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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, FEBRUARY 15, 1867.

No. 5.

ANGUS, LOGAN & CO.,
PAPER MANUFACTURERS AND
WHOLESALE STATIONERS, 354 St. Paul st
1-ly

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

MUNDERLOH & STEENCKEN,
IMPORTERS OF STAPLE AND
FANCY DRY GOODS, 236 St. Paul st., corner
of Custom House square, Montreal. 1-ly

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

MURDOCH LAING,
PRODUCE AND COMMISSION
MERCHANT, 37 Commissioners Street
Beur. Pork Hams, Lard, &c. 2-ly
Dundee Grain Bags.

GEORGE CHILDS & CO.,
(IMPORTERS),
WHOLESALE GROCERS,
Nos. 20 & 22 St. Francois Xavier st.,
MONTREAL. 4-ly

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

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

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

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

S. H. & J. MOSS,
MANUFACTURERS OF READY-
MADE CLOTHING, WHOLESALE IMPORT-
ERS OF WOOLLENS TAILOR TRIMMINGS &c.
5 and 7 Beccollet Street, MONTREAL.
Our Spring Stock of clothing is now complete, and
well worth the attention of Eastern and Western
Traders. 3-ly

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

THOMAS MAY & CO.,
CAVERHILL'S BLOCK,
No. 63 St. Peter Street.
Montreal, Sept. 15, 1866. 2-ly

ULES FOURNIER,
IMPORTER OF GENERAL GROCERIES,
And Sole Agent in Canada for
Messrs. George Sayer & Co., Cognac,
Charles Coran & Co., do.
G. H. Mumm & Co., Reims,
Mr. H. More, Avize, Marne,
Mr. J. Savoye, do.,
84 St. Sulpice Street,
(Next door to Messrs. Darling & Co.),
Montreal. 4-3m

BAUKHAGE, BEAK & CO.,
481 ST. PAUL STREET, MONTREAL,
IMPORTERS OF DRY GOODS.
Black Silks and Kid Gloves always on hand. 2-ly

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.

Consignments of Flour, Grain, Leather, Axes,
Butter, &c., receive personal attention. 1-ly

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN BOOTS AND SHOES
524, 526 & 528 St. Paul st., Montreal.

We invite the attention of Merchants, East and West,
to our large and varied stock of Boots and Shoes now
on hand, and in process of manufacture for the Fall
trade. Goods in every conceivable style will be found
in our establishment, from the finest Kid or Satin
Garter, 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
Peeling Machines having thrown a large number of
workmen out of employment, and consequently re-
duced the cost of labor, we are thereby enabled to
manufacture neater and more substantial Boots and
Shoes, at no greater cost than if made by machinery,
and are prepared to offer the choicest goods at the
very lowest possible figures.
(Orders personally or by Post, will have our immedi-
ate and most careful attention. 1-ly

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-ly

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

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

MCINTYRE, DENON & CO.,
IMPORTERS OF STAPLE AND
FANCY DRY GOODS.
28-ly Lemoine st., Montreal

ANDREWS, BELL & CO.,
COMMISSION MERCHANTS
AND
SHIPPING AND INSURANCE AGENTS,
7 INDIA BUILDINGS, Fenwick Street,
LIVERPOOL. 48-ly

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

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

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

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

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

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

MCMILLAN & CARSON,
CLOTHING.
WHOLESALE.
148 & 150 MCGILL STREET, Montreal. 5-ly

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS,
Importers of Window Glass, &c.,
1-ly 118, 120 and 122 McGill st., Montreal

H. JOSEPH & CO.,
TOBACCO,
323, 325 & 327 ST. PAUL STREET.
Montreal, Aug. 30, 1866. 33-ly

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

JOHN H. B. MOLSON & BROS.,
BREWERS AND SUGAR
REFINERS, Montreal.
20th March, 1865. 10-ly

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

JOSEPH PHELAN,
IMPORTER,
GROCERIES AND LIQUORS WHOLESALE,
535 & 537 St. Paul Street. 27-ly

JOSEPH BAWDEN,
(Successor to the late Ewen MacEwen, Esq.,)
ATTORNEY-AT-LAW, Solicitor of Patents of In-
vention, &c. 10 Anchor Buildings, Kingston
C.W. 47-ly

JAMES ROY & CO.,
IMPORTERS OF DRY GOODS, including TABLE LINEN, SHEETING, &c. No. 605 St. Paul st. near St. Peter. 1-ly

ÆTNA LIFE INSURANCE COMPANY.

The success of this popular Company is most extraordinary. Its policy holders now receive a yearly profit of fifty per cent. in cash, reducing the annual payments to one half the sum usually charged by other Companies.
 Applications for Agencies in Canada or the Maritime Provinces made to S. Pedlar & Co., Managers, and General Agents, Office, No. 85 St. Francois Xavier Street, Montreal. 23-ly

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

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

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

B. HUTCHINS & CO.,
COMMISSION MERCHANTS, Importers of TEAS and GENERAL GROCERIES. No. 188 McGill st., Montreal. 5-ly

JAMES LOCKHART,
COMMISSION MERCHANT AND MANUFACTURERS' AGENT, No. 3 St. Sacramento street, Montreal.

ANDREW MACFARLANE & CO.,
WHOLESALE DRY GOODS IMPORTERS,
 258 & 230 St. Paul and 92 & 93 Commissioners Streets. MONTREAL. 1-ly

WINN & HOLLAND,
GENERAL COMMISSION MERCHANTS.
 15-ly 34 RENAUD BUILDINGS,OUNDLING STREET

A. ROBERTSON & CO.,
 IMPORTERS OF
STAPLE AND FANCY DRY GOODS
 478 St. Paul, and 359 Commissioners Streets, MONTREAL.
 MONTREAL, 16th January, 1867. 1-ly

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

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

GAULT BROS. & CO.,
IMPORTERS OF FANCY AND STAPLE DRY GOODS, CLOTHS, TAILORS' TRIMMINGS, SMALL WARES, &c. &c., 44 AND 46 ST. PETER STREET, AND 1 & 3 RECOLLECT STREET, MONTREAL.
 Solicit an inspection of their Stock, which is now very complete in all the Departments. Their Stock of Cloths of every description and variety are unsurpassed in the Province. They also operate largely in all kinds of Canadian Manufactured Goods, and have now on hand fine selection of Tweeds, Etoffes, Satinets, Flannels, Cottons, Cotton Yarn, &c., all which they offer at lowest prices. 63-ly

KERSHAW & EDWARDS,
 ESTABLISHED YEAR 1838.



IMPROVED FIRE PROOF SAFE.
 KERSHAW & EDWARDS,
 1-ly 83, 84 & 86, St. Francois Xavier street, Montreal.

FURS, HATS, BUCK MITTS, &c.
GREENE & SONS

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

The attention of the Trade is directed to our Stock this Fall, which is very complete, embracing all the NEW AND LEADING STYLES, among which will be found a large variety of Men's and Boys' STEEL HORN RESORITE HATS, which are becoming very fashionable. Samples sent by Express to parties not visiting the city.
 Orders promptly executed.
GREENE & SONS,
 1-ly Montreal.

SPRING TRADE, 1866.

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

WILLIAM BENJAMIN & CO.,
 1-ly 317 St. Paul Street.

DAVID MORRICE & CO.,
PRODUCE & GENERAL COMMISSION MERCHANTS,
 Shipping and Forwarding Agents, &c.,
 62 St. PETER STREET, MONTREAL.

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

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

SIDEY & CRAWFORD,
GENERAL MERCHANTS, 33 St. Nicholas Street, MONTREAL.

Sole Agents in Canada for—
FREDERIC MUSRATT'S CHEMICALS.
D. ANDERSON & SON'S ROOFING AND OTHER FELT.
THOMAS BRAMWELL & CO.'S VENETIAN RED AND COLOURS.
AGENTS CANADA LIFE ASSURANCE COMPANY.
 2-ly

J. Y. GILMOUR & CO.,
 IMPORTERS OF
BRITISH AND FOREIGN DRY GOODS
 WHOLESALE,
 NO. 376 ST. PAUL STREET,
 MONTREAL. 62-ly

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

JORDON & BREWER
 Commission Merchants & General Agents,
 Dealers in
GROCERIES AND HARDWARE,
 Nos. 23 & 24 ONTARIO STREET Corner Brook Street,
 East side Market Square,
 38-ly KINGSTON, C. W.

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

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

LIBERAL Advances made on Goods for Sale in this Market, or on Shipments to his Correspondents in Britain. Special attention given to the purchasing of GROCERIES, and other Merchandise.
 Montreal, 23rd Aug., 1866. 8m 19

EWART, SHEARER & CO.,
 (Successors to KINGLAND, EWART & Co.)
CLOTHING, HOSIERY, &c.,
 422 ST. PAUL STREET.
 MONTREAL. 1-ly

SUGAR, HERRINGS, CODFISH, &c.
 SUGAR—Choice Porto Rico Barbadoes and Cuba in hhds.
 HERRINGS—Extra Large Split, in barrels.
 Do. Smoked in boxes.
 CODFISH—Prime Large Table, in bundles and hhds.
 RUM—Cuba, in puns.
 Figs, Almonds, &c., &c.,
 For sale by
JAMES MITCHELL.
 January 18, 1867. 1-ly

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

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

MULHOLLAND & BAKER,
IRON, STEEL AND GENERAL HARDWARE MERCHANTS,
 419 AND 421 ST. PAUL STREET,
 MONTREAL.
 YARD ENTRANCE, St. Frs. Xavier st. 1-ly

MONTREAL.

EXCHANGE BROKERS.

CHAS. T. IRISH, *Exchange,*
11 Place d'Armes.

NICHOLS, ROBINSON & CO.,
Exchange, 331 Notre Dame Street.

ADVOCATES.

STRACHAN BETHUNE, Q.C.,
65 Little St. James Street.

WH. KERR,
8 St. Sacrament Street.

LAFRAMBOISE & ROBIDOUX,
32 Little St. James Street.

LH. DAVIDSON,
41 Little St. James Street.

CIVIL ENGINEERS.

CHAS. LEGGE & CO., Solicitors for Canadian
and Foreign Patents, &c.
49 Great St. James Street.

COMMISSION MERCHANTS.

JOHAN ANDERSON & CO.

TM. CLARK & CO.,
5 St. Sacrament Street.

DONALD McLEAN,
97 Grey Nun and 82 McGill Streets.

PHILLIPS & CO.,
Cor. St. Sacrament and St. Nicholas Streets.

ENGRAVER.

THOS. IRELAND,
CARD AND SEAL ENGRAVER,
72 Little St. James Street.

FURS—WHOLESALE.

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

HARDWARE MERCHANTS—WHOLESALE.

BENNY. MACPHERSON & CO.,
292 St. Paul Street.

INSURANCE OFFICES.

BBRITANNIA MUTUAL LIFE,
JOSEPH JONES,
41 Little St. James Street.

CITIZENS' FIRE AND GUARANTEE,
G. B. Muir, Manager.
10 Place d'Armes.

COLONIAL LIFE,
See Standard.

LONDON AND LANCASHIRE,
SIMPSON & BETHUNE,
104 St. Francois Xavier Street.

NORTH BRITISH & MERCANTILE,
MACDOUGALL & DAVIDSON,
31 St. Francois Xavier Street.

SCOTTISH PROVINCIAL,
A. D. PARKER.
Toupin's Building, Place d'Armes.

STANDARD LIFE,
W. M. RAMSAY,
47 Great St. James Street.

MONTREAL.

ACCOUNTANT.

JOHAN PLIMSOLL,
12 Place d'Armes.

LEATHER, ETC.

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

NOTARY.

WA. PHILLIPS,
41 St. John Street.

SHIP CHANDLER, ETC.

GORDON KINGAN,
462 St. Paul Street.

PAPER BOX MANUFACTURER.

RJELLYMAN & CO.,
692 Craig Street.

GROCERS.

JA. & H. MATHEWSON,
1-1y McGill Street.

LEWIS, KAY & CO.,

IMPORTERS OF STAPLE AND
FANCY DRY GOODS,
1-1y Nos 275 and 277 St. Paul street, Montreal.

OGILVY & CO.,

IMPORTERS OF STAPLE AND
FANCY DRY GOODS,
2-1y 291 St. Paul, cor. St. Peter st., Montreal

R. C. JAMIESON & CO.,

MANUFACTURERS OF VARNISHES, JAPANS,
and Dealers in Spirits of Turpentine, Benzine,
Oils &c., &c. No. 3 Corn Exchange Buildings, St.
JOHN STREET, MONTREAL. 60-1y

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.

CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,
Montreal. 60-1y

GEORGE WINKS & CO.,
I MPORTERS OF BRITISH and FOREIGN,
FANCY and STAPLE DRY GOODS, Wholesale,
70, 71, 72, and 73 Commissioners street, and Custom
House Square, Montreal. 8-1y

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

GENERAL COMMISSION AGENTS
for the sale and purchase of Breadstuffs and
Provisions.
Cash advanced on warehouse receipts, or Bills of
Lading. 2-1y

C. H. BALDWIN & CO.,
IMPORTERS AND WHOLESALE DEALERS
IN
WINES, GROCERIES, AND LIQUORS,
18 Lemoine Street. 31 1-1y

ROBERT SEATH.

WHOLESALE CLOTHIER AND
IMPORTER of Woollens and Tailors' Trim-
mings, No. 10 St. Joseph Street, near McGill Street,
Montreal. 31-1y

ROBERTSON & BEATTIE,

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

C. E. SEYMOUR,

COMMISSION MERCHANT,
DEALER IN LEATHER, HIDES AND OIL.
507 St. Paul Street.
Agent for Lyle Tannery. 40-1

MONTREAL.

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

F. H. SIMMS,
MONTREAL IRON WORKS,

MANUFACTURES to Order, and has
in Stock, Carriage Bolts of all sizes, Nuts and
Bolts of every description, Rivets, Lifting Jacks,
Ratchet Braces, Copying Presses, &c., &c. 8-1y

W. & F. P. CURRIE & CO.,
100 GREY NUN STREET, MONTREAL,
HAVE FOR SALE—
BOILER TUBES, Oil Well Tubes,
Gas Tubes, Paints and Putty,
Fire Bricks, Fire Clay,
Fluo Covers. DRAIN PIPES,
Roman Cement, Water Lime,
Portland Cement, Paving Tiles,
Garden Vases. Chimney Tops, &c., &c.
Manufacturers of AMERICAN Sofa, Chair, and Bed
SPRINGS. 12-1y

FOULDS & HODGON

IMPORTERS OF
Grey Cottons, Lace, Spool's,
White Shirtings, Blondes, Pins,
Regattas, Handkerchiefs, Needles,
Prints, Fancy Dresses, Tapes,
Bed Ticks, Umbrellas, Buttons,
Denims, Parasols, Combs,
Silkies, Shawls, Brushes,
Cobourgs, Hoop Skirts, Hair Oils,
Orleans, Table Oil Cloths, Cologues,
M de Laines, Yarns, Soaps,
White Muslins, Battings, Stationery,
Jeans, Silks, Brooches,
Moleskins, Velvets, Spectacles,
Flannels, Linen Threads, Dolls,
Blankets, Playing Cards, Mirrors,
Cloth, Jewellery, Razors,
Tweeds, Tea Trays, Pocket Knives,
Vestings, Saus Boxes, Table Knives,
Hosiery, Pipes, Chaplets,
Gloves, Toys, Crosses,
Braces, Bag Purses, Marbles,
Ribbons, Pencils, Slates.

