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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. III.

MONTREAL, FRIDAY, OCTOBER 4, 1867.

No. 38.

ANGUS, LOGAN & CO.,
PAPER MANUFACTURERS AND
WHOLESALE STATIONERS, 375 St. Paul st.
1-ly

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

MUNDERLOH & STEENCKEN,
IMPORTERS OF STAPLE AND
FANCY DRY GOODS, 414 St. Paul st., corner
of Custom House square, Montreal. 1-ly

CHAPMAN, FRASER & TYLEE,
Successors to Mailland, Tylce & Co.,
WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
8-ly 10 Hospital st.

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

ROBERTSON & BEATTIE,
IMPORTERS, WHOLESALE GRO-
CERS, and General Commission Merchants, corner
McGill and Colloze streets. Montreal. 8-ly

DAVIE, CLARKE & CLAYTON,
WINE, SPIRIT & COMMISSION MERCHANTS
46 St. Peter Street,
opposite St. Sacrament Street,
6-ly MONTREAL.

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

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

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

S. H. & J. MOSS,
WHOLESALE CLOTHIERS,
IMPORTERS OF WOOLLENS, TAILORS'
TRIMMINGS, &c., 5 and 7 Recollet Street, and
Oriental Block, 422 Notre Dame Street, MONTREAL.
Our stock of Fall and Winter Clothing is now
complete, and is well worth the attention of buyers
East and West. To meet the requirements of the
several Provinces, especially of New Brunswick and
Nova Scotia. Clothing is now manufactured on the
premises under the supervision of English and Amer-
ican Foremen. 33-ly

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

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

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

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

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.

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

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN ALL KINDS OF
BOOTS AND SHOES, 624, 626, and 628 St. Paul St.
Montreal.

We invite the attention of Merchants and Jobbers,
from all parts of the Dominion, to our large and varied
stock of Boots and Shoes, especially adapted for Fall
and Winter.

Our stock consists of Men's, Boys' and Youths',
Ladies', Misses' and Childrens' wear, in all about 200
different patterns, also, a large assortment of Patent
Lined Balmoral and Skating Boots, manufactured
from the best English and French Leathers.

Our extensive facilities, and long experience in
manufacturing, added to the fact that all our pur-
chases are made for cash, enable us to produce and to
offer to our customers, goods at the very lowest possi-
ble figures.

All goods warranted as represented
Orders personally or by Post, will have our prompt
and most careful attention. 1-ly

TIFFIN BROTHERS,
GENERAL AND COMMISSION MERCHANTS,

HAVE in stock and are receiving by
weekly steamers, and following vessels, viz.:—
Ardenlee, John Bull, Onaida, and Psyche, from Lon-
don and Liverpool; Queen of the Clyde and Heath-
park, from Glasgow, Canny Scot, from Barragona;
Schrs. Greek, Margaret and Mary, and Constance,
from Charrente, Trush, from Bordeaux, Courier du
Canada, from Marseilles, Sit, from Havre, and Sea-
gull, from Antwerp, their usual spring importations
of

TEAS, GENERAL GROCERIES, WINES,
BRANDIES, &c. &c.,
to which they would call the attention of the trade.
Montreal, May 21, 1867. 1-ly

Established 1863.

LYMANS, CLARE & CO.,
CHEMISTS AND DRUGGISTS,

MANUFACTURERS OF LINSEED OIL,
Importers of
FOREIGN DRUGS, PAINTERS' COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
382, 384, & 383 St. PAUL STREET,
MONTREAL. 10-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.

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

TO CHEESE VAT MANUFACTURERS.
Large Tinned Iron Sheets 6 x 2 1/2 feet x 2 1/2 and 26 Wire
Gauges.

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

I. L. BANGS & CO.,
MANUFACTURERS OF FELT AND
COMPOSITION ROOFING. ENGLISH FELT
ROOFING, &c. Office No 9 Place d'Armes Hill,
opposite City Bank, Montreal. 3-ly

W. J. STEWART, 420 St. Paul St.
Sole Agent for FINLAYSON, BOONFIELD &
Co.—Shoe, Thread, Gilling Twine, and all kind of
Machine and Linen Threads.
W. HOUNSELL & Co.—Sewing Twines.
G. & W. WAITES.—Colored and other Twines.
WM. CLARKE & SONS.—Needles, &c.
J. & T. JOLLEY.—Lancashire Riles and Tools.
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-ly

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

de B. MACDONALD & CO.,
MANUFACTURERS OF CRINO-
LINE WIRE and HOOP SKIRTS, FELT
HATS, STRAW GOODS, &c., &c. Orders person-
ally or by letter will receive best attention. 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., No 18 Lemaitre
Street, facing St. Helen Street, Montreal. 1-ly

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

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

JULES FOURNIER,
IMPORTER OF GENERAL GROCERIES,
And Sole Agent in Canada for
Messrs. George Sayer & Co., Cognac,
" Charles Corn & Co., do
" G. H. Mann & Co., Reims,
Mr. H. More, Avize, Marne,
Mr. J. Savoye, do,
34 St. Sulpice Street,
(Next door to Messrs. Darling & Co.,
Montreal. 40-3m

JAMES ROY & CO.,
IMPORTERS of DRY GOODS, including TABLE LINEN, SHEETING, &c., No 505 St. Paul st. near St. Peter. 1-ly

ÆTNA LIFE INSURANCE COMPANY.
 INCORPORATED, A.D., 1820.
 Dividend for 1867, 50 per cent. of premium, thus reducing it one-half to those who pay all cash, and returning all notes given in 1863 by those who borrowed half the premiums of that year.
 Dividends are paid down every year, not added to the policy by way of Bonus, payable only at death. A 50 per cent. dividend paid down is equal to a Bonus of from 100 to 400 per cent. of the premium, according to the party's age.
 CANADA BRANCH OFFICE—20 Great St. James St. S. PEDLAR & CO., General Agents 25-ly
 Montreal, 1867.

