fine to finest.	0 80 to 0 90	No. 62.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Extra choice.	0 95 to 1 05	No. 63.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
DRUGS.				No. 64.	0 18 to 0 19	" "	0 21 to 0 21	0 21 to 0 21	
Gunpowder.		No. 65.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Common to fair.	0 70 to 0 70	No. 66.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Good to fine.	0 75 to 0 75	No. 67.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fine to finest.	1 00 to 1 10	No. 68.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Imports.		No. 69.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fair to good.	0 55 to 0 70	No. 70.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fine to finest.	0 80 to 0 90	No. 71.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Hyson.		No. 72.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fair to good.	0 60 to 0 70	No. 73.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Fine to finest.	0 75 to 0 90	No. 74.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
TOBACCOS.				No. 75.	0 18 to 0 19	" "	0 21 to 0 21	0 21 to 0 21	
Canada Leaf, per lb.	0 01 to 0 05	No. 76.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
United States Leaf.	0 05 to 0 10	No. 77.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Honeydew, No. 1.	0 25 to 0 30	No. 78.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
" 2.	0 25 to 0 30	No. 79.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
" 3.	0 25 to 0 30	No. 80.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Bright, 4 lbs.	0 40 to 0 45	No. 81.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Extra fine bright.	0 55 to 0 65	No. 82.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
WINKS, SPIRITS, AND LIQUORS.				No. 83.	0 18 to 0 19	" "	0 21 to 0 21	0 21 to 0 21	
Wine.		No. 84.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Most & Chandon Chp.	15 00 to 16 00	No. 85.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Roche, Pile & Co.	12 00 to 15 00	No. 86.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
H. Monie Chateau.	12 00 to 15 00	No. 87.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Hurgandy Fort, Fd.	1 00 to 1 25	No. 88.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Port Wine.	1 50 to 4 00	No. 89.	0 18 to 0 19	" "	0 09 to 0 10	" "	0 21 to 0 21	0 21 to 0 21	
Sherry.	1 50 to 6 00	No. 90.	0 18 to 0 19	" "	0				

ASSIGNEES APPOINTED.

Table with columns: NAME OF INVOLVENT, RESIDENCE, NAME OF ASSIGNEE. Lists names like Arthur, William; Casy, John; Conway, William, etc.

APPLICATIONS FOR DISCHARGE.

Table with columns: NAME, RESIDENCE, DATE. Lists names like Cameron, John A.; Dickson & McAdam; Fletcher, Duncan, etc.

WRITS OF ATTACHMENT ISSUED.

Table with columns: DEBTOR'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE. Lists names like William Hall, Toronto; Peter Gallows, Cornwall, etc.

MONTREAL CATTLE MARKET.

Extra quality Cattle, none; First quality of Cattle, \$8 to \$9.50; second and third quality, \$7.50 to \$8.50; Milch Cows, \$2.00 to \$25.00; Extra \$35.00 to \$45.00. Sheep, \$5.00 to \$5.50; Extra, \$7.00 to \$9.00. Lambs, none. Hogs, live weight, \$5.00 to \$5.25; Dressed, \$6.00 to \$6.50 silver. Hides, inspected and trimmed, 8c. to 9c. per lb. Pelts, \$1 to \$1.75 each. Calfskins, 16c. to 18c. per lb. Tallow, 6c. per lb.

BOSTON CATTLE MARKET.

Table with columns: Cattle, Sheep, Swine. Rows for This week, Last Week, Same week last year. Includes sub-table for NUMBER FROM EACH STATE: Maine, N. Hampshire, Vermont, Massachusetts, New York, Western, Canada.