And a large variety of other Fancy and Staple Goods
WHOLESALE

Perhaps the largest assortment of Goods suitable
for a General Country Store of any house in the
Province.

263 and 370 St. Paul Street, Montreal. 15-1y

QUEBEC.

COMMISSION MERCHANTS.

JOHAN ANDERSON & CO.

HENRY R. GETTINGS & CO.,
COMMISSION MERCHANTS
AND BROKERS, QUEBEC.

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

PORT HOPE, C. W.

R. S. HOWELL,
*Forwarder, General Commission Merchant, and
Shipping Agent,*
WALTON STREET, PORT HOPE, C.W. 3-ft

ST. STEPHEN, N. B.

JOHAN BOLTON,
SHIP BUILDER AND MERCHANT.
10 King Street, St. Stephen, N.B.

HALIFAX, N. S.

COMMISSION MERCHANT.

GEORGE J. PAYNE,
Commercial Wharf, Upper Water Street,
References: Messrs. MACLEAN, CAMPBELL & Co.

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

FRED ROWLAND,
GRAIN AND COMMISSION MERCHANT.
 Flour, Oatmeal, Cornmeal Split Peas, Pot Barley,
 Barrel Pork, Sugar-cured Hams, Bacon, Lard,
 Cheese, Butter.

LONDON, CANADA WEST.

NOVEMBER 16, 1866.

NEW GOODS.

T. JAMES CLAXTON & CO.,

HAVE just received 84 packages by the
 "Nova Scotia," now in port, being purchases
 from our Mr. Lonsdale, contents of which are in part
 as follows:—Cottons of all kinds, among them low
 priced Greys and Prints; Dress Goods and plain
 Whites; Balmoral Skirts and Skirting; Ribbons;
 Velvets; New Belts and Buckles. Also, New Fancy
 Goods of various descriptions.
 All orders will have careful and prompt attention.
 1-ly 69 St. Peter Street, MONTREAL.

THE LIVERPOOL AND LONDON
AND GLOBE INSURANCE CO.

Chief Offices.—Liverpool, London, Montreal.

CANADA BOARD OF DIRECTORS.

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

Revenue of the Comp'y.—Fire Premiums \$2,500,000,
 Life Premiums \$1,000,000; Interest on Investments
 \$800,000; 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. SMITH, Res. Secretary.

WEST BROTHERS,

TEAS AND TOBACCOES,

Wholesale,

9 St. John Street,

Montreal.

14-ly

JEFFERY BROTHERS & CO.

GENERAL MERCHANTS,

44 ST. SACRAMENT STREET,

MONTREAL

1-ly

SINGLAIR, JACK & CO.,

WHOLESALE GROCERS AND
COMMISSION MERCHANTS,

Importers of East and West India and Mediterranean
 Produce,

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

Montreal, 30th April, 1866.

1-7

KIRKWOOD, LIVINGSTONE & CO.,
PRODUCE, LEATHER AND GENERAL COM-
MISSION MERCHANTS,
 No. 663 St. Paul Street, MONTREAL.
CONSIGNMENTS Carefully realised and returns
 promptly made.

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

ORDERS—Personal and careful at caution 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,

29 St. Helen Street,

MONTREAL.

49-ly

THE TRADE REVIEW

AND

Intercolonial Journal of Commerce.

MONTREAL FRIDAY, FEBRUARY 16, 1867.

A new bank is about to be established in Toronto
 under the name and style of the Canadian Bank of
 Commerce, and will operate under the charter granted
 by the Legislature in 1858 under the name of the Bank
 of Canada. About \$150,000 of the capital has already
 been subscribed for, and when \$250,000 more have
 been taken up, the Bank will go into operation.
 This step was forced upon the business men of the
 Western Metropolis by the suspension of the Bank of
 Upper Canada and the restrictive policy of the Toronto
 branch of the Bank of Montreal.

At a recent meeting of the Montreal Corn Exchange
 Association, "the central system as a mode of comput-
 ing the quantity of all cereals as well as the products
 thereof" was unanimously adopted on motion of Mr.
 Esdaille, seconded by Mr. Ovide Dufresne, and the
 Secretary was directed to correspond with the other
 Boards in the British Provinces with the view of secur-
 ing their co-operation in the matter. The interested
 parties should come to some understanding, we think,
 with regard to the time of enforcing the new regula-
 tion; and as it should go into operation on one and
 the same day, the 1st of May might probably suit most
 parties.

The ship Kingston of Quebec, a Kingston built
 vessel belonging to the Commercial Bank of Canada,
 was recently lost on the South coast of Ireland. She
 was insured.

A Peterboro paper states that Mr. Hall of that town
 in conjunction with several other leading citizens is
 agitating the question of erecting a woolen or cotton
 mill on the splendid site between the new railway
 embankment and the river Otonabee.

The merchants and produce dealers of St. Thomas
 have organized themselves into a Board of Trade, and
 elected the following list of officers: Mr. Thomas
 Arkell, President; Mr. Alexander Tytler, Vice-Presi-
 dent; Mr. John A. Roe, Secretary. Council: Alex.
 Campbell, G. W. Morzan, Samuel Day, John King,
 Chas. Roe, C. G. Rich, Wm. Lipsey, W. F. Longden,
 Jas. McAdam, Henry Brown, N. W. Moore, John
 Midgley.

At a meeting held yesterday, the Richelieu Naviga-
 tion Company declared a dividend of seven per cent.
 on their capital stock.

The Australian Sovereign is occasionally seen in this
 country, and is sometimes taken without question but
 more frequently refused as being an uncurrent coin. It
 is of the same value as the English coin of the same de-
 nomination, and is, by virtue of a royal proclamation,
 issued in February 1866, a legal tender in the United King-
 dom for twenty shillings.

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

REMOVAL.

W. McLAREN & CO. removed to Nos.
 15 & 17 Lemoina 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

We are glad to see that our recent articles on the man-
 ufacture of Beet Root Sugar, have already led to a practical
 result, as we understand that Messrs. Redpath & Son, have
 decided to commence the manufacture new fall, and have
 contracted with several farmers for the delivery of about
 two million pounds of beets, at \$4 per ton.

At a recent quarterly meeting of the Stratford
 Board of Trade the Secretary was instructed to com-
 municate with Mr. Swinyard of the Great Western
 Railway agent the proposed railway scheme, and as-
 certain whether, in the event of the County of Perth
 guaranteeing a sum of \$100,000 towards aiding the
 construction of the proposed branch between Ingersoll
 or Woodstock and Stratford, the Great Western Rail-
 way Company would be prepared to build the pro-
 posed branch. A committee was appointed to place
 the proposed railway scheme in a proper light before
 the ratepayers of the county.

A telegram from Cincinnati, states that the latest
 returns from the pork packing towns, show a total
 number packed this season of 2,187,000 hogs; against
 1,433,000 last season, with a slight increase in the
 weight.

A New Orleans correspondent writes us that the
 sugar crop of Louisiana is estimated at 40,000 hogs-
 heads, compared with 76,000 last year. He also states
 that the cotton crop will fall "far short of even the
 most limited estimate."

The Republic of Chili recently came on the London
 Stock Exchange for a loan of £2,000,000 and when
 the tenders were opened, received applications to the
 amount of £17,000,000. The debt of the Republic
 scarcely exceeds a years revenue, and hence the favor
 with which its loan was received in Great Britain.

Referring to the recent rise in the price of gold, the
 New York Financial Chronicle, states that it is princi-
 pally due to the passage in the U. S. House of Repre-
 sentatives, of a resolution looking to the discon-
 tinuance of the contraction of the currency. The
 Secretary of the Treasury proposed reducing the
 greenbacks at the rate of four or six millions a
 month, with the view of ultimately returning to specie
 payments, but Congress refuses to leave its present
 fool's paradise of inflated wealth and return to the
 hard realities of a metallic currency—a measure
 which would make a tremendous reduction in the
 present total values of the country.

The Canada Currency Act.

A letter under the above title explaining the *modus*
operandi of the Act providing for the issue of the
 Provincial Notes, appears in the last number of the
 London Economist. We re-publish it elsewhere,
 especially as it contains some statements which had
 not already appeared in print.

Railway traffic since the first of January has been
 very much interrupted by the severe snow storms, and
 the receipts of nearly all the lines show a falling off as
 compared with 1866. The aggregate receipts of the
 Grand Trunk Railway from Jan. 1st to Feb. 2nd, 1867,
 were:—\$595,843; a decrease of \$36,846 as compared
 with the corresponding period of 1866.

THE GOVERNMENT TREASURY OFFICE IN NEW YORK.

WE have just read with great interest the report of a commission appointed to enquire into certain clauses brought against the management of the treasury of the United States in New York. This office is by far the most important of those connected with the administration of the national finances, for though the seat of government is at Washington, its fiscal centre is in New York. Here are received those immense custom dues now levied on foreign products, and at this office the interest on the debt of the United States in its various forms is paid. It is here therefore that great reserves of specie and currency are kept, and by the mode of its operation, it is this office which regulates and controls the gold market. The Secretary of the Treasury, one of the ablest men that ever held the seals of this department, has determined upon a policy of gradual contraction as respects the present inflated currency, and he looks steadily forward to a resumption of specie payments at the earliest practicable period. It is well known, however, that he is equally bent, if possible, on accomplishing this without the occurrence of a severe revulsion, and as one means of preventing panic, he uses the resources of the Treasury for the purpose of keeping the gold market in a state of comparative equilibrium. It is allowed, apparently, to range to the extent of about ten per cent. without interference, but when it goes beyond this, either higher or lower, he steps in, and by sales or purchases, as the case may demand, restores the equilibrium desired. There may of course be different opinions as to the expediency of this course, but of the fact there can be no doubt.

This power of the Treasury is looked upon with most invidious eye by the cliques of stock jobbers and gold gamblers that infest Wall street, whose corners and combinations are often sadly interfered with by its action. Accordingly they have for some time back been circulating rumours to the effect that the Treasurer in New York had been in the habit of lending gold to further the purposes of private individuals, and hints were even thrown out that some of these were private speculations of his own, carried on with the national funds. These rumours at length took definite shape in a formal charge preferred before Congress, and a committee of enquiry was ordered on the subject, which has just concluded its sittings. The whole of the evidence as well as the report of the committee is given in the New York papers, and we must say it is refreshing to read it for the striking contrast it presents to the reports of debates in the House. The questions were remarkably acute and searching, and no possible loophole of escape was left. The answers on the part of the Treasurer, Mr. Van Dyck, are very clear, straightforward, and intelligent. He is evidently thoroughly master of the duties of his position. Much of the information contained in his answers is merely of local interest, but there are some matters of a general character alluded to, which are interesting to us, and to all others who have business relations with the United States. He informed the Committee that the amount of specie on hand at the sub-Treasury on the 15th January, was \$80,565,000, and the amount of currency \$20,202,000. These amounts are far beyond what many persons would suppose, that of specie especially but it must be remembered that the policy of the government leads to a concentration of all the specie in the country at the Treasury office. The Treasury has for some time back received gold on deposit, without interest, and has issued coin certificates against it. Of the above sum of \$80,000,000, about \$22,000,000 are due to various parties on such certificates. These documents are almost universally used in New York for such purposes as gold is required, payments of duties principally, and the risk labour, and expense of continually carrying about of the specie itself avoided.

In addition to the convenience to merchants of such an arrangement, there can be no doubt that the fact of a heavy reserve of gold being always on hand in the Treasury tends to prevent those violent perturbations which the unsettled political condition of the country would be certain to bring about. It also gives confidence to capitalists in Europe. As the Treasurer observes, "if all this gold was scattered around among the different people owning it, there would be no telling how much gold there was in the city of New York, and speculators would be saying that all the gold in the country had gone to England. But here is the palpable fact that there are eighty millions of dollars in gold in the sub-Treasury in New

York, besides the amount held by the Banks." "It is rather beneficial," he adds, "to be able to show that the Treasury holds as much gold as the Bank of England does. The effect of this plan is to make the Treasury a place for the aggregation of gold. That is so much of a nucleus toward the resumption of specie payments."

The comparison with the Bank of England is not strictly accurate, but it is near enough for all practical purposes. The gold in the bank last October was about \$75,000,000; since then it has considerably increased. The fact of the Treasury holding \$80,000,000 is a very solid palpable affair; and if it can be kept there, and the immense importations of last year still be settled for, we may have some hope that the financial crisis so long feared is still far off.

The Treasurer refers to the efforts that have been made by speculative cliques to break down the discretionary power which Mr. McCulloch reserves to himself in the matter of buying gold. It has been attempted to compel the department to give a week's notice before any sales were made; but the effect of this would simply be to place the Government in every instance at a disadvantage. The speculators would have a week within which to make their combinations, and the market would be kept, every now and then, in a constant state of excitement. As it is, with the Treasury hanging over them constantly, having the power to spoil all their schemes, and keep the market quiet, speculation is carried beyond all bounds—to the extent, as we have it in this evidence, of sixty and seventy millions a day. What would not be the case were speculation free from the fear of sales or purchases by the Government? We should have gold fluctuating as violently as ever it did when armies were in the field, and the great war was undecided.

THE "HUMAN TIDES."

THE subject of Immigration is always one of importance to countries like Canada and the United States, both of which have large tracts of land awaiting occupation. During the season of 1866, there was, as usual, a large amount of emigration from Europe to this continent. Canada, as we shall see presently, received a larger number of immigrants than during 1865, and there appears to have been little or no falling off in the arrivals at New York. During December itself, no less than 9,638 immigrants arrived at Castle Garden—having been conveyed in 20 steamers, and 16 sailing vessels. The total number who arrived during the season was 259,972, of whom 28,143 were cabin and 231,829 steerage passengers. During the different voyages there were 1,667 deaths, and 254 births. The presence of cholera on some of the vessels destined for New York, not a few of which were dreadfully crowded, will account for the comparatively large number of deaths.

According to an article in the *Canada Emigration Gazette*, a journal ably conducted by A. C. Buchanan, Esq., Chief Emigration Agent, Quebec, the emigration to Canada during the past season, has been quite satisfactory. The exaggerated reports of Fenian troubles published in Europe, were calculated to divert the Human tides from our shores. Anything like hostilities has an injurious effect upon emigration, and there can be little doubt that, lightly as we generally regarded Fenian bluster and bravado, it induced many an emigrant to take passage to New York instead of Quebec. Notwithstanding this drawback however, we are glad to notice that 28,648 emigrants came by the St. Lawrence last summer, as against 21,355 in 1865. This is an increase of 7,293—not so large an advance as we should like to have been able to report, but probably all that could be expected under the circumstances. Of the emigration of 1866, the different countries from which the emigrants came, were as follows:—

	Cabin.	Steerage.	Total.
From England.....	1,247	5,988	7,235
" Ireland.....	163	2,077	2,240
" Scotland.....	164	2,058	2,222
" Germany.....		3,330	3,330
" Norway and Sweden.....		13,506	13,506
" Other Countries.....		125	125
	1,664	27,084	28,648

Divided according to sexes, they were as follows:—males—full grown, 12,886; females—full grown, 7,701; children—boys, 3,341; children—girls, 3,092; and infants, 1,622. The mortality during the passages was the opposite of that of the New York route, being very small. Of British emigrants only 8 died and of the Norwegians, the deaths were only 0.60 per cent.