R. CAMPBELL & CO.,
IMPORTERS OF CARPETINGS, OIL CLOTHS, AND CURTAIN MATERIALS, 205 & 210 McGill Street, Montreal. 9-ly

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

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

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.

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

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

O'HEIR'S
WHOLESALE CLOTHING AND CUTFITTING ESTABLISHMENT.
 68 AND 152 MCGILL STREET, MONTREAL.
 28-ly Country Orders executed with Despatch

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

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

KINGAN & KINLOCH,
IMPORTERS AND GENERAL WHOLESALE GROCERS, and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal.
 Wm. Kinloch. W. B. Lindsay. D. L. Lockery. 8-ly

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

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

KERRHAW & EDWARDS,

 ESTABLISHED YEAR 1838.
IMPROVED FIRE PROOF SAFE.
 KERRHAW & EDWARDS,
 1-ly 82, 84 & 86, St. François Xavier street, Montreal.

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

SPECIAL attention of the Trade is directed to our
NEW AND LEADING STYLES.
HATS,
 CANADIAN,
FURS,
GREENE & SONS,
 617, 619, 621, St. Paul Street,
 1-ly Montreal.

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

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

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

JAMES LOCKHART,
COMMISSION MERCHANT AND MANUFACTURERS' AGENT, No. 8 St. Sacrament street, Montreal.

HEAVY FORGINGS AND PLATE WORK.
E. E. GILBERT,
CANADA ENGINE WORKS,
 MONTREAL,
 Is prepared to furnish
WROUGHT IRON PADDLE SHAFTS at 6½c. per lb.
RAILWAY AXLES at 4 c. per lb
PLAIN ROUND BOILERS & STRAIGHT GIRDERS at 6c. per lb., &c.
 The work warranted to be fully equal to the best imported or manufactured here. 23-ly

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

J. Y. GILMOUR & CO.,
 IMPORTERS OF
BRITISH AND FOREIGN DRY GOODS
 WHOLESALE,
 NO. 375 ST. PAUL STREET,
 MONTREAL. 53-ly

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

HIBBARD & CO.,
MANUFACTURERS' AGENTS,
 and Importers of Gasket Webs and Shoe Findings, Manufacturers and Importers of Rubber Goods, Manufacturers and Patentees of Circle Belting.
 MONTREAL. 9-ly

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

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

MOLASSES, COD OIL, AND HIDES.
 Landing this day, ex steamer "Her Majesty," from Halifax, N.S.:
 50 puns Choice Musco. Molasses
 70 brls Pure Cod Oil
 218 Dry Hides
 ALSO IN STORE:
 Puns Strong Proof Fine Rum
 Barrels No. 1 Extra Split Herrings
 Boxes Smoked Herrings
 Barrels Seal and Herring Oil
 Hhds "United Vineyard" Brandy (vintage 1853)
 Tons Jamaica Logwood
 AND DAILY EXPECTED:
 120 Hhds Choice Barbadoes Sugar, for Sale by
JAMES MITCHELL,
 Sept. 10, 1867. 1-ly No. 7 St. Helen Street.

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.
 Bartoloni Vergara, Port St. Mary's.
 Otard, Dupuy & Co., Cognac. 4-ly

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

LARIVIERE & BOURDEAU,
IMPORTERS OF SHELF & HEAVY HARDWARE, PAINTS, &c., (Sign of the Sun)
 233 and 235 St. Paul Street, MONTREAL. 36-3m

E. C. JAMIESON & CO.,
MANUFACTURERS OF VARNISHES, JAPANS, and Dealers in Spirit of Turpentine, Benzine, Oils, &c., &c., No. 3 Corn Exchange Buildings, St. JOHN STREET, MONTREAL. (6-17)

MONTREAL, 16th May, 1867.
IRONMASTERS' PRICE LIST
MONTREAL CUT NAILS.
 In 10½ lbs. kegs inclusive: a fair assortment with not over one-quarter, Shingles, under 25 tons.....\$3.22½ per keg.
 25 tons and over.....\$3.12½ per keg
 Shingle Nails, when sold alone, EXTRA over assortment.....20c. per keg.
 2 lb. and 5 lb. Nails, when sold alone (five per cent being allowed in assortment) 40c. per keg.
 Terms 4 months, or 3 per cent for cash.
H. W. IRELAND,
 BROKER.

BUFFALO ROBES CIRCULAR.

GREENE & SONS,
MONTREAL.

1867 BUFFALO ROBES. 1867

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

TARIFF OF PRICES:

- No. 1. Regular assortment.....\$ 9.50
- 1. Selected10.00
- 2 Assorted. 8.50
- 3. Fall and Summer. 6.00

WHOLE ROBES:

- No. 1. Whole Robes\$12.00
- 2 " " 11.00

TERMS CASH.

Orders promptly executed.

GREENE & SONS.

EXCHANGE BROKERS.

CHAS. T. IRISH, Exchange,
11 Place D'Armes.

COMMISSION MERCHANTS.

JOHN ANDERSON & CO.
M. CLARK & CO.,
5 St. Sacrament Street.

DONALD McLEAN,
97 Grey Nun and 83 McGill Streets.

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

ENGRAVER.

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

FURS—WHOLESALE.

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

HARDWARE MERCHANTS—WHOLESALE.

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

INSURANCE OFFICES.

BRITANNIA MUTUAL LIFE,
JOSEPH JONES,
44 Little St. James Street.

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

COLONIAL LIFE,
See Standard.

LONDON AND LANCASHIRE,
SMYSON & BETHUNE,
104 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

WHOLESALE GROCERS.