And 50 Horses. There were—cars over the Boston & Maine Railroad, — over the Eastern, 52 over the Boston & Lowell, and 115 over the Fitchburg Railroad Total 168. PRICES OF MARKET BEEF.—Extra, \$13.50 to \$14.00; first quality, \$12.50 to \$13.00; second quality, \$11.50 to \$12.00; third quality, \$10.00 to \$11.00. PRICES OF STORE CATTLE.—Working Oxen—Sales at \$150.00 to \$350.00 per pair. MILCH COWS AND CALVES.—\$50, \$60, \$75, \$90 to \$125. YEARLINGS.—\$20 to \$30; two year old, \$40 to \$50; three year old, \$60 to \$75. Veal Calves at \$30.00 to \$40.00. SHEEP AND LAMBS.—Prices in lots, \$4.50, \$4.75, \$5.00 to \$6.00 each; extra, \$5.00 to \$8.00 each, or from 4 to 8c. per lb. HIDES—8 to 9c. per lb. Tallow 7c to 7 1/2c. per lb. PELTS.—\$1.25 to \$1.75 each. Calfskins 16c. to 20c. per lb. N. B. BEEF.—Extra and first quality inc'ed does nothing but the best, large, fat, stall-fed oxen; second quality includes the best grass-fed oxen, the best stall-fed cows, and the best three-year old steers; ordinary consists of bulls and the refuse of lots. SHEEP.—Extra includes Coverts, and when those of an inferior quality are thrown out.

REMARKS. CATTLE.—The market has ruled in favor of buyers, and the prices now stand at the quotations of two week's ago. The small number at market last week, and the prospect of a good demand this week, brought twice the number from the Northern States, with from 100 to 1700 from the West at Brighton; and these facts, taken in connection with 1150 Veal Calves at market, made the butchers hold off, and in some cases sales were made at a decline of \$1 per cwt from last week's rates. SHEEP AND LAMBS.—The receipts have been 3014 head—about 1200 head more than last week. Prices have declined fully 3c. per lb. The few spring Lambs at market sold at prices bordering on \$8 per head. The Sheep were of various grades; some were extra, whilst others sold as low as 2 1/2c. per lb.

DEPARTMENT OF CROWN LANDS.

FISHERIES BRANCH, Ottawa, 26th April, 1867

THE following Fishery Regulations have been approved and adopted by His Excellency the Administrator of the Government in Council, on the 25th instant, under the Statute 29 Vic, cap. 11 (Fisheries Act):—

- "Fishing by means of nets, for the purposes of trade and commerce, except under leases or licenses from the Department of Crown Lands, is prohibited in the waters of Upper Canada." "Except under leases or licenses from the Department of Crown Lands, salmon shall not be fished for, caught or killed in nets or other apparatus in Lower Canada." "Within the Counties of Northumberland, Durham, Peterboro' and Victoria, in Upper Canada, no person shall fish for catch or kill bass, pickerel (doree), maskinonge or pike, between the twentieth day of April and the twentieth day of May."

Certified. A CAMPBELL, Commissioner of Crown Lands. 14-3

CAMERON & ROSS.

COMMISSION MERCHANTS, 413 Commissioners Street, Montreal, are regularly receiving and selling on Commission all kinds of country produce—such as Flour, Grain, Butter, Cheese, Pork, Pot and Pearl Ashes, Leather, Wool, Clover, and Timothy and Flax Seeds; also purchasing on country account, Dry Goods, Groceries, Hardware, and General Merchandise.

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.

W. R. DIXON, LONDON, ENGLAND, (Late of Montreal), COMMISSION MERCHANT,

DEGS respectfully to inform his numerous friends who favored him with the Sale of their Produce and Provisions when in Montreal, that he is now settled in London, receiving Consignments on Commission of Produce, &c., and is prepared to transact any business intrusted to his care properly. Having also a knowledge of General Merchandise, and the relative value of Manufactured Goods in the home markets, he is in a position to purchase carefully select, and ship to order, every description of Goods suitable for Canada; will also effect sales from samples forwarded to him of Canadian Manufactures. 6 Morphett Terrace, Victoria Park, London, N.E. Bankers,—London and County Bank, 21 Lombard Street. Montreal Referee and Correspondent.—Messrs Cameron & Ross, 413 Commissioners Street. 12-4m

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Montreal to Kingston, Toronto, Hamilton, St. Catharines and vice versa.

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TURNBULL & CO., FLOUR AND PRODUCE COMMISSION MERCHANTS, St. John, N. B. Reference: Bank N. America, Messrs Gilchrist, Moffatt & Co., Montreal. 135

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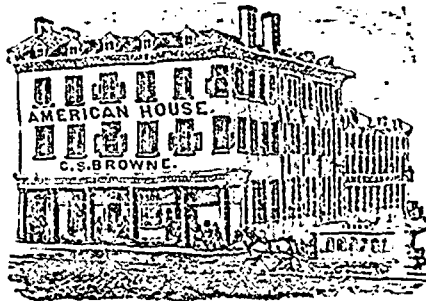
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