We should think that such facts as these, would tend to make our St. Lawrence route more popular with all emigrants destined for the West.

One feature of these returns—as of all our immigration returns—is not very pleasant to dwell upon; and that is the fact that the great bulk of those arriving at Quebec, do not stop in Canada, but pass on to the Western States. The great causes which produce this flow of the human tides Westward, is the expectation of getting farm lands for nothing, which require little or no clearing. The "boundless prairie," where spread-eagle orators declare, "nature has made everything ready for man to put in the seed," has a charm for the toiling millions in Europe which few on this continent can understand. All the drawbacks of the West, its want of timber, its unprofitable prices, its fever and ague—all is forgotten in the dream of a homestead, with flocks and herds around it. As a means of showing the absurdity of this blind partiality for the West, instead of settling in such a good farming country as Canada—where living and taxation are less than one-half as high—the *Emigration Gazette* is doing good service, and we hope and believe its fruits will yet be seen in an increased share of emigrants settling among us.

To accomplish this desirable object our Legislature have something to do. Our lands in possession of the Crown should be opened up to actual settlers on at least as liberal terms as those of the United States. This has been talked about long enough even from a circumlocutionary point of view, and it is high time something was now done. We should have a homestead law, wisely drawn—one which would attract emigrants. The American homestead law has done their country good service, and Canada should no longer hesitate and delay about enacting one. On such questions, our Legislators have at all times generally been rather illiberal, and outrageously slow. Mr. McGee should see that a new leaf is turned over. Until that is done, and we endeavour to make as liberal offers to immigrants as our neighbours, we cannot expect this country to increase in population as rapidly as it should do.

ANOTHER THUNDERBOLT!

THE new Tariff Bill now slowly moving through Congress is the most illiberal and unwise, that has yet been brought forward in that body. It is the same as was before Congress at the close of last session, but it has been so much altered and amended since that time by the committee to which it was referred, and by the members of the different chambers, that its authors must fail to recognize their ill-starred bantling. It is a curious document, its leading features being protection, and prohibitory duties. We have cherished hopes that the Americans would discover the folly of such legislation before to-day, but it seems their trade has not yet suffered sufficiently to bring them to their senses.

So far as Canada is concerned, the proposed tariff is more illiberal than ever. The duties now enforced, we considered pretty steep, and many of the more intelligent commercial men of the Republic, regretted their imposition as likely to injure the large and profitable trade which Reciprocity had developed. But the present scale of duties are but flea-bites, compared with those which Congress now talks of imposing. Not a few of these are prohibitory; their effect will be, should they become law, to render transactions between us and the Americans impossible. The following are some of the alterations proposed: Wool is to average about 30 per cent; this must close the American markets to us for this article. Flour, oats, and rye are placed at 30 per cent *ad valorem*; wheat, no less than 40c per bushel; barley; is to be mulcted in 20c per bushel; peas, 25c; and malt, 40 per cent. There can be no doubt that such duties must interfere with our dealings with the United States, and will render it necessary for us to seek for new markets more earnestly than ever. Other markets are open to us for the sale of our cereals beside the United States. Heretofore, they have not bought from us so much to supply their own wants, as to send abroad to other countries. By this means their produce dealers made good profits, and their railways and marine were benefitted. The effect of the proposed prohibitory tariff would simply be, to cause us to supply those foreign nations who want our produce, direct from our own ports. This might inconvenience us a little at first, but ultimately it would build up and strengthen us as a country. As for our neighbours, they would

lose a trade which has heretofore been very valuable to them.

The proposed tariff may almost be said to be prohibitory as regards animals. One of its clauses enacts that living animals, such as horses, mules, sheep, swine, &c., shall pay a duty of 20 per cent. ad valorem. It is fortunate that the Province has been almost depleted of stock during the past three years. Canada has no surplus stock at present, and before it accumulates very much, it is to be hoped our neighbours will have learned more liberal views. To show the readers of the *Review* the prohibitory nature of this tariff, we annex a few articles and the rate of duty which it is proposed to place upon them—

Thimble and clover seeds, 30 per cent.; hay, 20 per cent.; potatoes, 10c per bushel; dried vegetables 35 per cent.; meats, poultry, &c., 1c per lb.; honey 25c per gallon; Indian corn, 10c. per bushel; gaiter skins, 50 per cent.; broom corn, 16 per cent.; salmon and white fish, 5c per hbl.; garden seeds, 50 per cent.

The above is a sample of what this precious tariff is throughout. Taken in conjunction with the heavy impost proposed to be placed on our flour, wheat, barley, animals, &c., it manifests on the part of the promoters of the measure a perfect indifference as to their trade with Canada, or a desire to accomplish some ulterior object. Of late, we had come to believe that the Potter policy of trying to drive us into Annexation, was dead. We had imagined that that ancient scheme had collapsed in disgrace. But, when we see the Houses of Congress passing through a tariff of this character—intended as it were, to produce absolute non-intercourse between the two countries—we are almost forced to the conclusion that the role of the illustrious Consul-General has devolved upon Congress, and that the very silly attempt to embarrass this country is still being carried on.

That Congress will ultimately pass this measure in some shape or other—there is every probability. Reports from Washington state that, if it does, President Johnson will certainly veto the bill in the interests of the masses of the American people. This is the chief hope of those who are protesting against its passage, for it is pretty certain that a two-thirds vote could not be obtained to override the veto. We in Canada will watch the struggle with attention, for we are interested in it. But whatever measures Congress may pass now or hereafter, will in no wise effect the unalterable determination of Canada to carve out a destiny for herself, nor do we believe that, in the end, they will seriously injure our interests. If Congress desires to erect a Chinese wall between the two countries—let it do so. We are, thank Providence, in a better position to stand it than they are.

ABOUT PETROLEUM.

THE Oil fever never raged as badly anywhere as in Pennsylvania. Speculation there reached to fever heat, and fortunes were frequently made and lost in a day. A great change has now taken place. Many well and "locations" considered worth tens of thousands two years ago, are now almost valueless. The Sheriff has lately knocked several down to the highest bidder, for taxes the sales being now as remarkable for the absence of excitement as they formerly were for its presence. It would be a mistake to suppose from this, however, that no wells are being worked, and no oil exported. The exports of Petroleum from Philadelphia for 1865, have recently been published, and they show a large increase over any previous year. The returns for several years past are as follows—

YEARS—	GALLONS.	VALUE.
1863	4,920,708	\$1,382,050
1864	7,699,925	4,244,724
1865	12,052,921	8,411,274
1866	26,856,050	11,274,597

While these figures would indicate that production had not fallen off, it should be remembered that they relate only to the port of Philadelphia, and that the shipments to New York, for export, have largely fallen off, in consequence of Philadelphia possessing peculiar advantages as a port to ship that article from. During last year, every country in Europe received Petroleum from Philadelphia—the principal shipments being sent to Great Britain, France, Belgium, Holland and Italy. Their purchases extend from \$719,836 to considerably over \$3,034,336 each. Boring has by no means been discontinued. It is still carried on in various localities, and occasionally "good strikes" are made. The business is now being conducted on a commercial and not a speculative basis. Engines and tools are not

over 25 per cent what they were during the "fever." A well can be sunk for at least 50 per cent less than formerly, and the result is, that oil can be produced much cheaper than formerly.

The price however, continues low both in the United States and in Canada. In some parts there are large quantities on hand. So long as the supply continues so abundant, no great increase in price is likely to come about, without a large increased demand. This state of matters has thrown a damper upon the oil business, and the best judges are in uncertainty as to how long the present condition of affairs may continue without improvement. We believe our Canadian oil region has felt the dullness as much, and probably more, than our neighbours across the way. If properly introduced into Europe, we think the demand for our Petroleum would largely increase. The quality is good and we are quite convinced that, with our light taxation and cheap living, we can sell as cheaply as American dealers.

Through course of time, we do not doubt that a brighter day will dawn upon our oil interests. The wells will come to be worked on an economical scale, like collieries and similar works, and countries having prejudices against Petroleum will have them removed, and become much larger customers than at present. This is only a question of time. It may come sooner than many anticipate at present.

Overdoing the Business.

Henry M'ward & Co.'s Chicago Provision circular of the 2nd inst. says—

"The partial rains of the packing at various points published this week by the Cincinnati Price Current have so startled provision operators as to render the trade since then dull, dragging and monotonous. Eighty-four points heard from show an estimated increase in number of some 60,000 head. Among the catalogue we do not find Madison, Ind., or Milwaukee, Wis., the estimated increase at which points sums up 70 to 80,000 head, while we have still one hundred and twenty points to hear from, some of which such as Newcastle, and Knight-town, Ind. last year had no packing, and this year will pack from 200 to 300 head.

Taking the increase in weight into consideration, it is probable that the final summing up will show an increase in the packing of the North West of 900,000 to 1,000,000 head over last year. Many operators still assert that the crop will not be too large for the increased consumption of the country, but time can alone demonstrate the correctness or fallacy of their views, and meanwhile, the fact of such a large increase in the packing will be sufficient to curb all speculative feeling."

New Economic Material.

We recently called attention to the organization of a Joint Stock Company for the development of the Granby Red Slate quarries, and now find the following further particulars respecting the uses to which that material can be put to in the Waterloo *Advertiser*. It says:

One of the Directors has just returned from the Red Slate district in Vermont, where it forms the leading branch of industry, and having submitted samples of the slate to the managers of the different companies, they one and all expressed the opinion that "better could not be found." Samples of the slate were not to undergo the process of "marbleizing," the ability to receive which gives this slate its peculiar value, these (duly operated upon) have just been shewn us, and we have seldom seen anything more beautiful—the most perfect imitations of the costliest marbles—imperishably fixed by a process of enamelling on a substance capable of bearing a breaking or a fracturing strain of six times that of the most tenacious marble, and at a cost but little exceeding the duties that we have been in the habit of paying for a similar article manufactured in the States. We believe that this undertaking will prove a most valuable branch of industry in this district, and when we consider that two counties alone in Vermont, annually manufacture over two million dollars worth of marbleized slate in the form of table tops, shop counters, toilet tables, skirtings for rooms and a hundred and one other purposes, we think we are perfectly justified in expressing this belief—of course one of the main features of the companies operations will be the manufacture of roofing and flooring slates, for which there is an unlimited demand. The affair is certainly in good hands. We see by the prospectus that the following gentlemen are directors:—Hon. A. B. Foster, M.L.C., G. H. Stevens, Esq., W. B. Heath, Esq., Waterloo; Carlos Pierce, Esq., Boston; W. H. Webb, Esq., M.P.P., Thos. Fizzle Esq., Melbourne; G. K. Foster, Esq., G. H. Pierce, Esq., Richmond.

Improvement of the Champlain Canal.

A large meeting of persons interested in the Hudson River and Champlain Canal was held at Albany on the 6th inst., when the following resolutions were adopted.

Resolved, That the interests not only of the northern part of the State but the interests of the entire State, of the States of the great West, and of the entire nation, demand the completion of ship navigation between the Hudson River, Lake Champlain and the St. Lawrence, and that we hereby pledge our individual exertions for the adoption of some practical plan for the speedy completion of such a work.

Resolved, That as a means of carrying out the foregoing resolution, and as the essence of this meeting, we hereby authorize and request the Legislature to pass a law for the improvement of the Hudson River and Champlain Canal, in pursuance of the Report of the late Engineer Justus Post, and that we hereby pledge ourselves to further that proposition by all lawful means in our power.

Resolved, That we appoint a Committee to confer with the members of the Legislature and ask them to unite with us in making increased facilities for sending to this State the carrying trade of the West and North.

The Hon. Alexander Barclay was appointed chairman of the committee, and committees on Finance and Statistics were also named. Delegates were in attendance from Fredericka, Whitehall, Fort Edward, Saratoga Hill, Glens Falls, Schuylerville, Stillwater, Lansingburgh, Watertown, Troy, West Troy, Albany and other places.

Deck Cargoes and Overloading.

An action was recently brought in the Scottish Court of Session by the Messrs McAlloch Brothers of this city, and David Lannerman of Glasgow, their mandatories against the registered owners of the ship "Sir John Moore," for the recovery of £1,250 ss 5d, sterling, the amount of the damage done to a cargo of wheat which was shipped at Montreal in August '64, and which damaged the pursuers claimed was caused by the overloading of the vessel and her carrying a deck cargo. The question is of considerable importance to the Canadian trade, and we therefore give the report at length from the London *Shipping Gazette*.—

"A long trial took place before Lord Ormisdale lately, and the facts then disclosed, evidence it appeared that the "Sir John Moore," having taken a cargo of wheat at Montreal in August, 1864, proceeded to Quebec, where she filled up with deck-cargo in her two decks, and over a deck-vent she had taken a deck cargo of wheat. She left Quebec on the 27th of August. In the course of the voyage the vessel experienced very heavy weather, and much water being made. On arrival of the vessel in Liverpool in the end of September, it was found that out of a cargo of 19,000 bushels of wheat, 17,000 had been more or less damaged. The pursuers then sought their act against the Owners of the ship, alleging that the damage had been caused by the overloading of the ship and the deck cargo which caused the ship to strain, thereby opening up the seams and covering ways, hull and topsides, by which the water got into the hold and injured the wheat. They also said that the decks which were put in at Quebec in the between-decks were stowed in a bad manner, and that the plating of this deck had been too defective, which enabled the water to get into the deck and get access to the wheat. In defence the defendants pleaded the "act of God" and the "perils of the sea." They said that their cargo was not overloaded; that a deck cargo was not a dangerous thing, and that all the damage done to the cargo was caused by the stormy weather which the ship encountered on her voyage across the Atlantic. In the course of the proof, which was partly taken by a submission in Montreal and in Quebec, and partly before the Lord Ordinary, a great deal of evidence was led by the pursuers with the view of showing that the taking of a deckload was a reprehensible practice, and that any master who did so took it at the risk of the ship, and not of the cargo. On the point of the overloading of the ship the pursuers put in evidence a certificate granted to the master of the "Sir John Moore" by the Lord Ordinary of Montreal, authorising him to load up to a certain draught of water, and they said that that draught had been exceeded at Quebec after the pursuers' cargo was shipped. A more special point was raised by the defendants at the trial. On finding down the "L. Lawrence" from Montreal to Quebec the ship while under way of a steamer, grounded for about two minutes, and when she was again got up on her arrival at Liverpool it was found that the starboard keel of her keel were started, the covering copper being removed and the keel otherwise injured. The defendants maintained that the injury to the keel was the cause of the damage to the water which destroyed the wheat having found that access, and that being a part of the cargo they were not liable. The pursuers replied that this was not a cause of damage disclosed upon record; that, on the contrary, it was stated that the ship left Quebec staunch and sound, and that any evidence was inadmissible to show that the ship was not in a sound condition when she left Quebec. In point of law, the plea maintained by the pursuers was, that the defendants by the overloading of the ship and carrying a deckload, being in fault at the commencement of the voyage, they were not in a position to plead perils of the sea, which was only available to them when not in fault.

The Lord Ordinary has to-day pronounced an interlocutor, to which a note is added, finding the pursuers entitled to £1,250 and full expenses.