J. A. & H. MATHEWSON,
McGill Street.

HINGSTON, TELEFER & CO.,

WHOLESALE IMPORTERS OF FANCY AND STAPLE DRY GOODS, &c. 470 St. Paul and 397 Commissioners Streets, Montreal
Best Southern Yarns and all kinds of Canadian Fabrics. 36

JAMES DONNELLY,

IMPORTER OF BRITISH AND FOREIGN DRY GOODS, 3 Dominion Buildings, McGill Street, Montreal. 36-3m

FOULDS & McCUBBIN,

IMPORTERS AND WHOLESALE CLOTHIERS, 370 St. Paul Street, Corner St. Sulpice Street, Montreal. 36-1y

LEWIS, KAY & CO.,

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

S. GREENSHIELDS, SON & CO., DRY GOODS, WHOLESALE. CUVILLIERS' BUILDINGS, ST. SACRAMENT ST., Montreal. 60-1y

JAMES P. CLARK & CO., DRY GOODS IMPORTERS, 162 McGill Street, MONTREAL. 9-1y

J. G. MACKENZIE & CO., Importers of BRITISH AND FOREIGN DRY GOODS, 331 & 333 St. Paul Street, MONTREAL. 8-1y

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

JAMES BAILLIE & CO., WHOLESALE DRY GOODS, 480 ST. PAUL STREET, MONTREAL. 5-1y

W. & B. MUIR, DRY GOODS IMPORTERS, 166 McGill Street, Montreal. 8-1y
Our Stock of Fall and Winter Goods is now very complete, to which we invite the attention of Western Merchants

DAVIS, WELSH & CO., Importers of STAPLE AND FANCY DRY GOODS, No. 479 St. Paul Street, MONTREAL. 6-1y

McINTYRE, DENON & CO., IMPORTERS OF STAPLE AND FANCY DRY GOODS. 28-1y Lemoine st., Montreal.

WM. J. McMASTER & CO., IMPORTERS OF STAPLE & FANCY DRY GOODS, No. 16 Lemoine Street, 35-1y Montreal.

McLACHLAN BROS. & CO., IMPORTERS OF BRITISH AND FOREIGN FANCY & STAPLE DRY GOODS, and Small Wares, No. 468 St. Paul St., Montreal. 35-1y

R. DUNN, FISH & CO., DRY GOODS COMMISSION MERCHANTS, MANUFACTURERS' AGENTS, &c., 85-3m 470 St. Paul Street, Montreal.

A. ROBERTSON & CO., EXPORTERS OF STAPLE AND FANCY DRY GOODS 478 St. Paul, and 390 Commissioners Streets, MONTREAL. Montreal, 16th January, 1867. 1-1y

JOHN ANDERSON & CO.,

SHIPPING AND COMMISSION MERCHANTS, IMPORTING, FORWARDING, Ship and Insurance Agents and Brokers, MONTREAL AND QUEBEC. 42-1y

W. & F. P. GUPRIE & CO.,

100 GRAY NUN STREET, MONTREAL,
HAVE FOR SALE—
BOILER TUNES, Oil Well Tubes, Gas Tubes, Paints and Putty, Fire Bricks, Fire Clay, Flue Covers. DRAIN PIPES, Roman Cement, Water Lime, Portland Cement, Pavng Tiles, Garden Vases, Chimney Tops, &c., &c.
Manufacturers of AMERICAN Sofa, Chair, and Bed SPRINGS. 12-1y

FOULDS & HODGSON,

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

And a large variety of other Fancy and Staple Goods
WHOLESALE.

Perhaps the largest assortment of Goods suitable for a General Country Store of any house in the Province.
364, 366, 368 & 370 St. Paul Street, Montreal. 15-1y

CARVELL BROTHERS, COMMISSION MERCHANTS, CHARLOTTE TOWN, P. E. I.

REFERENCES:
CHARLOTTE TOWN.—The Hon. T. H. Haviland, President Bank of Prince Edward Island; Charles Palmer, Esq., President Union Bank of Prince Edward Island.
ST JOHN, N. B.—Messrs. Daniel & Boyd, Merchants; George Thomas, Esq.
BOSTON.—Messrs. Wise and Russell, Merchants; Messrs. Franklin, Snow & Co, Merchants,
HALIFAX.—Messrs. Maclean, Campbell & Co. 15-6m

QUEBEC.

COMMISSION MERCHANTS.

JOHN ANDERSON & CO.
GETTINGS, LEMOINE & SEWELL, COMMISSION MERCHANTS, QUEBEC.
Branch House—LEMOINE & Co., Montreal. 21-1y

PORT HOPE, C. W.

B. S. HOWELL,
Forwarder, General Commission Merchant, and Shipping Agent,
WALTON STREET, PORT HOPE, C.W. 8-ft

ST. STEPHEN, N. B.
JOHN 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,
Reference: Messrs. MACLEAN, CAMPBELL & Co.

WADDELL & PEARCE,
HARDWARE COMMISSION MERCHANTS,
 AND IMPORTERS OF
 IRON STEEL, METALS, AND RAILWAY SUPPLIES,
 No. 27 St. John Street, Montreal, C. E.

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

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

VICTORIA FOUNDRY,
 Cedar Street, Brantford, C. W.

Over one hundred different Styles and Sizes of
STOVES.

STEEL AND IRON PLOUGHS,
 adapted to all kinds of Soils, in great variety.
 A large variety of

FARMING IMPLEMENTS AND MACHINES.
 Prices very low.

Send for illustrated Catalogue and Price List.
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HIDES, WOOL, &c., &c.

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DEALER IN HIDES, WOOL, SHEEPSKINS, &c

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

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SOLICITS Consignments from Canada; also, orders for West India and Nova Scotia Products.

Acting for the Agent at Halifax of the Grand Trunk Railway, he is enabled to offer facilities for Storage, &c., which are equal, if not superior, to what can be found any where else in Halifax. Consignments to him via Grand Trunk Railway will be free from Drayage and consequent Extra Coöperage.

He can furnish Storage, if necessary, at all times for 20,000 bbls. at moderate rates.

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 Commission Agents & Shipping Brokers,
 Royal Insurance Building,
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Consignments of Produce and General Merchandize solicited. Returns promptly made, and incidental expenses avoided.

Orders for the purchase of Produce or Merchandize of any description carefully attended to, and goods forwarded according to instructions.