COBOURG, PETERBORO, & MARMORA, RAILWAY & MINING COMPANY.

(To the Editor of the Trade Review.)

Sir,—I regret to observe in your last number, an extract from the *Madoc Mercury*, stating that the project or the extension of the Cobourg Railway into Marmora, has collapsed, &c. I am in a position to state that this is utterly false. So far from collapsing—the new Railway Company, in whose hands the undertaking has been placed have already given out the contracts for the construction of the new branch, from the Narrows of the river Trent, to the Ore beds; have arranged for the requisite new cars and rolling stock, and by the 1st of July next, if not by the 1st of June, the ore will be laid down here on the shores of Lake Ontario. The American capitalists who are now interested in this undertaking, being men of undoubted wealth, and connected with the iron interest of Pennsylvania and New York, have every inducement to develop with all possible speed, the mineral resources of the property which they have acquired.

The Cobourg and Peterboro Railway Company has had no ordinary difficulties to contend with; but these having now been all happily surmounted, a bright career opens before this new company, fraught with the most solid benefits to this section of the Province—I have the honor to be, your obedient servant.

A. FRASER,
Cobourg, 12th Feb. 1867

LETTER FROM A PROTECTIONIST.

[No. 7.]

(To the Editor of the Trade Review.)

IN some of the former letters mention has been made of the advantages of having the agriculturist and manufacturer side by side; but as it is a subject of the highest importance, and is, as the writer believes, the only basis from which nations or communities can rise to be prosperous, happy, and truly independent, it cannot be too thoroughly discussed and elaborated.

In the immediate vicinity of a city an acre of arable land is worth \$200, or perhaps more. At the distance of 75 or 100 miles the same quality of land is only worth 20 or 30 dollars. The reason is obvious: in the former case, the producer is never the consumer; he requires no trader (middle man), no railroad, no ships, no insurance, no bank discount, to enable him to push along until his crop is sold in a distant market; he can raise a dozen different articles of produce, and if one or two fail, he is not a great loser. On the other hand, the farmer who has to look to a distant city or country (Europe) for a market, has often to give two-thirds or more of his crop to get it to the consumer (manufacturer). Free Traders deny that the one state is any better for the country than the other, but what better proof can we have of the great advantage of a near market over that of a distant one, than the difference in price or value of the two parcels of land above referred to. The following is proof from an authority that free-traders must admit in evidence:—

"An inland country, naturally fertile and easily cultivated, produces a great surplus of provisions beyond what is necessary for maintaining the cultivators; and, on account of the expense of land-carriage and inconvenience of river navigation, it may frequently be difficult to send their surplus abroad. Abundance, therefore, renders provisions cheap, and encourages a great number of workmen (manufacturers) to settle in the neighborhood who find that their industry can there procure them more of the necessities and conveniences of life than in other places. They work up the materials of manufacture which the land produces, and exchange their finished work, or what is the same thing, the price of it, for more materials and provisions. They give a new value to the surplus part of the rude produce, by saving the expense of carrying it to the water-side or to some distant market; and they furnish the cultivators with something in exchange for it, that is either useful or agreeable to them, upon easier terms than they could have obtained it before. The cultivators get a better price for their surplus produce, and can purchase cheaper other conveniences which they have occasion for. The manufacturers first supply the neighborhood, and afterwards, as their work improves and refines, more distant markets. For, though neither the rude produce nor even the coarse manufacture can, without the greatest difficulty, support the expense of a considerable land carriage, the refined and improved manufacture easily may. In a small bulk it frequently contains the price of a great quantity of raw produce. A piece of fine cloth, for example, which weighs only eight pounds, contains in it the price, not only of eighty pounds of wool, but sometimes of several thousand weight of corn, the maintenance of the different working people, and of their immediate employers. The corn which could with difficulty have been carried abroad in its own shape is in this manner virtually exported in that of the complete manufacture, and may easily be sent to the remotest corner of the world."—*Adam Smith, Wealth of Nations.*

In addition to the great advantage of having the

producer and manufacturer side by side, so ably described by the illustrious writer above quoted, we also have a confirmation of the maxim, that the more labor that is expended on the exports of a country, the more wealth or value there is left behind; and we may add, with equal truth, that the more raw and crude the forms of the export take, the more impoverished the lands and country become; and as another eminent writer observes:—"The nation that commences with the export of the raw products of the soil, must end with the export, or extermination, of men."

The proofs to sustain these positions we reserve for another letter.

Your correspondent who writes the Free Trade articles has, in yours of the 8th inst., a lengthy article with a stale relash of free trade theories (no facts), prominent among which is the one, that the consumer always pays all the tax levied on the article imported, and refers to the present operation of trade with the States since the repeal of the Reciprocity Treaty, assuming that that is the result of trade since the repeal of the Treaty, whereas the facts, so far at least as the exports of the townships are concerned, are directly the reverse. During the summer of 1865 the price of butter, oats, eggs, potatoes, cattle, &c., at Stanbridge Station, C. E., sold to go to Boston, and other parts of New England, was almost identical with the prices paid at St. Albans, Vt., for similar articles. The past season, duties have been levied by the U. S. on the above named articles. Now if your correspondent's free trade theory be correct, prices should have been just as high at Stanbridge Station as at St. Albans, Vt. But the facts demolish his finely-drawn theory just as clearly and completely as a little practical common sense did his assertion, that "it makes not a particle of difference whether the produce of a country is consumed within or without its boundaries." And they are, that the price of butter has been 4 to 6 cents per pound (silver) less here than at St. Albans, Vt. the entire season, and is *this day*, and all the articles named above have been affected in the same manner, our farmers being obliged to sell as much lower than their Vermont neighbour, as the amount of duty levied by the United States; and to give some idea of the large amount of money that has gone from the pockets of our farmers into the treasury of the United States during the past season, we have only to state that one firm in Mississippi Co. has paid in duties on butter alone, over \$12,000 in gold. A few days ago the writer was told by a farmer that he was offered \$200 for a pair of horses by a buyer from the States, and said the buyer, if it was not for the duty to be paid on them, I could give you fifty dollars more for them. Now what can be clearer than that the consumer does not pay all the duty, and in the instances cited above *not a part of them*, and that the United States are realizing a large revenue without the consumers paying *any more* for the articles above named than under the treaty. With the article of lumber it may be that the consumer pays a part of the duty, and in respect to the general question of duties on manufactured goods, on many articles the consumer may perhaps pay a portion of the duty, but that he pays it all, is totally at variance with the facts.

The assertion of your correspondent is the cornerstone of the free traders, and has been so persistently kept before the public by plausible theories and special pleadings that it is and has been assented to by large numbers, without an investigation, but occasionally facts transpire like those above named, that in time will open the eyes of all, except those droves of society the traders and middle men, who fatten and grow rich on the labours of the farmer and mechanic, by standing between them and keeping them apart, *just as long, and just as far as possible.*

Staubridge, C. E., Feb. 11th, 1867. J. C. B.

A late number of the *London Grocer* says:—"The Americans and Canadians are emulating our most successful dairymen and really choice American and Canadian cheese may now be obtained from those English importers who have made themselves well acquainted with the best sources of supply."

SLIDE ON THE WELLDAND CANAL.—The *St. Catharines Post* is informed that a very large slide has taken place at the Deep Cut, on the Welland Canal, near Allanburgh. The weight of the banks of earth has caused the quicksand to slide in the bed of the Canal—almost filling up the channel for a distance of 600 feet. This will likely delay the opening of navigation in the Spring.

UNITED STATES TEA IMPORTS.

The following table shows the shipments of tea from China and Japan, to the United States, from June 1 to Nov. 30, 1866.

	—To Atlantic ports—			To San Francisco. pkgs.
	Nov. 1 to Nov. 30.	Nov. 1 to Nov. 30.	Same in '65.	
	lbs.	lbs.	lbs.	
Congou & Sou...	60,685	770,255	349,260	
Pouchong.....	123,090	243,470	119,265	
Oolong & Ning...	1,524,749	3,224,497	3,094,708	
Twankay.....	49,028	168,419	282,693	
Hyson skin.....	6,146	2,420	75,380	
Hyson.....	138,635	506,227	430,578	
Young Hlyson.....	502,951	1,949,091	2,349,219	33,738
Imperial.....	78,947	472,086	415,519	
Gunpowder.....	133,525	461,167	517,990	
Japans.....		2,221,054	748,376	
Total.....	2,618,266	10,032,346	8,401,388	33,738

CANADA CURRENCY ACT, 1866.

(To the Editor of the London Economist.)

Sir,—At this moment, when the question of a national currency is engaging so much of public attention, it may not be uninteresting to your readers to be made aware of the measure passed last Session by the Canadian Parliament to provide for the issue of provincial notes.

The system of paper money in Canada has heretofore been, its authorized issue by charters of banks conditional on the amount of such issue not exceeding the actual paid up capital of the bank added to the amount of specie and Government securities held; all such bank charters expiring on the 1st June, 1870.

The attempt was made in 1860 by the Government to introduce an uniform currency to be issued by the Province; but the measure was withdrawn, owing to the opposition of the banks, and the apprehension that in some way the influence of a supposed bank of issue might be used politically. Last year the circumstances were changed by the Provinces having to provide, with the money market in a most unfavorable state, for a considerable amount of unfunded debt—and also by the approach of the period when it would be necessary for the Legislature to consider the terms for renewal of the bank charters. The multiplication of banks consequent on the increasing demands of the trade of the country, also seemed to render it desirable to put an end to a currency consisting of the issues of so many different corporations. These considerations, weighing upon the Government, resolutions were introduced in June last by the Finance Minister, which, after protracted discussions, resulted in the passage of a bill authorizing the Government to issue notes payable on demand, in specie, at the place of issue, to an amount not exceeding £1,000,000 sterling (\$8,000,000) the average circulation of the banks being about £2,500,000. Such notes are made a legal tender and are secured by specie to the extent of not less than twenty per cent. up to £1,000,000, and not less than twenty-five per cent. for any amount in excess of £1,000,000. Provincial Debentures being issued and held to the remainder; the Receiver-General having power to dispose of such debentures, either temporarily or absolutely in raising funds for the redemption of the notes, or for the purpose of providing the requisite amount of specie. Commissioners are also appointed to verify the returns of notes issued, and specie and debentures held against them; by the Government, which returns are published monthly in the Official Gazette. The denomination of notes employed are those now in use in the Province; and are for sums varying from 1 dollar up to 1,000 dollars (£200). They are issued and redeemable only at Montreal and Toronto.

With reference to the existing circulation of the banks, power was given to the Government to arrange with any bank for the surrender of its right of issue, on receiving indemnity at a rate not exceeding 5 per cent. per annum, till the expiry of its charter on its circulation at 1st April, 1866, which was assumed as an average amount. Other advantages were also held out any bank so surrendering its power of issue by the Government relieving it of the condition now imposed in all charters of investing ten per cent. of its capital in provincial securities, while the securities now so held were agreed to be for half redeemed at par. On this was taken, at the same time, to relieve the banks from the absurd and onerous penalties of the usury laws which had been maintained against these institutions when otherwise repealed. The Government further took power either to issue the notes directly by its own officers, or to arrange with any one or more banks to act as Government agents for doing so, providing a compensation for expenses of management not to exceed one per cent. per annum on the average amount actually in circulation.

Such is the general outline of the Canadian Act, and it has since been placed in full operation by the Government, having arranged with the largest bank in Canada—the Bank of Montreal—for the withdrawal of that bank's circulation, amounting to over £600,000, and its becoming the Government agent for issuing and managing the provincial currency.

It was anticipated that the effect of the measure would be to economise the use of specie, by causing it to be deposited at two central points, or practically at one—Montreal—and that the banks, instead of holding their Canadian reserves in coin would prefer the legal tender notes. This expectation has been fully verified, as after an experience of only two months, and with an issue thus far of about £800,000 it is found that no less than £300,000 of legal tender notes is already held by the banks, independent of the Bank of Montreal.

With reference to provision against any sudden contraction of the circulation from a commercial crisis or other cause, it is understood to be the intention of the Government to deposit the whole or a large part of the provincial debentures held against circulation, with their London financial agents, as the basis for credits to be opened against any such sudden and necessarily temporary demand for coin, which can, within twenty-four hours, be obtained in New

York for bills on England, the object being to obtain, in case of commercial crisis, the necessary supply of coin, without adding to the local pressure.

Canada may therefore congratulate herself upon having successfully made the first step towards a redeemable national currency, quite independent of the business transactions of her bankers, and abundantly secured from depreciation—first, by a ample provision of a circulation beyond ordinary demands; secondly, by using her credit (especially devoted to this object) in such a manner as to provide against any sudden emergency; and lastly, by the guarantee of the whole country for the stability of the currency used in its ordinary business. These results have also been attended by the release of a considerable amount of specie, and the country has obtained, through this partial redemption of the power of issuing notes, the means of meeting its necessities without an increase of the public debt funded in this country.

It may be presumed that the national currency now in part provided for, will be extended to the proposed Confederation of the North American and that upon the expiration of the existing bank charters in 1870, the people of these provinces will enjoy a sound medium of circulation, redeemable in specie, and removed from these hazards which must always attend the redemption of issues made by corporations which are subject to all the fluctuations of commerce.—Your obedient servant, G.

IMPORTANT TO SHIPOWNERS.—The following notice we find in the Boston *Advertiser*, of a late date.

Shippers and shipowners to the South American ports—whose numbers may soon be expected to increase, it having been demonstrated that the Canadian and Lower Provinces can successfully compete with the United States shippers on that coast—will probably be pleased to know that in case of distress suitable repairing and refitting facilities have been provided:—

A Marine Railway, constructed by the South American Navigation and Marine Railway Co., capable of taking up ships of the largest size, is now in successful operation at Colonia, Uruguay, a city situated on the North side of the river La Plata, distant fifteen miles from Buenos Ayres, and sixty miles from Montevideo. Colonia is the only port that offers a safe and secure shelter from the violent storms so prevalent on the La Plata, and at the same time a sufficient depth of water for vessels of heavy draft to approach the shore. Up to this time, the entire absence of facilities to repair vessels in these waters has lost to shipowners and underwriters many thousands of dollars annually. So many vessels have heretofore been condemned and abandoned for want of a railway or dock upon which to repair that the Rio La Plata has long been known as the "graveyard."

Among the most important concessions obtained by this Company from the government is the following:—"Art. 11. All vessels going to or from ports beyond the Rio La Plata, seeking these works for repairs, shall be exempt from all port charges, or dues of any kind by Government." Vessels returning in distress from the Cape, for repairs, by proceeding to Colonia will save a voyage of upwards of two thousand miles and effect their repairs at much less expense than by going to Rio Janeiro as heretofore. There is telegraphic communication between Colonia and Montevideo and Buenos Ayres, and the Company are provided with powerful tugboats, ready at all times to proceed to either port to tow vessels to Colonia.

In addition to the natural advantages of the harbor, the South American Navigation and Marine Railway Company are engaged in the construction of a breakwater, which, when completed, will make the port for safety and security second to none.

The agents and managers in South America are gentlemen who have had much experience in marine affairs in the United States.