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COMMISSION MERCHANT, SHIP-
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 BOSTON. 11

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.

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 Importers of

ENGLISH OAK SOLE LEATHER and STRAP
BUTTS for Belting.

Agents in Canada for sale of
MILLER'S PATENT EXTRACT OF HEMLOCK BARK.
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CONVERSE, COLSON & LAMB,
PRODUCE AND GENERAL COMMISSION
MERCHANTS,
 Tea Dealers and Importers of Groceries,
LIQUORS, CIGARS, &c.

Corner Hospital and St. John Streets, Montreal, Canada. | Bennett's Wharf, Halifax, Nova Scotia. 15-1y

JOSEPH F. ELLIS,
GENERAL COMMISSION MERCHANT,
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Having a capacious warehouse for the storage of Produce and Merchandize, respectfully solicits consignments. Best prices realized and cash advances made when necessary.
 Good references given if required. 30-1y

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A link in the Bryant & Stratton International Chain.

The course of Instruction includes Book-keeping, Penmanship, Commercial and Mental Arithmetic, Telegraphing and Phonography. Circulars containing full information as to terms, &c., on application.

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 Refer to Bank of British North America. 6m-32

LIFE ASSOCIATION OF SCOTLAND,
 Founded 23 years ago.

RESERVED FUNDS - - - - - £1,000,000 Stg.

Bonuses from Profits applied for the Policy-holder's personal benefit

DURING HIS OWN LIFE TIME,
 OR,

A PROVISION FOR OLD AGE
OF AN IMPORTANT AMOUNT,

Without any payment beyond the Ordinary Premium for the Policy, which remains intact for his heirs.

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WM. STEPHEN & CO.,
 Importers of General
DRY GOODS,
 and Dealers in
CANADIAN WEEDES, COTTONS AND LINENS,
 19, 21, 23, & 25 LEMOINE STREET,
 AND
 2 4 & 6 ST. HELEN STREET,
 MONTREAL. 5-1y

DRY GOODS.
OGILVY & CO.,
WHOLESALE IMPORTERS,
 495 ST. PAUL STREET,
 MONTREAL.

Just received:
 100 pieces Hop Sacking.
 300 pairs Blankets.
 30 bales American Cotton Yarn.



Also Agents for
STEWART'S SCOTCH WHISKY,
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 AND
BERNARD'S GINGER WINE.

PLIMSOLL, AUBIN & CO.,
 Importers of
STRAW AND FANCY DRY GOODS,
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THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.

WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY

Accumulated & Invested Fund - - - \$18,006,690
 Annual Income - - - - - 3,286,390

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ASSURANCES effected on the different systems suggested and approved by a lengthened experience, so as to suit the means of every person desirous of taking out a Policy. Every information on the subject of Life Assurance will be given at the Company's Office, No. 47 Great St. James Street, Montreal, or at any of the Agencies throughout Canada. 12-6m

ROYAL
INSURANCE COMPANY
 Of Liverpool and London.
FIRE AND LIFE.
 CAPITAL.....TWO MILLIONS STERLING.
 H. L. ROUTH, Agent, Montreal.

HAVILLAND, ROUTH & CO.,
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HENRY CHAPMAN & CO.,
IMPORTERS AND COMMISSION MERCHANTS,
 St. John and St. Alex's Streets, MONTREAL.
 AGENTS FOR THE SALE OF
 Pinet, Castillon & Co.'s Cognac Brandy,
 A. Houtmann & Co.'s double berried Hollands Gin,
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 Mackenzie & Co.'s (Cadiz) Sherry Wines,
 James Mumm & Co.'s Champagne Wines,
 P. A. Munn's Sparkling Hock and Moselle Wines,
 Guinness' Dublin Stout, bottled by Machon & Co.,
 McEwan's Sparkling Edinburgh Ales., &c. 1-ly

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

1867 — FALL TRADE. — 1867
T. JAMES CLAXTON & CO.
STOCK will be complete and ready for
 inspection by
MONDAY, 2nd SEPTEMBER.
 CAVERHILL'S BUILDINGS,
 1-ly 69 St. Peter Street, MONTREAL.

THE LIVERPOOL AND LONDON
AND GLOBE INSURANCE CO.
 UNLIMITED RESPONSIBILITY.
 Capital, Surplus and Reserved Funds. . . \$18,271,675
 Invested in Canada..... 260,000
 Premiums received in 1866, were..... 5,362,250
 Daily Premiums, upwards of..... 17,000
 Shareholders personally responsible for engagements of
 the Company.—All Directors must be Shareholders.
CHAIRMAN—T. B. ANDERSON, ESQ. (Pres Bank of
 Montreal).
DEPUTY CHAIRMAN—HENRY STARNES, ESQ. (Man-
 ager Ontario Bank).
FIRE DEPARTMENT.—Insurances effected on all
 classes of Property at Current Rates.
LIFE DEPARTMENT.—Amount of Special Re-
 s. etc, \$9,282,463.
G. F. C. SMITH, Res. Secretary.
 1-ly **HEAD OFFICE.** Place D'Armes, Montreal.

REMOVAL.
WEST BROTHERS
 Have removed to 144 McGill Street.
GROCERIES, WINES, LIQUORS AND CIGARS
WHOLESALE. 14-ly

JEFFERY BROTHERS & CO.,
GENERAL MERCHANTS,
 44 ST. SACRAMENT STREET,
MONTREAL. 1-ly

SINCLAIR, JACK & CO.,
WHOLESALE GROCERS AND COMMISSION
MERCHANTS,
 Importers of **EAST & WEST INDIA PRODUCE,**
MEDITERRANEAN GOODS,
 &c., &c., &c.,
 413 St. PAUL STREET, opposite Custom House,
MONTREAL.
 Sole Agents for "Cootes" celebrated ground
 Rock Salt, for Table and Dairy use.
 Montreal, May 30, 1867. 1-ly

WM. McLAREN & CO.,
MANUFACTURERS and Wholesale Dealers in
BOOTS AND SHOES, 16 & 17 Temoino Street,
 Montreal. We invite the attention of Merchants and
 other dealers throughout the Dominion, to our large
 and varied stock of Boots and Shoes, especially
 adapted for Fall and Winter. In manufacturing for
 the Western markets, much care has been bestowed,
 and having made the width and proper form of the
 goods a speciality for years, enables us to produce and
 to offer to our customers Boots and Shoes of the best
 description. All goods warranted as represented
 Personal or Letter Orders will have our prompt and
 careful attention. 3-ly

BLACK & LOCKE,
LEATHER & GENERAL COMMISSION
MERCHANTS,
MONTREAL.
 C. R. BLACK, late of John Dougall & Co., Montreal.
 PIERS LOCKE, " Howard, Locke & Bros. N.S. 5-ly

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, OCTOBER 4, 1867.

We regret to learn of the suspension of the well-
 known firms of Messrs. Buchanan & Co., of Glasgow,
 Scotland, and Buchanan, Hope & Co., of Hamilton.
 We have, as yet, no particulars as to the extent of the
 failure, but we are given to understand that the li-
 abilities of the Hamilton and Glasgow concerns amount
 to \$1,600,000. We are informed that the Montreal
 House of Messrs. I. Buchanan & Co. is not likely to
 be affected, as it is understood that the complications
 which have caused the suspension elsewhere do not
 apply to this branch of the business which has been
 very successful heretofore, and further, that the
 interest of Mr. Isaac Buchanan has, some time ago,
 been mainly transferred to his son, Peter Buchanan.
 A great deal of sympathy is expressed throughout the
 country for the misfortunes of the house, especially as
 its permanent stoppage will seriously embarrass a large
 number of retailers heretofore mainly dependant on
 the Hamilton business.

HINDRANCES TO TRADE BETWEEN THE
PROVINCES.
SOME of the strongest arguments in favor of Con-
 federation, were based upon a consideration of
 the advantages which a perfect system of Free Trade
 between Colonies, would confer upon each and upon
 all. We know perfectly well that these arguments
 were correct and unanswerable, and we only give ex-
 pression to a general feeling of regret, that they have
 as yet, only been very partially realized. The Act of
 Confederation came into operation on the 1st of July,
 and it is now the 1st of October, and goods imported
 into the Maritime Provinces from Montreal or any
 part of Canada, (as in this relation we must still call
 the Provinces of Ontario and Quebec,) have still to
 pass through all the formalities of customs entries and
 clearances, with all their attendant delays and red
 tape nonsense. This is the case with Free goods,
 goods which even previous to the Act of Confederation
 coming into operation, were declared to be free
 This is bad enough but there is something worse than
 this. It appears that goods liable to duty under the
 Canadian tariff, even though they may have been
 manufactured in Montreal, are not allowed to enter
 the Lower Province ports unless they are ac-
 companied by a sworn certificate of their origin. We
 can give a case in point which (among many others)

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

THE COMMERCIAL UNION ASSURANCE CO'Y.
 10 & 20 CORNHILL, LONDON, ENGLAND.
CAPITAL £2,500,000 Stg.—INVESTED over \$2,000,000
FIRE DEPARTMENT.—Insurance granted on all
 descriptions of property at reasonable rates.
LIFE DEPARTMENT.—The success of this branch
 has been unprecedented—**90 PER CENT.** of pro-
 premiums now in hand. First year's premiums were
 over \$100,000. Economy of management guaranteed.
 Perfect security. Moderate rates.
 Office 385 & 387 St. Paul Street, Montreal.
MORLAND, WATSON & CO.,
General Agents for Canada.
FRED. COLE, Secretary.
Inspector of Agencies—T. C. LIVINGSTON P.L.S.
 9-ly

has come to our notice A trader residing in the in-
 terior of New Brunswick, gave an order to a Montreal
 H use, for some Canadian woollen goods. The order
 was duly executed, and the goods forwarded via
 Shediac. The account and bills of lading was also
 forwarded, and the trader waited patiently expecting
 to receive his goods. After a lapse of two or three
 weeks he sent to a Commission House in St. John,
 directing them to make enquiries. This was done, and
 it was found that the goods were detained for want of
 this certificate of origin. The Montreal House had
 then to be written to, and an answer received before
 the goods would be given up. Now we think every
 one must agree that this is a very curious system of
 Free Trade. The Lower Province merchants justly
 complain of such a state of things, and cannot under-
 stand what obstacle there should be to the free circula-
 tion of goods between Halifax, St. John and Montreal
 any more than between Quebec and Toronto—and in
 this they are undoubtedly right. We certainly fail to
 see any reason why the productions of the different
 Provinces should not be interchangeable, without let or
 hindrance of any kind whatever. There can be no
 doubt that all these foolish regulations tend to restrict
 and embarrass trade. While if fraud is to be prac-
 tised they do not in the least diminish the chances of
 prosecuting it successfully. We take it to be a matter
 of the highest importance to the success of the Con-
 federation in a mercantile point of view, that nothing
 should be allowed to stand in the way of the full and
 free development of Intercolonial Trade. Custom
 House intervention should be entirely abolished, and
 we should be in truth as well as in name the people of
 one common country.
 In making these remarks, there is no wish to reflect
 hardly upon the Government, who have doubtless had
 much to do in adjusting the altered relations of the
 Provinces to each other, amid the turmoil of a general
 election, but we cannot help thinking that this matter
 of perfect freedom of internal trade might have been
 at once accomplished. At all events this we are sure
 of, that much dissatisfaction exists at the present
 anomalous state of things, and we trust that the Go-
 vernment will let no merely official consideration
 stand in the way of the necessary change. If the
 Government of the Dominion aspires to become what
 the people expect it to be, they must, above all things,
 strive to emancipate themselves from the mere routine
 of office, and transact the business of the country on
 business principles.
 In the meantime we would suggest that merchants,
 transacting business with the Maritime Provinces, be
 careful to ascertain what formalities are still deemed
 necessary, in order to avoid the loss and detention to
 which their goods will probably otherwise be sub-
 jected.