STEAM ON COMMON ROADS.—Mr. Page, the well known engineer, has started a plan for converting high roads into railways, which recalls Sir Robert Peel's dream of 25 years ago—"some new discovery which shall enable us to lay down a light railway on the turnpike roads at, say, 2,000*l.* a mile." Mr. Page proposes to do this by means of peculiar locomotives, with extra guide-wheels on independent axles. The wheels of the locomotives are to run, not on iron, but on tramways of creosoted wood, as indestructible as iron, but giving by friction much more power to the engine. The guide-wheels and the wheels of the carriages will run on light iron rails. We will not pretend to explain the working of Mr. Page's guide wheels—it seems simple enough in the picture. The principle is that each wheel is on a separate revolving axle; and so there is comparatively little wear and tear of the permanent way, while the locomotive is able to adapt itself to the bends of the road, and need not fear a gradient of one in 100. Such roads would be of great use as feeders of existing railways: they would be very valuable also for all purposes for which trains are used in mining districts, as well as for conveying cattle, &c. In countries like India, Spain, Turkey, which are hardly as yet ripe for the regular "railway system," they might be introduced provisionally. At all events, now that traction engines have been finally given up as hopeless, Mr. Page's method of using turnpike-roads for the good of the community in general, and of railway shareholders in particular, is worth consideration.—*Fall Mail Gazette*.

TO TEST QUALITY OF WOOL.—To test the quality of wool, take a lock from the sheep's back and place it on an inch. If the spirals count from thirty to thirty-three in the space of an inch, it equals the finest Eleetral or Saxony wool. The diminution in number of folds to the inch shows the inferiority.

SOLD OUT.—The mining works, &c., of the Lake Major Gold Company, recently operating at Waverly, N. S., were sold a few days ago at Sheriff's sale for \$13,000 to Joseph Coombes, Esq., Barrister. The crusher alone cost the company \$20,000.

A GREAT RAILWAY STATION.—The great Union Depot of the Michigan Southern and Northern Indiana and Chicago and Rock Island Railroad Companies at Chicago, has just been completed, at a cost of about \$2,900,000. It is 610 feet long, by 100 feet wide, and is, in its general architectural appearance and interior arrangement said to be the model depot of the country.

UPPER CANADA CHEESE FACTORIES.—Cheese factories are being established very generally throughout Upper Canada. In many of the western papers we find from time to time the erection of a cheese factory reported. We have pleasure in learning that Mr. Duncan McDonald, of Gray's Creek, four miles east of Brantford, is now making extensive preparations for entering upon the manufacture of cheese, on a large scale during the coming summer.

SOME OF THE PRINCIPAL CAUSES.—We notice that Mr. Webb, the celebrated New York shipbuilder, and probably the best authority on the question living, has been writing and printing his replies to the question, "What has caused the great falling off in American ship-building?" His answer condensed, is: 1. Increase in the cost of labour—75 per cent. 2. Increase in the cost of materials—50 to 60 per cent. 3. High tariff on imports; 4. American boys will not be apprenticed to trades preferring to be counter-jumpers, or something else that will enable them to live without *bona-fide* work.

A SLIGHT CONTRAST.—Some idea may be formed of the enormous taxes now paid on farming lands in the United States, from the following instance, brought to our notice by a gentleman in Toronto who owns a farm in Michigan, about forty-five miles from Detroit.—His farm consists of 120 acres of arable and sixty acres of bush land, and his stock of 150 sheep, three span of horses, and some eight or ten head of harned cattle. Upon this property last year, his taxes were ONE HUNDRED AND TEN DOLLARS, and this rate of taxation is about the same as that levied in the State of New York, Ohio, Pennsylvania, &c. Now the taxes on a similar amount of property and stock in the county of York, in Western Canada, would be only TWENTY DOLLARS.

LOCOMOTIVE LOST.—It is reported that the railway locomotive constructed at the Canadian Engine and Machinery Company's Works in this city for the Nova Scotia Railway, and forwarded last November to Portland, has been overboard one of the steamers running between that port and Halifax in a storm. The locomotive was detained from November until last week before it could be forwarded from Portland, but the reason for the delay is not given. The news of the accident was received through a telegram from Halifax.—*Kingslon Whig*.

A PROFITABLE MISTAKE FOR SOMEbody.—Recent despatches from Washington say that quiet a sensation will be produced among financial men by a fact developed by the recent investigations into the operations of the Currency Printing Bureau, that "seven-thirty" bonds, having duplicate numbers, have been printed and issued. Superintendent Clark, of the Printing Bureau, explains the phenomenon by stating that the numbering machine got out of order, and repeated.

SHORT CUT BETWEEN THE ATLANTIC AND PACIFIC.—A recent letter from Quito states that a Colonel Proano has discovered that a more rapid passage between the Atlantic and the Pacific than that by the Isthmus of Panama can be obtained. The Morona, one of the tributaries of the Amazon, is it appears, navigable to Mical which is 46 leagues from Guayaquil. He accordingly calculates that a passage from Europe to Guayaquil and Lima can be effected in 20 and 23 days, instead of 27 and 30 by the Isthmus. The Government of the Equator has acceded to the Colonel an indemnity to continue his explorations, and the Republic of Peru has appointed a Commission to assist him, the Morona passing through part of its territory.

ANOTHER CHEESE FACTORY.—The Stratford *Beacon* states that a company under the name of "The Thames Road Cheese Factory" is gathering materials for the erection of an extensive cheese factory on the farm of Mr. Andrew Malcolm township of Hibernia, next spring. It is thought that the milk of three hundred cows can be procured at the commencement, enabling the firm to make a successful start.

INSURANCE IN CHICAGO.—A few months ago the rates of fire insurance in this city were increased fully 50 per cent., and on the 1st inst. an increase of 50 to 75 per cent. was made on the increased tariff. The reason assigned for this movement is that it is impossible to do a safe business at the rates heretofore ruling. The past year has seen a peculiarly disastrous one, and, assuming the experience of that year as a basis for calculating the future, the companies have thus wisely or unwisely provided for their safety.

NOT SURPRISING, EVEN IF TRUE.—The *Hamilton Times* says it has been ascertained by one of the secret agents of the United States' Government that out of twenty-three subordinate custom-house officers in one district on the Canadian frontier, twenty-two were in complicity with smugglers, and actually entered into arrangements with the secret agent of the Government to abstain from smuggling. If the same proportion of dishonest officers prevails throughout the numerous staff of subordinate officers connected with the Customs' Department of the Government, what an army of scoundrels Uncle Sam must have in his employment!

SHEEP RAISING IN WESTERN TEXAS.—The San Antonio *Express* speaks in this wise. The western portion of Texas is attracting considerable attention abroad on account of its unusual facilities for grazing. The wool-growing interest has become so enormous that the product of this section already exercises a large influence on the market. A gentleman has recently arrived direct from Australia for the express purpose of engaging in sheep-raising. His views are to enter into the business on the Australian plan—that is, to have flocks numbering from ten to twenty thousand.

A FOOT-BRIDGE AT THE FALLS.—We believe that a Company has been organized at the Falls to build a foot-bridge across the river from Bender's Quarry, a little below the Clifton House, to Victoria Point. The contract has been given out, we are informed, and the work is to be commenced on the 1st of March and to be completed by the 1st of May. What effect the erection of his bridge will have on the present suspension bridge at Clifton, it is difficult as yet to say. It may not diminish the receipts, but the probability is that it will. However the bridge will prove a great convenience to the people on both sides of the river, as well as to the numerous visitors who annually visit the Falls, and must prove a good investment at least in the summer season, to the stock holders. The great difficulty will be to prevent the bridge from being carried away in the winter by ice, but we suppose that it will be erected at such an altitude as to obviate this danger. Mr. Bush, the owner of the Clifton House and the Zimmerman estate, has taken one quarter of the stock.—*St. Catharines Journal*.

THE FISHING SEASON OF 1867.—The Gloucester *Advertiser* says the coming fishing season bids fair to exceed any that have preceded it. Several vessels are already pursuing the Western Bank fishery, and by the 1st of February there will be quite a large fleet in readiness for George's. During the past year the fleet of vessels has been largely augmented, some sixty-two new schooners having been added, increasing the number from Gloucester to about four hundred and fifty sail. Forty-five vessels are now engaged in the herring business, and by the 1st of March there will be about three hundred sail pursuing the George's and Western Bank fishery, giving employment to nearly three thousand men.

WHAT WILL HAPPEN WHEN THE PACIFIC RAILROAD IS FINISHED.—A travelling correspondent dreams what will happen when the Pacific Railroad is finished and one or two other changes have been accomplished:—Day after day on the continental journey the conductor opens his door and shouts to sleepy passengers—"Chicago change cars for New Orleans." "Missouri River change cars for Saskatchewan, Leavenworth and Galveston." "Rocky Mountain change cars for Santa Fe, El Paso, Matamoras and the City of Mexico." "Salt Lake—twenty minutes for dinner. Change cars for Fort Benton, British Columbia, Pan Remoutz, Lima and Valparaiso." "Virginia, Nevada change cars for Owen Sound, Columbia River, Puget Sound and Kamshacka." "San Francisco passengers for New Zealand, Honolulu, Melbourne, Hong Kong and all points of Europe, Asia and Africa will keep their seats till landed on the wharf of the day. Line of the Pacific Mail Steamship Company. Baggage checked through to Peking, Calcutta, Grand Cairo, Constantinople, St. Petersburg, Paris, and Liverpool."

The Owen Sound papers are again advocating the north-western railway project. Mr. Fowler is in England pushing the scheme, and Mr. Beachall has been visiting Owen Sound with the same object.

The tanneries of Milwaukee, some twenty in number, last year manufactured some 2,200,000 pounds of leather worth about \$4,500,000.

THE WOOL INTEREST OF ILLINOIS.—At the recent Wool Growing Convention in Springfield, Ill., it was stated that there are in that State 2,000,000 sheep, worth \$8,000,000, yielding annually \$3,000,000.

NO WONDER LABOUR GROANS.—The Buffalo Commercial Advertiser states that the First National Bank of that city has, in a period of four years, accumulated a surplus greater than its original capital, and, without impairing this surplus, it paid its proprietors a dividend for the past year of fifty per cent.

FRUIT GROWING.—The Brookville Recorder says: Last week we published a paragraph respecting the exportation of apples from Canada to the English market. The gentlemen alluded to in that paragraph appear so satisfied that they intend to continue the trade. In fact fruit growing is becoming of greater importance than ever, and as the growth of good fruit is no more expensive than the growth of poor fruit, more care is being exercised in the selection of the best varieties.

COMPRESSED PEAT.—Compressed peat promises to be valuable for other uses besides fuel. An English patent has been taken out by which picture frames, book-backs, card-paper, mouldings, and decorations for furniture, brick for building purposes, fronts for stores and dwellings, and all other purposes in which bone, india-rubber, and gutta-percha are component parts, can be manufactured from peat.

TURPENTINE FROM PETROLEUM.—We understand by a letter from London (England) that scientific experiments made there have resulted in extracting turpentine from petroleum. This process is said to be a safe one, and it is added that turpentine obtained by it can be produced at one-third the price that has been heretofore paid for the same article from the two "Carolinas." This would seem to be confirmed by the fact that the painters in this country have, since the war began, used naphtha—one of the products distilled from petroleum—for the purpose to which turpentine was formerly applied.—Prof. Dussauce's Journal of Applied Chemistry.

NEW BRANCH RAILWAY.—Several gentlemen in Brantford and neighbourhood have proposed to raise the sum of \$68,000 for the purpose of grading a branch road from Brantford to Lynden, to connect that town with the Great Western Railway. After the grading is done, it is proposed to make it a present to the Great Western Railway Company, they undertaking to equip and run the road in connection with their line. A meeting was held at Lynden on Saturday, when a Committee was appointed to act in concert with the people of Brantford in carrying the scheme into effect.

CANADIAN LAKE MARINE.—The following list of vessels built in Canadian ports during the year 1866 is abbreviated from a table published in the Leader:

	No.	Tons.	Value.
Steamers	11	3,131	\$371,000
Propellers	4	648	62,000
Barks	8	1,138	34,500
Brig	1	210	35,000
Schooners	18	2,202	208,500
Totals	32	7,585	\$611,000

There are also in course of construction, to be launched in the spring from Canadian ports, twenty-seven vessels of all classes.

UNNECESSARILY ALARMED.—The Quebec Chronicle of the 9th says:

The statement of exports to the United States from the port of Quebec, which we published the day before yesterday, shows a large increase for 1866 over the previous year. The total increase amounted to \$133,264, but the statement shows that the export by sea is falling off there being an actual decrease in 1866 of \$17,090, whilst the increase in inland reaches \$150,354. This is a serious subject for the consideration of the merchants of Quebec, for it is not to be apprehended, if this change in the trade continues and increases, that the wood will no longer be brought to Quebec to be carried back again, but will be shipped from Montreal and other places on the line, Quebec being cut off altogether. Two-thirds of the quantity exported have been shipped from Three Rivers. If these apprehensions should be realized, Quebec is in a fair way to lose her timber trade.

HALIFAX TRADE REPORT.

HALIFAX, February 2nd, 1867.

SINCE our last review there has been no improvement in business. Trade is now mostly of a local character, and purchasers buy only in small quantities, merely enough to supply immediate wants. The imports for the week are light. The exports to the West Indies are considerable, and fully equal to those of the corresponding week of last year.

BREADSTUFFS.—Flour has not materially changed in price although holders are demanding \$9.40 to \$9.50 per barrel, for No. 1 Canada. We have heard of no sales at those figures, purchasers are not disposed to advance on \$9.25, and even at this figure, no large sales have been made. Speculators are not operating just now, and retailers will not buy more than a few barrels at a time, merely enough to keep their trade going until the steamer "Equator" arrives, which will be in a day or two, when we expect to see prices easier. It is to be hoped the communication with Portland will be more regular in future; considerable inconvenience to trade has arisen through the long detention of the "Equator," through stress of weather. Corn meal continues in good demand and firm at quotations, viz., \$4.50 to \$4.70 for Brandywine. The imports for the week are only 20 barrels flour from New York, the exports, 300 barrels for Bermuda, per steamer "Alpha."

FISH.—We have no change of consequence to note. Cod continues quiet; there has been some enquiry for hard cured, the stock of which is now considerably reduced in the market; soft cured is dull, some small lots of Labrador have sold at \$3 per quintal. Good haddock is in demand, and would realise a shade over our quotations of \$3.25 to \$3.50 per quintal. Mackerel unchanged with moderate enquiry. Herring, alewives, and salmon quiet, but we expect some activity soon in all descriptions of fish; the stock is getting reduced, and the receipts are comparatively light. We have no imports to note this week, the exports are moderately large, being to West Indies, as follows:—Codfish, 751 casks, (400lbs. each), 184 drums, (128lbs. each), 768 boxes, (100lbs. each), 577 half boxes, (50lbs. each); scale fish, 101 casks, (450lbs. each), 50 boxes, (100lb. each); herring, 2,007 barrels; alewives, 226½ barrels; mackerel, 570 barrels; salmon, 9 barrels, 2 hf. barrels, 69 kits; smoked herring, 357 boxes; cod oil, 10 casks.

The total exports to West Indies, from January 1st to 31st, are as follows:—Codfish, 3,414 casks, 1,288 drums, 2,869 boxes, 1,281 half boxes, 50 quarter boxes; scale fish, 293 casks, 1,303 drums, 60 boxes; herring, 5,716 barrels, 98 half bbls.; mackerel, 1,736 bbls., 30 half bbls., 87 kits; salmon, 184 bbls., 5 half bbls., 21 kits; alewives, 577 bbls., 6 half bbls.; smoked herring, 1,475 boxes; oil, 76 casks.