JOTTINGS FROM THE WEST.

THE HARVEST, CROPS, PRICES, &c.

HOW rapidly the seasons come and go! Here we are into the first week of October, and already the frost is turning our forest leaves into crimson and gold. Vegetation has passed its summer meridian, the greater part of the fruits of the earth have been garnered, and Nature's decline and the "fall of the leaf" are fast hastening on. Four weeks more of beautiful weather, and we shall have "dark, chill November," with a fitful gleam of Indian summer; then mother earth will don her fleecy mantle, and jolly winter, with its blazing fires and good cheer, will have come again.

THE HARVEST OF 'SIXTY-SEVEN.

The largest and (we might almost say) the most important class of our Canadian population, are our agriculturists, and the Fall is the season when they reap the reward of their labours. The great bulk of them throughout Ontario have reason to be thankful over the result of the harvest of '67, and the prospects before them. The crops now cramming their barns are fully the average in quantity. There are, of course, exceptions: individual farmers here and there have failed to obtain a good return, and even certain localities have to lament a poor crop. But other individuals and localities are rejoicing over the largest crops obtained for several years; and balancing the accounts together, the harvest may be safely set down as an exceedingly satisfactory one. Both Fall and Spring wheat have done well this year, although in some parts the latter suffered from the drought. Barley and oats are fully an average crop, the former being, if reports can be relied upon, of very fine quality. The want of rain has effected both turnips and potatoes injuriously, and garden produce has also suffered from the same cause. Fruit has, however, turned out very fair; and taking the harvest as a whole, our agriculturists have much reason to be satisfied.

ACTIVE MARKETS AND GOOD PRICES.

Next to well-filled barns good prices most concern the farmer, and, we might almost say, the merchant and mechanic also; for when the agricultural community is prosperous, all sections of the people feel the inspiring influence. Up to the present time the prices of produce have ranged high. There is an active demand from the United States for our barley and finer qualities of wheat; large commissions have been given from Philadelphia, Oswego and other American cities for the former, and extensive dealers in Rochester, Buffalo and other places are in the field as usual for our white wheat, the flour made from which sells so well in all parts of the Republic. Barley brings better prices than it did last year, averaging at the time of writing about 75c. per bushel. With wheat ranging from \$1.40 to \$1.50 per bushel, the farming community have cause to feel gratified; and considering the excellent crops which many of them have reaped, we may confidently predict that a very large amount of money will be in their hands before the close of the year.

CHEESE-MAKING LOOKING UP.

The dairy business has made great progress among the farmers of Ontario during the past season. The success of cheese factories in the County of Oxford and a few other districts for several years past seems at last to have aroused many Western farmers to the fact, that it is possible to make money off a farm without incessantly raising wheat. The result is, that in some localities cheese factories have become quite the rage, and large numbers have been put in operation or commenced during the present season. The writer has visited some of these factories, and tested the cheese made by them, and has no hesitation in expressing his satisfaction with the quality of the article turned out. In most cases the cheese is excellent, better than could reasonably be expected considering the short experience which many have had of the process of manufacture. There is a danger that, in some places, too many factories may be put up—a result which might induce a spirit of rivalry and competition, which would be apt to produce unprofitable returns. Where there are many factories crowded into a small space, they must necessarily be of limited capacity, and the smaller they are the less chance is there of the venture proving profitable. This is an evil which, no doubt, would soon cure itself; but a little calm consideration of the subject before hand might prevent not a little loss. The price of factory

cheese is not so high this Fall as it was last year at this time, and the margin of profit has been reduced rather fine for some new beginners. But variation is a word which applies to the profits of every kind of business, and cheese-making is no exception to the rule.

STOCK RAISING ON THE INCREASE.

A drive out into any township of the western part of Ontario will convince anybody who keeps an eye on the barn yards he passes that stock-raising is rapidly increasing. A few years ago, when cattle commanded but poor prices, the farmers seemed quite careless about rearing their young stock, and calves were slaughtered in all directions. Of late years we have had a large demand for cattle, both fat and lean, from the United States. So great was this demand, just before the Reciprocity Treaty terminated, that Ontario became almost denuded of certain classes of cattle, the high prices offered by drovers causing many persons to sell animals which it would have been rather better for them to have retained. The effect of these large sales and good prices has been to give an impetus to stock raising, which the large number of young cattle now to be seen on the meadows fully attest.

THIS YEAR'S FLAX CROP

Has turned out pretty well as regards profitable returns, although there are, as usual, a good many failures. So far as my observation goes, there has not been much, if any, increase in the quantity of flax sown. As a general rule, the farmers do not like flax-growing. One of the main causes of this has been the necessity of pulling the crop by hand. This is a very tedious process, and where there is not cheap labour available, is also expensive. If the newly invented flax-pulling machine, which is spoken so highly of by Mr. John H. Donaldson, should do away with the necessity of hand-pulling, one of the principal objections which farmers have to the crop will be overcome. There needs be no doubts entertained any longer that flax can be successfully and profitably cultivated in Canada, and that a correct knowledge of the nature of the plant, together with a proper choice and preparation of the soil, is all that is required to ensure a good paying crop.

SUMMING THE MATTER UP.

To sum up—the harvest of 1867 has been a profitable one to the Western farmers. The bulk of them have good crops, are offered at every market town good prices for all they have to sell, and in the older settled districts very few of them are now burdened with indebtedness. As they have a good deal to sell, so they will have a good deal to spend, and the traders and business men generally throughout the Province may look forward to at least a fair business during the next three or four months.

PREPARING FOR NEXT YEAR.

Seeding is now over in most parts of the West, and the Fall wheat is already several inches above ground. Rain is very badly needed, but the plant looks strong and healthy, enough to bid defiance to the winter's blasts. The weather has been favourable for sowing, and a good breadth of land has been devoted to our great staple.

AMERICAN RECIPROCITY.

THE unsatisfactory condition of the manufacturing interest in the United States, and the unsound state of business there generally, have again called the attention of the American press to the trade relations now and heretofore existing between the country and the British Provinces; and in numerous instances much regret is expressed that the Reciprocity Treaty of 1854 was allowed to expire, or was not renewed. We in Canada, of course, re-echo these sentiments, but we must not deceive ourselves in the matter. We must not hope to see our trade with the United States on anything like the same footing that it was under the treaty in question, or, at all events, for a considerable period to come. The altered fiscal position of our neighbours, consequent upon the Southern rebellion, precludes the realization of that expectation, and renders a reciprocal exchange of our products on the old terms almost impossible, and certainly very improbable. Still, we might enter into arrangements which would be beneficial to both countries, and which would differ materially from the "Chinese policy" which Congress thought proper to adopt within the last couple of years. If we cannot expect that, heavily taxed as they are, the Americans will

open their markets to the free entry of our products, for that would be giving us advantages over the native producer, which they are not the people to grant to any one, yet it is undoubtedly for their own benefit to deal with us otherwise than they now do; and we are justified in believing that they will see the wisdom and necessity of the change before long. The expense and difficulty of guarding so extensive a frontier against smuggling, and which neither they nor we are able to prevent, is, of itself, a strong reason for legalising a traffic which will otherwise be carried on illegally, and to which we are as averse as they are, for we know its demoralizing effects and the injury it inflicts on the fair trader on both sides of the border. Smuggling is an evil to us as well as to them, though, pecuniarily, they may be the chief sufferers. But how is the question to be met? We can scarcely ask the American Government and legislature to admit our lightly taxed products to free competition with their heavily taxed products in their own markets; and Mr. Galt has, from the beginning, reviewed this phase of the question in its true light. Thence that gentleman's proposal, after the close of the Reciprocity treaty, to impose heavy excise duties on Canadian whisky, &c., to harmonise with the requirements of the American tariff. Our people thought at the time, and still think, that this was paying too high a price for the benefits we were to receive in return, though they are from undervaluing these benefits. Fully to comprehend the subject, however, we must take into account the relative burden of taxation borne by the people of the United States and ourselves. The Finance Committee of the Constitutional Convention of the State of New York, now in session, has just published a report which enables us to form a judgment in the matter. By that document we find that the public debt of the State amounts to \$633,351,000, or over \$158 per head of the entire population, or about \$700 per family, while the annual taxation exceeds \$45 per head or \$200 per family. The report further says: "This brief statement shows that taxation has reached a point beyond the entire net earnings of the whole people, and is absorbing the capital with fearful rapidity. No argument is needed to establish the fact that such an extent of taxation cannot be permanently endured." Now, the inevitable conclusion to be drawn from these facts is that any future commercial treaty between the United States and British North America is certain to be of an essentially different character from that which was entered into in 1854; and we ought to be prepared to accept the situation in the altered form which it has assumed. That the manifest interests of the two countries, especially of our neighbours, will lead to some new arrangement, at no distant day, we entertain little doubt, and that it will be just and liberal to both the contracting parties will be the best, indeed the only, security, for its permanence.

We see by the *Liverpool Journal of Commerce* of the 10th ult., that Mr. Jules Fournier of this city, the projector of the packet line between Montreal, Marseilles and Toulon, is now endeavoring to establish a steam line between a port in France, Spain and Canada. Pending the construction of steamships for the new route, vessels will likely be chartered in Liverpool. Mr. Fournier has our hearty wishes for his success. Spain and France should naturally take a large share of our produce, while we should be equally large customers for theirs.

DON'T OVERLOOK IT!

WE mean Printer's Ink! No business man can afford in this enterprising age to overlook it. You need it in posters and circulars, but above all, the man who is determined to do business, needs it in newspaper advertising. Our advice to commercial men is—advertise judiciously and systematically! Don't overdo the thing, making promises to customers not to be realized, or expending more than a reasonable sum per annum. But when you have some speciality to sell—when you have a better article—or can sell cheaper than your neighbour, take care to use a little printer's ink, and let the public know it. Money so expended is one of the best investments we know of.

A notable instance of the benefits of advertising is recently transpired. It is one of many in connection with the Patent Medicine trade, but it is one which few equal in the rapidity with which a fortune has been made. A great many individuals have been

puzzled to know the meaning of the following characters "S T. 1860, X" which have appeared extensively in Eastern newspapers over the war, and also in large white letters on the fences along the different railway lines. According to an American paper, the definition is as follows: "Started Trade in 1860 with Ten Dollars," and is the motto which the proprietor of Drake's Plantation Bitters takes to increase the sale of his nostrum, and also to tell of his wonderful success. It is said that by systematic advertising, Drake has amassed a fortune of two millions in seven years! His Bitters are probably no better nor no worse than others, but he understood the value of Printer's Ink, and a fortune has become his, mainly through the shrewdness and tact with which he has used it to sell his wares.

To advertise successfully, requires both judgment and tact. The announcement made should be something bold and striking, and calculated to arrest the reader's attention. A prosy advertisement is of little value. It is often forgotten the moment it is read, and does not take that hold of the public mind necessary to attract much custom, unless the article advertised happens to be such as cannot be had elsewhere. Truthfulness should not be overlooked. When a customer finds his purchase not such as the advertiser represented it to be, more injury is done than good. Odd and peculiar advertisements, either in matter or shape, are frequently very successful, but after all there is nothing like a thorough knowledge of the wants of a community, and having the tact to announce and ability to supply them, in advance of rivals in the trade.

Whatever mode of advertising may be adopted, let the business man not overlook it. In this go-a-head age, when so much competition exists, it does not do to put one's light under a bushel. If you can serve the public better than your neighbours, let it be known. Many a man has lost a good business by neglecting to advertise. Many thousands have achieved success by attending to it. A fortune may not be amassed in seven years as Drake appears to have amassed his, but this is certain—if done up properly, advertising will pay, and pay handsomely. Don't overlook it!