FRUIT.—Dull, no enquiry, quotations nominal.

PRODUCE.—Potatoes are in fair demand at a slight advance. A good quality sells readily at 38c per bushel; the stock is greatly reduced, and there are no further arrivals expected. Prices are likely to go higher. Oats are firmer, and holders look for an advance on present rates, which they will most probably obtain. Butter continues quiet with no speculative enquiry, quotations unchanged. No receipts for the week; the exports are 184 pkgs, butter to West Indies.

PROVISIONS.—Pork and beef unchanged with limited enquiry. Mess pork may be considered firm at \$18 to \$19 for New York City inspection, as small lots are looked for, and the stock in the market is not large. The receipts for the week are 75 barrels pork, 8 barrels beef, 4 barrels, 900 kegs, and 100 pails lard, from New York.

WEST INDIAN PRODUCE.—Molasses—We have to note the arrival of 3 cargoes of new crop, one of which was offered at public auction by Messrs. E. D. Tucker, & Co., but none was disposed of; speculators are not disposed to operate at present, and it is difficult just now to give reliable quotations; we expect to see a stagnation in West Indian produce for two or three weeks. Sugar remains unchanged, quotations nominal—an advance has taken place in this article in Britain, which may have some influence on prices here. Rum quiet, prices unchanged. The imports for the week are:—

	Hhds.	Puns.	Tierces.	Barrels.
Molasses	1,118	160	193	
Sugar	88			71
Rum		246	from Demerara	

FREIGHTS.—Continue dull, no vessel having been chartered during the week for any place abroad, (with the exception of a schooner of 800 barrels for Portland). We hope to hear soon of more favourable news

from the West India markets, when we shall look for more activity in shipping.

Money matters remain unchanged.

The following Statement shows the comparative value of Exports from this City to West Indies and other ports for the month of January, 1866 and 1867.

Articles.	West Indies	U. States	Great Britain	Canada
Dry Fish	74,316	96,678	2,115	279
Pickled Fish	21,518	42,389	157,215	49,999
Fish Oil	2,970	2,713	3,277	
Butter	967	5,475		
Lumber	6,192	2,392		
"Pine"(un'd)				3,660
Ice		440		
Manufactures	2,066	9,344		
Plaster			875	350
	\$107,749	149,951	163,482	49,798
			3,600	13,947
				4,064

In 1866, (January) there was exported to the United States 18,72½ bbls of Pickled Fish, against 7,640 bbls for the same month this year. The above table does not by any means include all our Exports for the month; it merely shows the larger items; there are several cargoes Fish for Newfoundland and Brazil in 1866 not included in it.

The following is the stock of West India produce in warehouse on 1st February, 1867, and does not include three cargoes of new crop Molasses, nor any of the Rum and Sugar reported in the Imports of the week: Rum.—Puns., 640; Hhds., 18; Barrels, 29.

SUGAR.—Hhds., 2,076; Tierces 150; Barrels, 790; Boxes, 92.

MOLASSES.—Puns., 1,882; Tierces, 172; Barrels, 132.

The following "is the Official return of Traffic on the Nova Scotia Railway from Halifax to Truro, and Halifax to Windsor," for the month of December, 1866,—compared with same month, 1866.

NOVA SCOTIA RAILWAY

Comparative Return of Traffic Receipts.

Source.	Month ending Dec. 31st, 1866.		Corresponding Month last year.	
	No.	Amount.	No.	Amount.
Passengers	10302	\$6464 42	10713	\$6808 88
Horse & Wagon	2409 20		2750 38	
Freight	7767 64		7305 60	
Totals	10302	\$16641 26	10718	\$16 59 81
		Decrease in 1866		\$318 55

AVARD LONGLEY, Chief Commissioner.

RAILWAY OFFICE, Halifax, 23rd Jan. 1867.

ST. JOHN TRADE REPORT.

ST. JOHN, N.B. Feb. 2, 1867.

THE business of the week has been unusually dull.

The roads still continue much, impeded by the heavy snow drifts. And the mails from the westward are much behind time; this has helped to restrict business, and to render things duller than they would otherwise have been. Sterling exchange has been in rather active demand, and rates for 60 days bills on London have ranged from 10 to 10½ premium. The shipping arrivals of the week have been more numerous than for some little time past; they consist however, for the greater part, of vessels in ballast. The only arrivals with cargo being one vessel from Portland with flour; one from Matanzas with molasses; and one from Boston with general cargo.

LUMBER.—There have been no clearances for Great Britain this week; but West Indian shipments still continue active. Since our last report three vessels have cleared for Havana, and three for Cardenas, with sugar shooks; three for United States ports, with boards and laths; and one for Barbadoes, with an assorted cargo. The quantity of sugar shooks sent forward this season is already far in advance of last seasons shipments, and there is still a considerable quantity remaining to be shipped. In deals there is very little doing, and both prices and freights are for the most part unchanged.

Statement of exports of Lumber from the port of St. John for January 1867, as compared with the corresponding month of last year:—

Articles.	1867.	1866.
Deals and Deal ends s. f.	4,801,016	7,307,029
Boards, scantling, and plank s. f.	1,880,810	4,806,133
Fine timber, (tons)	88	96
Birch, do do		780
Pickets, m	141	212
Shingles, m.	857	872
Laths, m.	869	1,583
Clap boards, m.		117
Sugar Shooks	179,098	76,858
Spars, Sleepers, and Knees	246	1,144

The miscellaneous exports of the month are as follows:—6,400 bed slate; 101 spruce poles; 381 grad

stones; 420 bales pressed hay; 18 tons do.; 1,616 boxes smoked herring; 1,352 half boxes do.; 40 boxes lobsters; 16 boxes salmon; 224 quils, 89 tierces, and 215 boxes dry fish; 508 lb's herring; 62 casks haddock; 2,027 bbls potatoes; 187 bbls turnips; 2,000 bush oats; 140 bbls apples; 10 casks matches; 100 kegs nails; 13 bags spikes; 1,617 bars of iron; 32 bbls do.; 800 lb's Manganese ore; 11 tons pig iron; 48 bbls steel; 30 bbls Albertine oil; 5 bale dry goods; 32 firkins butter; 73 casks vinegar; 12 bbls eggs; 10 crates sheep skins; 19 bbls do.; 37 bbls flax seed; 1 box hardware; 11 coils Manila; 10 bbls flour

From Prices of flour remain unchanged, and the market continues firm at our quotations, but the excessive stock stands in the way of an advance to correspond with the prices now prevailing in the Canadian market. The quantity a rising more than keeps pace with the sales, and there is probably still sufficient stock on hand for from two to three months consumption. Strong superfine, \$8 25 to \$8 50; superfine \$8 to \$8 25. Oatmeal, \$5 to \$6 25 per bbl, 200 lbs. Return of flour inspected at the port of St. John for the week ending, February 1st.—Wheat flour, 3,000 barrels.

PROVISIONS AND GROCERIES.—The market for provisions still keeps dull and prices range low with a very limited demand. There is we think but little prospect of improvement in this department until the spring trade opens. In groceries there is but little doing, except for local and city demand. The stock of molasses is this season unusually large, and prices are taking a lower range than usual in consequence. The average annual importations of molasses for the six years previous to 1856, have been about 5 000 hd., while the quantity imported in 1856, was 8,803 hds which leaves a large surplus above the ordinary requirements of the trade. We quote (duty paid) Porto Rico, 45c to 4c; Barbadoes 25c to 40c; Antigua, 35c to 37c; Trinidad, 20c to 22c; duty 2 cents per gallon, and 3 per cent additional.

The winter of 1855 and '56, two of these vessels were loaded at the island, and the business proved so good a one, that already during the present season, not less than nine schooners averaging from 90 to 150 tons each, have purchased and loaded cargoes there. They pay at the rate of sixty-five cents per hundred for the fish, and some idea may be formed of the profits of the business, when we find it stated that one vessel paid \$3,000 for her cargo, which sold in New York for \$5,100. The business is all done in U. S. currency, and in this way upwards of \$200,000 has been distributed among the Islanders. The population of Deer Island is about 2,500, and it is estimated that one hundred boats are employed in this fishery, each boat carrying two men, and four fifty fathom nets.

It is satisfactory to be able to state that notwithstanding the almost unprecedented heavy snow storms and drifts of this winter, both the "N. B. and Canada," and the "St. John and Shediac" railways, have been successful in their efforts to keep their lines clear, and so far as regards them, the traffic has been very little impeded. This fact may serve to set at rest the doubts of some who have imagined that the great depth of snow in the interior of New Brunswick, would form an insurmountable obstacle to the working of the Intercolonial railway during the winter season.

Capt. Webber, of the schr. "Emma G." arrived 20th inst. from Malanzas, reports on the 20th inst, in the Gulf Stream, took off the crew of the schr. "Emma V." Capt. Hughes, from Baltimore 13th, for northern N. H. and brought them to this port. The "E. V." was loaded with corn, which shifted and the vessel sprung a leak on the 17th.

Schr. "Navita" Shields, hence for Cardenas, 16th inst. returned 20th inst., having experienced a heavy N. E. gale in the Gulf Stream on the night of the 18th; 1st deckload, boats, sails, water casks, and sustained other injuries; crew safe. One man had his hands and feet slightly frozen.

The Collector of the port of Halifax publishes in the Gazette a comparative statement of the revenue of the port for 1855 and 1856, from which it appears there has been an increase in the last year of \$108,951.82.

The line of railway from Halifax to West River, Pictou Co., a distance of 82 miles, is now open for traffic. We believe that the line through to Pictou will be opened in the early part of next summer, as originally intended.

BY TELEGRAPH.

St. John, N.B., Feb. 13, 1857

BUSINESS very quiet. Read throughout country broken up by heavy rains, and travelling much impeded. Demand for flour small. No arrivals reported. Prices have advanced 20 to 25c per barrel on the various grades. Strong su oiling, \$8 70 to \$8 75. No change in provisions.

MONEY MARKET.

THE money market is still in an easy condition, though with rather more demand for accommodation than has been the case for some weeks past. Operations in Sterling Exchange have been large, the low quotation in New York inducing our banks to go into that market as heavy purchasers. The latest New York quotations are 10 1/2 to 10 5/8 for first class 60-day bills, and the rate here for same bills, endorsed by Canadian banks, is 10 1/2 to 10 1/8. Gold drafts on New York are in demand at 1 1/2 per cent premium. Gold in New York closes at 157, having been as high as 152, though only for a very brief time. SILVER is abundant, buying at 4 1/2 and selling at 4 1/2 to 1 per cent discount.

THE DRY GOODS TRADE.

There is very little activity in this branch of trade as yet, quietude being the prevailing feature. Goods to be arriving but slowly, unusually stormy weather greatly increasing the length of passage of steamers now on their way out and overdue. The steady thaw which has lasted for several days, and has, we believe, been very general all over the country, has cut up the roads very much and greatly interfered with business. There is, however, at the time of writing an appearance of a change in the weather, and with a decline in the thermometer, and the fall of a

few inches of snow, most of the mischief to country travelling would be repaired.

There is little change in the English markets since the date of our last report. Cotton is dull at previous rates, and advices from the manufacturing districts continue very unfavourable.

THE GROCERY TRADE.

We have to report rather more doing in general groceries during the past week, the enquiry, however, being principally for teas, in which the business has been to a very fair extent for this season of the year.

SUGAR.—Is somewhat less active, but firmly held, in some instances above views of buyers, and sales are thereby restricted. There have been chiefly of Porto Rico in lots of 5 to 10 hds. at 6c in bond; and of fair Cuba at 7c duty paid.

MOZAMBIQUE.—The stock in market is limited to some four hundred puncheons, and there is some speculative inquiry, without, however, as far as we can learn leading to any transactions.

TEAS.—There has been a good deal of animation in Trankays, which are scarce and dealer, and of which there have been sales to a considerable extent, at 3 1/2 to 3 3/4. A good many packages of low grade uncoloured Japan have also changed hands at from 47 1/2 to 54c. Fine Moyune Young Hy-ons are likewise inquired for and getting scarce. Hoisters are firm in their demands, as they cannot import at present market prices.

FISH.—There is as yet little demand, and prices are in the main nominal.

SALT.—The stock of Liverpool Coarse in first hand is reduced to about 500 sacks, chiefly held by two houses. There is rather more inquiry at present, but so far with sales only to a small amount.

LIQUORS.—Brandies move off slowly, and at prices at which they could hardly be replaced even by the new crop. Gin is very firmly held, in lots at \$1.50 for De Kuypers, with prospects of an advance.

TOBACCO.—The recent advance in leaf in the United States has stiffened the market here, although the stock here is large, and has prevented any actual advance in quotations.

THE LEATHER TRADE.

FOR all desirable stock there has been during the past week a good steady demand, with a more active inquiry, and as some descriptions of stock are quite scarce, sales have absorbed the entire receipts.

SPANISH SOLE.—Has been in better request, with considerable sales, chiefly for future delivery on arrival. Terms private, but generally understood to be at rates somewhat below quotations.

SLAUGHTER SOLE.—The scarcity continues, and its place is to some extent being taken by English oak sole, which, at the present price of slaughter, is more profitable to consumers.

HARNESS.—There is very little offering, and it is held at 30c to 3 1/2c, at which figure however, it is not likely any large lots could be placed.

WAXED UPPER.—The market is almost entirely clear of stock, nor are the receipts likely to increase for some time to come, so that prices may be expected to remain firm.

RUFF AND PEBBLES.—Are in good demand, sales having been in excess of the receipts, and at full prices for all desirable stock.

PATENT AND ENAMELLED.—The latter has had most inquiry, the sales being equal to the receipts, while the former is not in large supply.

CALF-SKINS.—All descriptions of Canadian are in meagre supply, especially choice.

SELTERS.—Are a ready sale, especially medium, the late receipts having been principally of heavy.

SIZER-SKINS.—The stock is small, with an improved demand.

HIDES.—Are unchanged, sales being about equal to receipts.

Several thousand green salted are advised as on the way from Chicago.

Table listing bank shares with columns for CAPITAL, PAID UP SHARE, NAME, and DISCOUNT PER ANNUM. Includes entries for Bank of New Brunswick, Commercial Bank, etc.

Table titled BANK RATES OF EXCHANGE, listing rates for London (10 days), New York (at sight), Montreal, Halifax, and Canadian notes.

HERRING FISHING IN THE WINTER.—We learn that a new branch of the fishing business has been entered into, and very successfully prosecuted during the past and the present winter at Deer Island, in Passamaquoddy Bay. This is the sale of fresh herrings to American traders who come in their own vessels, to purchase for the New York market. During

THE HARDWARE TRADE.

Brush, George, Charlebois, A. & Co., Crathern & Caverhill, Currie, W. & F. P., & Co., Evans & Evans, Fraser, E., Gilbert, F. E., Hall, Kay & Co., Ireland, W. H., Kershaw & Edwards, Morland, Watson & Co., Mulliholland, & Baker, Robertson, Jas., Round, John & Sons, Simms, F. H., Winn & Holland

THE business of the past week is reported as of an improved character, and fairly active for the time of the year, with more country orders than previously coming in.

PIG IRON.—A fair consumptive demand, with reported sales of a lot of 50 tons No. 1 Summerlee, at \$29, six months; and of lots of 5 and 10 tons, at \$30, same terms. No. 4 is held at \$26 to \$28, with very little demand.

BAR IRON.—For several sizes of rounds, which are very scarce, extreme rates would be paid; but other sizes of rounds and flats are less wanted, and prices are weak, though with no actual decline.

CUT NAILS.—Are without change, and have no special inquiry.

TRN PLATES.—Are selling rather more freely, though in small lots, at about quotations.

Chas. Ryland & Sons report as follows concerning the Pig Iron Trade of Scotland:—

"No important change either way has manifested itself during the past week in the Pig Iron Market. Prices generally have ruled in favour of buyers. On Wednesday the only transaction reported was 500 tons, at 54s. 3d., cash in fourteen days, closing, sellers, 54s. 3d., buyers, 54s. cash. The following were the quotations:—1 1/2 Iron, Mixed Nos. Warrants 54s. to 54s. 3d.; No. 1, G M B., 54s. 6d. to 54s. 9d.; No. 3, 54s. to 54s. 3d.; Gartsherrie, No. 1, 66s.; Coltness, No. 1, 66s.; Glengarnock (at Ardrossan), No. 1, 61s. The shipments of the week are considerably under those of the corresponding week of last year. The market is still exceedingly quiet, and but little disposition to speculate is evinced. It is not supposed that the price of Pig Iron will go lower. The unfavourable state of the weather has contributed to impede trade affairs."

A recent English paper says:—"At the iron works there is no decided change for the better to note, but there are indications to lead to the hope that an improvement in the demand is not far distant. Two or three contracts have appeared in the market, and it is evident that buyers having capital at their command are beginning to see that the present is a most favourable opportunity for entering into engagements. Quotations are unusually low, and should the spring witness anything like a revival of trade, the probabilities are that prices will advance; hence the importance of placing contracts without delay, and while the market is so favourable to buyers. The opinion expressed in previous reports that Russia will be a large customer this year is confirmed by recent advices, and Italy will also require considerable supplies, but unfortunately her credit is bad. Since the commencement of the month, several cargoes have been cleared for the United States, and makers have confidence in the future of the trade with that country, provided no unnecessary restrictions are placed upon the development of American industry. Pig iron sells slowly, and prices have not improved. For tin plates there is a fair inquiry."

retail demand continues, which is met at about quotations. Most of the packers are however holding for the spring demand, the stock offering is very light, and holders are not pressing. Hogs—Arrivals since the beginning of the month, have continued to be within the requirements of the local and neighbouring trade, we have therefore to report a steady market, with a fair consumptive demand, and a consequent reduction of the stocks which had previously accumulated. The rapidly advancing stage of the season and unusually mild weather, making holders willing to meet buyers at reasonable rates, prices have therefore remained very steady within the range of \$5.10 to \$5.30 to cover all weights. In a few cases exceptional prices have been paid for choice parcels. Unless receipts should prove more abundant than they at present seem to promise, it is probable that the whole of the quantity on hand will be needed, and that a steady market may be looked for, for the rest of the season.

BUTTER.—There has been rather more disposition to purchase manifested during the past fortnight, and several parcels have changed hands within the range of 10c. to 13c, buyers however, mostly restricting themselves to the best parcels they could secure, and shewing great unwillingness to take poor and stale parcels even at the lowest price quoted. Stocks are gradually working down, and it is not unlikely that a demand in the spring for the Lower ports, should any arise, may clear off the stock that for many months past has remained unaleable. At the same time, stocks there are generally understood to be heavy, and the low prices in England, and cheap freights generally current, may induce some shipments from thence, in which case the outlet for a certain proportion of Canadian butter will be closed.

ASHES.—Both sorts are dull and drooping. Pots—have receded to \$5.85 for firsts, at which some shipments have been made to England, where prices show a margin of profit. Pearls—are very quiet with few transactions to note.

Ships Loading for the B. N. A. Provinces.

AT LIVERPOOL.—For Montreal: Lancaster, Oneida, Cavilier, Pericles, Mount Royal, Ardmillan Forganhall, Ardenlee. For Halifax: Alice Roy. For St. John, N.B.: New Lampedo, Ezra, Peter Maxwell, Queen.

AT LONDON.—For Montreal: Chaudiere, Planet. For Quebec and Montreal: Sunbeam. For Halifax: Peerless, Forest King, Forest Queen, LaPlata. For St. John, N.B.: Eleanor Scotia, Choice. For P. E. Island: Abeona, Lotus.

IN THE CLYDE.—For Montreal: Anglesea, Myrtle Abeona, Gleniffier, Pericles, Clydesdale, Polly, Shandon, Queen of the Clyde. For Halifax: Rosemeath, For St. John's Nfld.: Stella.

ASSIGNEES APPOINTED.

Table with columns: NAME OF INSOLVENT, RESIDENCE, NAME OF ASSIGNEE. Lists names like Aubertin, Joseph, Bury, George, etc.

APPLICATIONS FOR DISCHARGE.

Table with columns: NAME, RESIDENCE, DATE. Lists names like Bishop, William, Ernst & Nicholas, etc.

WRITS OF ATTACHMENT ISSUED.

Table with columns: DEFENDANT'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE. Lists John Bows, Perth, etc.

GRAND TRUNK RAILWAY OF CANADA.

(Including the Receipts of Montreal & Champlain and Buffalo & Lake Huron Railways.)

Table showing RETURN OF TRAFFIC, Week ending Feb. 9, 1867. Passengers, Express, Freight, Mails and Sundries, Freight and Live Stock, Total, Corresponding Week, 1866, D decrease.

STOCK MARKET.

Table showing closing prices and last week's prices for various banks and companies like Bank of Montreal, Ontario Bank, etc.

PRICES OF GRAIN.

Table showing Average Prices on Friday, Feb. 9, for various types of flour and grain like Flour, Superior Extra, etc.

IMPORTS.

The following is a table of the Imports at Montreal for the week ending 9th Feb., 1867; with the figures for corresponding period of last year:—

Table showing ARTICLES, 1866, 1867, Increase, Decrease. Lists items like Sugars, Teas, Molasses, etc.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

Table showing receipts for the week ending Wednesday, Feb. 13, 1867, and from the 1st January to the corresponding period 1866. Lists items like Wheat, Flour, Corn, etc.

JOHN B. GOODE.

WHOLESALE IMPORTER Small Wares, Cutlery, Fancy Goods, &c., No. 57, St. Sulpice Street, Montreal. 1-ly

MONTREAL PRODUCE MARKET.

Alex & Kirkpatrick, Cameron & Ross, Crawford, James, Hobson, Thomas, & Co., Kirkwood, Livingstone & Co, Laidlaw, Middleton & Co, Laing, M., Leeming, Thomas & Co, Mitchell, Robt., Morrice, D., & Co., Raphael, Thomas W., Sinclair, Jack & Co., Stewart, W. W., Seymour, C. E.

Flour.—Receipts for the past week have been considerable and with consumption reduced to the lowest point by the high prices ruling the market for all kinds of breadstuffs has been very dull with an easier feeling at the close. Stocks are slowly increasing, still there is little or no anxiety on the part of holders to press sales, and prices of Supers may still be quoted at \$7.25 to \$7.35. In lower grades there are but few sales, Rye Flour being taken in preference on account of its comparative cheapness. Extras and Fancies are in small supply, and by retail command full prices. Bag Flour is in excess of the demand which in this article has also greatly fallen off, \$3.40 to \$3.50 will cover transactions for the week, closing dull at the inside rate.

WHEAT.—There are no sales to report, stocks being in the hands of the millers.

OATS.—Several parcels have been sold at different points along the line of railway at prices equal to a little more than a cent a bushel here.

They are thus sent direct to Portland for shipment to Britain and avoid the heavy charges of storage, &c. here.

PEAS.—Continue without material change, 80c. 88c. per 60lb. is freely paid for May delivery, and 70 to 72c. at Hamilton or Toronto elevator.

OATMEAL.—Is scarce and wanted; an advance on previous rates would be paid for a choice sample.

PORE.—Remains without material change a small

HAVANA PRICES CURRENT.

The following is the list (James M. Lawton) Havana Prices Current of Imports, dated Feb. 6 1867:

Table listing various goods such as 'Lard', 'Honey', 'Coffee', 'Sugar', etc., with columns for 'PRICE', 'UNIT', and 'REMARKS'. Includes sub-sections for 'EXCHANGE' and 'THE TRADE OF HAVANA'.

and 33-54 in 1861. American Ale in bulk brought from \$1 to \$19 per bbl. during most of the year, closing at \$13 to \$18. The imports were 1,322 bbls against 1,567 the previous year.

Contrast.—The market has exhibited much irregularity throughout the year, and the demand and prices have fluctuated constantly according to the magnitude of landings which at times were very scanty in respect of Halifax fish. In January the stock of both Norwegian and Halifax was sufficient to meet the demand, and the extreme quotations during that month were \$4 to \$14 per qt for the former and \$3 to \$7 for the latter. From February up to 15th March, prices rose up to \$1 1/2 to \$2 for Norwegian, and \$1 1/2 to \$2 for Halifax, but with subsequent supplies of both descriptions, more so of Norwegian from the close of March to May, rates fluctuated from \$2 to \$3 for Norwegian and \$2 to \$3 for Halifax. In July, a cargo of the former sold at \$1 to \$1 1/2; in August prices ranged from \$2 to \$1 1/2, and for Halifax sold \$2 to \$2 1/2, this description being very scarce. Afterwards none was to be found in the market and prices were high, demand a easy, towards the middle of October a cargo arrived and sold at \$1 1/2 in lots, and subsequent landings in November brought \$1 to \$2 1/2. In September and in the early portion of October, the stock of Norwegian was realized at from \$2 to \$2 1/2, but at the end of this and in the following month, the demand became more active at \$1 1/2 to \$1 1/2. Finally closing in December, with two cargoes of each (one of each description) and a third (Norwegian) which sold at \$2 per qt, we quote at \$1 1/2 to \$1 1/2 and \$1 to \$2 1/2 for Halifax. Imported.

Table with columns 'Europe', 'America', and 'Total'. Rows list years from 1866 to 1862 with corresponding values.

COAL OIL.—Since a few years past this article has made its way in our market a slow but steady increase in demand has taken place among our imports. It has easily succeeded, as any one could have readily predicted in view of its superiority over other oils used for lighting purposes, in displacing the Spanish olive oil which was formerly adapted here generally, and its consumption has been constantly on the increase as may be observed by the figures below. With the exception of January and February, when the arrivals were not large and as high as 6,000 gallons for bbls and 2 1/2 rs do for this were paid the supplies came in too freely and close together generally during the remainder of the year, and prices have gradually declined. From November to the close of the year, the article was very abundant and neglected at \$2 to \$2 1/2 for bbls and 1 1/2 rs do, and 1 1/2 rs do in 1865, 5,133 bbls, and 14,341 boxes in 1864, and 5,352 bbls, and 8,201 boxes in 1863.

Flour.—The year opened with a moderate stock: about 8,000 bbls of American were imported in the course of January when the supply from Spain was rather short with high prices ruling—say \$14 to \$15 per bbl. But in February the importation from the mother country began to come in freely, and that from the United States was out of the question. The importation during the year has attained a figure which is almost double of those of former years on record, the speculation having been carried to an unprecedented extent in regard to this article, and from thence the large imports we notice below. In consequence, prices as compared with former years, show a lower range, and we find them to have been ranging from March up to the close of December, between \$8 and \$14 per bbl, but generally lower than this last figure towards the middle of the year, it having been obtained in April. On the 31st of December, there was a stock of about 70,000 bbls, of which about 50,000 were in speculators' hands, and the market was dull at \$7 to \$8 per lb. In addition to the amount stated above of American flour, 1,500 bbls in small lots were imported during the year, making in all 10,000 bbls, and the imports of both kinds, 489,843 bbls, against 222,371 in 1865, 231,695 in 1864, 211,533 in 1863, and 241,100 in 1862.

was drawing to an end, and the demand began to slacken, the market was fairly supplied, with moderate sales at 10 to 11 rs., the latter for prime qualities. The arrivals, the stock and the demand were fast diminishing, the article finally, because of season, a decline in September, after having gradually given way, prices stood nominal at 8 to 9 rs, with none for sale—but large lots had been contracted for in the United States, and expected to arrive soon. In November the first cargoes of the new season arrived and sold at from 10 to 11 rs on time, the market became supplied, and up to the close of December, prices ranged from 8 to 9 rs., on time and 9 to 10 rs as retail rates. Imported 26,212 in 66, 449,923 in '65, and 509,000 in '64.

OYSTER AND FRUIT PACKING BUSINESS OF BALTIMORE.

The Baltimore Star gives some very interesting facts relative to the oyster and fruit packing business, which, during the past ten or fifteen years, has sprung up in Baltimore.

The houses prosecuting trade have increased during the year 1866, and now number upwards of forty, employing more than four thousand persons of both sexes, in the various departments of shucking, packing, peeling, preserving, &c. The oyster packing commenced in September and continues to July 15th, though the great bulk of the harvest is sealed variously as prepared for market within about three and a half months, when the oyster is in perfect condition. The quantity of oysters brought to this market is fully 5,000,000 bushels, though some dealers estimate the receipts at 7,000,000. Some of these are packed raw in cases, each the gallon in size require about 4,200 oysters and 200,000 cases. The balance of them, say 200,000 are hermetically sealed. The consumption for the whole season is upwards of 30,000 bushels, but during the months of hermetic sealing activity the consumption is upwards of 47,000 bushels, daily.

The raw or fresh oyster branch gives employment to about 1,000 persons—shucking, packing, &c. The shuckers are principally negroes. The hermetically sealed branch requires about 2,000 chiefly white persons of the female sex—for the reason that the new process of steaming renders the opening of theyster so simple that children may do it. The number of cans, of one, two and three pound each, hermetically sealed daily during the active season is about 75,000. Thus early 500,000 cans are required for the oysters, and during the fruit and vegetable season of summer, the duty amount is about the same for a period equal to the oyster season of winter. So that some 15,000 to 16,000 cans of oysters, fruits and vegetables are the product of this industrial pursuit and these require some 600,000 cases in which they are packed. The manufacturers of the cans give employment to upwards of four hundred persons and value of the tin sold for use, used in the manufacture is near a million of dollars.

The can-making keeps some two hundred and forty to fifty carpenters constantly employed, and the cost of the oysters for the year has been about 60 cents per bushel. The value of the hermetically sealed oysters, fruits and vegetables is equal to \$1,500,000, and that of the fresh oyster branch more than half as much more or a sum to the value of this trade upwards of \$3,200,000. The number of vessels engaged in taking oysters for the Baltimore market, is more than 1,000 of fifty tons each, and some 500 to 600 vessels of larger class are running them to market. These vessels, 500 to 1,000 in number, require an average of crews equal to four each, or some 600 persons. When during the summer and autumn or the fruit and vegetable season, as many more persons are engaged in picking, boxing and shipping them to market by steamers and by craft, and when all the oysters, fruits and vegetables reach our shores, there is a temporary hive of carter, cartmen and draymen who derive a living from the delivery of the same.

ELLIOTT'S FLAX FACTORY AT BRANTFORD.—We learn from the Expressor that Elliott & Co.'s flax factory at Brantford is now in full operation. It is used as a feeder to the Company's more extensive factory in Preston, and the flax, tow, &c., are forwarded to that establishment for further manufacture. It is estimated that upwards of 700 tons of raw flax were raised in the neighbourhood of Brantford last season, affording steady and remunerative employment to from 25 to 50 hands.

A Western paper thus alludes to the Messrs. Robertson's woolen mill in the vicinity of Peterboro.

We learn that the Auburn Woolen Mill, just above town, the property of Messrs. A. Robertson & Co of Montreal, employs 40 operatives, of whom 27 are males and 13 females. There are 640 spindles kept in operation during the year, and quite recently an additional 410 have been added. This establishment uses about 50,000 lbs. of wool in a year, for which the highest price is paid in cash. Last year 80,000 yards of excellent cloth, mostly tweeds, were manufactured, and some of the cloth of this factory, as many of our readers know, took the first prize from all the world at the Great Dublin Exhibition in 1861, and was also awarded the first prize at the Montreal Exhibition of 1865. The monthly expenditure in wages and expenses, which directly benefits the town and vicinity, averages \$1000 per month, so that the advantages of a few such establishments here would be invaluable.

CAPACITY OF THE ERIC CANAL.—A New York paper says the present capacity of the Erie canal for eastward movement of property is equal to that of eighty railway trains daily. The proposed enlargement of the locks, as provided in the bill introduced in the State Senate, will, when consummated, augment the capacity of the canal so as to be equal to more than two hundred railway trains daily.

Table titled 'EXCHANGE' showing rates for London, Paris, and New York, including currency and payable information.

THE TRADE OF HAVANA.

We condense the following information from the Annual Circular of Mr. James M. Lawton. SEASON.—The sugar crop of 1865-6 has proved to have yielded nearly as much as that of the previous campaign, according to our export lists from the principal ports of the island, which show an exportation during 1866 of 1,454,925 boxes and 435,917 hhds of sugar and 121,273 hhds of molasses, against 1,507,642 boxes and 421,902 hhds of sugar, and 285,224 hhds in classes in 1865. Whilst there appears a decrease of 52,657 boxes and an increase of 3,955 hhds of sugar compared with the previous year, the exports of molasses have increased 3,919 hhds, thus, by reducing the whole into the total cane produce shows an increase in exports of 1,795 tons. By calculating the home consumption at the round figure of 500,000 boxes and adding the number of boxes and hhds exported, counting the hhd at 31 boxes, the result brings the total sugar crop to 3,171,770 boxes, equal to 92,816 tons against 3,211,476 boxes or 910,810 tons in 1865, and the total sugar and molasses crops to 3,110,100 tons against 3,093,100 tons last year. At the beginning of 1866 the stock of cloyed sugar at Havana and Matanzas was 79,777 boxes and the nearness of the cane throughout the season was very promising. In January the market was dull, with rapidly accumulating stocks, but as it improved about the middle of February, when an active European demand set in. By August the stocks at the two ports named had increased to 309,000 boxes as compared with 197,000 in 1865. In October a large business was done at advancing prices, and by the end of December the stock was reduced to 30,000 boxes. In consequence there was a good deal of activity throughout the year, with high prices, and a nearly constant demand and lower stocks than usual. In Molasses, in the early part of the year, there was not much doing, and with an increasing stock the advantage of the market was to the buyers. In April, there was a greater stiffness on the part of dealers and in May a large business was done, and generally at improving rates. The stock was nearly all shipped by November at which time new molasses began to appear in the market. The exports from Havana, Matanzas and Cardenas, amounted to 213,167 hhds for the year 1866, against 184,785 in 1865, and 172,954 in 1864. A.T.C. British bottled was in demand during the early months of 1866, but with heavy arrivals was less inquired for during and since the summer. The close prices being \$2 to \$2 1/2 for quarts and \$3 to \$3 1/2 for pints. The imports for the year were 34,314 casks against 31,209 casks in 1865,

NAME OF ARTICLE.	CURRENT RATES.	NAME OF ARTICLE.	CURRENT RATES.	NAME OF ARTICLE.	CURRENT RATES.	NAME OF ARTICLE.	CURRENT RATES.	CURRENT RATES.
GROCERIES.								
Beans, per lb.	0 10 to 0 20							
Laguira, per lb.	0 10 to 0 18							
Java, "	0 23 to 0 30							
Mocha, "	0 23 to 0 30							
Malabar, "	0 23 to 0 30							
Coffee, per lb.	0 17 to 0 20							
Maracaibo, "	0 20 to 0 23							
FISH.								
Halibut, Labrador	1 00 to 1 10							
Halibut, fresh	1 00 to 1 10							
Halibut, dried	2 00 to 3 00							
Halibut, pickled	2 00 to 3 00							
Halibut, No. 1	3 00 to 4 00							
Halibut, No. 2	2 00 to 3 00							
Halibut, No. 3	1 00 to 2 00							
Halibut, No. 4	1 00 to 2 00							
Halibut, No. 5	1 00 to 2 00							
Halibut, No. 6	1 00 to 2 00							
Halibut, No. 7	1 00 to 2 00							
Halibut, No. 8	1 00 to 2 00							
Halibut, No. 9	1 00 to 2 00							
Halibut, No. 10	1 00 to 2 00							
Halibut, No. 11	1 00 to 2 00							
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Halibut, No. 25	1 00 to 2 00							
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Halibut, No. 93	1 00 to 2 00							
Halibut, No. 94	1 00 to 2 00							
Halibut, No. 95	1 00 to 2 00							
Halibut, No. 96	1 00 to 2 00							
Halibut, No. 97	1 00 to 2 00							
Halibut, No. 98	1 00 to 2 00							
Halibut, No. 99	1 00 to 2 00							
Halibut, No. 100	1 00 to 2 00							

MARKET PRICES OF COUNTRY PRODUCE.

MONTREAL, Feb. 14.	
Flour, country, per qtl.	15 6 to 19 9
Oatmeal, do.	17 9 to 14 0
In An Meal	0 0 to 0 0
GRAIN.	
Barley, new, per min	2 9 to 3 0
do. per bush	5 0 to 5 6
Oats, per 40 lbs	1 1 to 2 0
Buckwheat, do.	3 0 to 3 4
Indian Corn, do.	4 6 to 5 0
Flax Seed, per 50 lbs	0 0 to 0 0
Timothy Seed	0 0 to 0 0
BOWLS AND GAME.	
Turkey, per couple (old)	6 0 to 12 6
do. do. (young)	6 0 to 6 6
Goose, do.	6 0 to 6 6
Ducks, do.	2 9 to 3 5
Backs Wild do.	0 0 to 0 0
Fowls, do.	2 6 to 4 6
Chickens, do.	2 0 to 3 9
Pigeons (Hames), do.	4 0 to 6 6
Partridges, do.	3 0 to 4 6
Hares, do.	0 9 to 1 3
Woodcock, do.	0 0 to 0 0
Snipe, do.	0 0 to 0 0
MEAT.	
Beef, per lb.	0 3 to 0 9
Pork, per lb.	0 5 to 0 6
Mutton, per lb.	0 4 to 0 6
Lamb, per lb.	0 3 to 0 6
Veal, per lb.	0 6 to 0 7
York, per 100 lbs	51 0 to 70 0
Pork, fresh, do.	55 00 to 65 00
DAILY PRODUCE.	
Butter, fresh, per lb.	1 3 to 1 6
do. salt, do.	0 8 to 0 9
VEGETABLES.	
Beans, small white, per tain	0 0 to 0 0
Potatoes, per bag	5 0 to 5 6
Turnips, do.	0 0 to 0 0
Onions, per minot	0 0 to 0 8
SUGAR AND HONEY.	
Maple Sugar, per lb.	0 54 to 0 8
Honey, per lb, in the comb	0 0 to 0 9

THOMPSON, MURRAY & CO.
GENERAL COMMISSION MERCHANTS AND IMPORTERS
 42 St. Sacrament Street, Montreal,
 Sole Agents in Canada for
 J. Denis, Henry Mount and Co., Brandies,
 Wollé's Schiedam Schnapps.
 I-1y

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.

Flour.—We have heard of no large sales during the week. The Market is steady, and holders feel a confidence that prices will not be lower for some time.

Butter.—The Market is very bare of the finer qualities, which would readily sell for 16c to 17c per pound in silver for local trade. We might state that owing to our being situated in the principal thoroughfare of the city for the provision trade, and having command of a large local business, we are always enabled to work off to good advantage any choice lots that arrive.

We have heard of sales being made of inferior and medium as low as 11c to 12c per pound. We, as yet, returned no sales as low as the above. We might refer to a custom which is very prevalent and very injurious to the trade—to none more so than country merchants themselves;—that is, of sending their butter to parties not engaged in the trade. It is not an unusual occurrence to have a representative from a Dry Goods, Grocery, Hardware, and Boot and Shoe establishments trying to effect sales of, or asking what we would give for a lot of butter—all in one day! Now we can assure our friends in the country that none of our regular traders are likely to pay within one to two cents a pound of what they would otherwise pay if they were buying from those in the trade. It is always observed when the regular buyers cease going through the country, very often on account of the high prices asked—higher than any market they could send it to would warrant them in paying—that it is sent, as we already referred to into so many different hands, that the price cannot be maintained as if otherwise would, if it was kept within the limits of the trade. We would advise parties holding good parcels to send early to market.

Dressed Hogs.—The arrivals are large, and, with a full Market, prices have somewhat given way. \$5.40 to \$5.60 per 100 lbs. are the nominal quotations for the past few days. Prices are likely to be still lower here. If a thaw should set in soon, which is very likely, prices will materially decline.

Clover Seed.—Is not likely to prove so short in supply as was once anticipated from the unfavourable season, there is as yet but little coming forward. Hence there is no established price fixed. 10c per lb. would be about the outside figure good quality would bring at present.

Bees.—Per 100 lbs.—Pots are lower Firsts sold at \$6.25 and \$6.15; \$6.19 to \$6.07 offered at the close. Seconds, nominal \$4.75 to \$4.8; nett. Thirds, \$3.35 to \$4.00 nett. Pearls \$7.19 to \$7.15.

Country orders receive immediate attention, and all obtainable goods forwarded with as little delay as possible. All sales and purchases have our personal attention. Charges as low as is consistent with a view to responsibility.

W. J. STEWART,

315 ST. PAUL STREET,

MONTREAL,

Sole Agent for the following Manufactories:—

BLAYSON, BOUSFIELD & CO.—Manufacturers of Patent Lined Threads, Machine Thread, Shoe Thread, and Gilling Twine Mills, Johnstone, near Glasgow.
Geo. & Wm. WATERS.—Spinners, Twine Manufacturers, and Yarn Merchants, 8 Marsdon Square, Manchester Works, Clayton West, near Huddersfield, and Spring Vale Works, Penistone.

Wm. HOUNSELL & Co.—Manufacturers of Twines, Lines, Nets, Seines, &c. Laid by Machinery, secured by Royal Letters Patent. North Mills, Bridport, Dorsetshire.

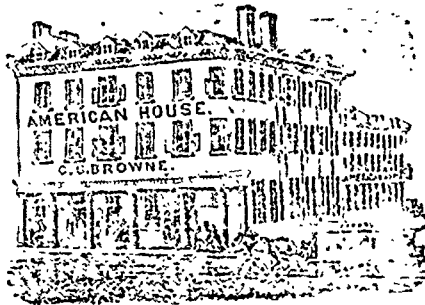
JOHN & THOMAS JOLLEY.—Manufacturers of Lancashire Files, Tools, &c. Excelsior Works, Warington.

THOMAS BOOTH & SONS.—Manufacturers of Agricultural Implements, and all kinds of Machine Knives, &c. Gainsboro' Mills, near Rothcrham.

WILLIAM CLARKE & SONS.—Manufacturers of Needles, Fish Hooks, &c. Mount Pleasant Mills, Baddick.

Montreal, Jan., 1867.

53.



AMERICAN HOUSE,
 Corner of St. Joseph and St. Henry Streets,
 MONTREAL.

C. S. BROWNE, Proprietor.

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

JESSE THAYER,

WHOLESALE GROCER AND COMMISSION MERCHANT,

540 St. PAUL STREET,

(opposite Albion Hotel)

MONTREAL.

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

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

References kindly permitted:

HENRY STARNES, Esq., Manager Ontario Bank.

Messrs. Greene & Sons, Messrs. J. L. Cassidy & Co.
 " Starke, Smith & Co. " Rimmer, Gunn & Co.
 " Henry Joseph & Co. " L. Chaput, Son & Co.

JOHN RHYNAS,

COMMISSION AND SHIPPING MERCHANT,

MONTREAL.

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

DAVID E. MACLEAN & CO.,

PRODUCE AND GENERAL COMMISSION MERCHANT,

Shippers and Ship Agents.

MONTREAL, C. E.

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

E. D. TUCKER & CO.,

SHIPPING AND COMMISSION MERCHANTS,

Boak's West India Wharf

HALIFAX, N. S.

REFERENCES:

Messrs. R. Simms & Co.,
 Joseph Tiffin, Esq., } Montreal.
 Messrs. Henry Chapman & Co., }
 Messrs. Cudlip & Sneider, St. John, N.B.
 Messrs. Harvey & Co., St. John, N.F.
 The Union Bank of Halifax, Halifax.

DAVID TORRANCE & CO.

EAST AND WEST INDIA MERCHANTS,

1-ly MONTREAL.

FERRIER & CO.,

Wholesale Dealers in

HEAVY AND SHELF HARDWARE,

IRON, STEEL, &c.,

24 and 26 St. Francois Xavier Street,

MONTREAL.

EAGLE FOUNDRY, MONTREAL,

GEORGE BRUSH, Proprietor.

Builder of Marine and Stationary

STEAM ENGINES,

STEAM BOILERS of all description

MILL and MINING MACHINERY,

All kinds of CASTINGS in BRASS and IRON,
 LIGHT and HEAVY FORGINGS, &c.

PATTERNS AND DRAWINGS FURNISHED.

THOMAS PECK & CO.,

Manufacturers of

IRON, NAILS, SHIP AND RAILWAY SPIRES,

No. 301 St. Paul Street,

MONTREAL.

LYMAN, ELLIOT & CO.

WHOLESALE DRUGGISTS,

Toronto,

Manufacturers in Bond of

CHLOROFORM,

SULPHURIC ETHER,

SPIRITS OF NITRE, and

MEDICINAL TINCTURES,

Proprietors of Beaver Drug Mills and Laboratory.

Catalogues mailed on application.

WM. BENJAMIN & CO.,

WHOLESALE IMPORTERS

OF DRY GOODS,

1-ly No. 377 St. Paul street, Montreal.

HUA & RICHARDSON,

LEATHER IMPORTERS AND

COMMISSION MERCHANTS, have always in

Stock an excellent assortment of FRENCH CALFS,

KIDS and PATENTS, &c. Also a large supply of O.

L. Richardson & Sons' Spanish Sole and Slaughter

Leather, for which they are agents in Canada.

Consignments of leather respectfully solicited.

Sole Agents for Alexander's Kid Gloves.

1-ly HUA & RICHARDSON,
 St. Peter st., Montreal.

McGULLOCH, JACK & CO.,

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