A statement of the exports of the United Kingdom during the first half of the present year has been published in England. From this it appears that in the first half of 1868, Great Britain exported goods to the amount of £92,857,839, the figures for the corresponding period of this year amounting to £87,613,454. The colonial trade of the Empire shows a decline of upwards of three millions. In the first six months of last year, British North America took goods to the amount of £2,969,393, and during the first six months of the present year it stood credited to the amount of £2,391,370.

UNIFICATION OF GOLD COIN.—The U. S. Department of State has received from Mr. Samuel Ruggles, delegate from the United States in a recent diplomatic conference in Paris, full reports of the plan agreed upon for the unification of gold coin, which is to be proposed for adoption by the different nations. Delegates duly accredited were in attendance from twenty nations of Europe and America, embracing an aggregate population exceeding three hundred millions. The leading features of the plan are—

First—The money of the world to be exclusively of gold and silver, except for change in small amounts to be only an article of commerce.

Second—The five franc gold piece of France to be the monetary unit with its multiples, requiring a reduction in weight of the United States dollar of nearly three and a half per cent., and of the British sovereign of nearly one per cent.

Third—Gold coins of the same denomination by whatever nation issued, to be uniform in weight, diameter and quality, and to be nine-tenths fine.

Fourth—To be decimally divided.

Fifth—To be a legal tender in all nations.

POST OFFICE SAVINGS BANKS IN ENGLAND.—A return recently published shows that the total amount received from depositors in the United Kingdom during the year 1867 was £2,704,733, £2,600,421, of which was received in England and Wales, £86,649 in Scotland, and £117,633 in Ireland. The total amount paid in the same time was £1,026,207, and the computed capital at the end of the year was £3,376,823. During the four years that the banks have been established all the above items have progressively increased, and at the end of 1868 stood as follows:—Total amount received, including interest, £4,669,830, £4,835,449 of which belonged to England and Wales, £99,788 to Scotland, and £134,833 to Ireland, total amount paid, £2,979,956, £2,776,956 being taken by England and Wales, £33,013 by Scotland, and £115,088 by Ireland. The total computed capital amounted to £8,121,176, £7,719,981 of which belong to England and Wales, £164,560 to Scotland, and £236,634 to Ireland.

FOREIGN BALANCES AND THEIR EFFECT UPON THE AMERICAN MONEY MARKET.

THE U. S. Economist says: From a variety of causes we have at present a large accumulation of foreign balances. As recently shown in these columns, the balance of trade for the fiscal year 1867, presents an excess of imports over exports amounting to about \$30,000,000 in gold. Until this balance shall be liquidated, we hold therefore that amount of foreign capital on loan. By some this is regarded as having contributed to the late ease in monetary affairs in the United States, and assuring a continuance of ease so long as the loan is continued. By others it is maintained that the fact of affairs being upon a paper money basis prevents this loan from having any direct effect upon the money market. These parties say that this is virtually a loan of gold and as we have no longer a specie circulation, the loan has no tendency to affect the loan market.

This indebtedness was incurred in purchasing foreign merchandise beyond our ability to pay in domestic products. The rate of interest being very low in Europe and very high here—European houses, instead of requiring the remittance of the balance in gold, have been willing that their agents here should allow the amount to remain on loan, the agents receiving from the borrowers, in most cases, ample collateral of one class or another. The importers have paid their acceptances against their imports. For all but sixty millions of the imports they have paid by the remittance of bills drawn against exports, and that balance they have paid to the American agents of European agents either in gold or in its equivalent value in greenbacks. What would have been the state of things, if, instead of this balance being permitted to accumulate, the amounts constituting it had been remitted? The remittances would have called for nearly one half of the coined gold in the country. In meeting this demand, not only would all the gold in the hands of the public have been exhausted, but the Treasury would have been called upon to sell one-half of its stock of coin. We should have been left without any supply of gold for the payment of customs duties, except such as the Treasury might sell from day to day, and instead of 110,000,000 of gold in the Treasury and in private hands, we should have only 350,000,000 to meet a customs' demand of \$100,000,000 per annum, on the one hand and on the other, payments for interest on the Public Debt amounting to nearly \$100,000,000. It is impossible to say what might have been the extravagance of gold speculation under such a condition of affairs. The premium would have been forced up by the extreme scarcity of gold upon the market, placing it under the easy control of speculators, and still more by the injury done to the credit of the government by raising doubts as to its gold revenue being adequate to pay its gold interest. The obligation of importers to buy gold at the advanced premium, or rather exchange representing gold, for remittance, would have completely prostrated the importing interest, causing enormous failures upon our foreign commercial obligations, and irreparably injuring the credit of United States merchants abroad. With the universal breaking up of credit at home, in consequence of this course of affairs, it is unnecessary to ask what would be the effect upon the course of the money market, the purchasing power of the currency, or to be reduced largely, as the result of the rise in the gold premium, and while all would be eager borrowers, none would care to lend amid such threatening risks. During the progress of this course of things, there would be general apprehension, causing a stringent money market, though possibly with ample funds in the banks; and, at its culmination, there would be a wide spread convulsion.

Here then we discover an indication of the effects of this large amount of foreign capital being allowed to remain in the country. By ascertaining what would have been the condition of things, in the event of the balance not being permitted to accumulate, and comparing that with the present condition of things, we may judge of the bearing of these accumulations upon monetary affairs.

Let us reverse the process. What would be the course of things in the event of this balance being called home? The agents of foreign houses would call in the loans they had made to our banks, merchants and brokers. The borrowers would have to effect loans in other quarters, in order to meet the demand; would this demand for accommodation be supplied? The foreign agents would use the currency they had received in paying for gold bought to remit and the currency in the hands of the gold dealer would be again available for lending. But were would be a very important difference involved in this change of ownership, for while the foreign agent allowed his loan to remain for a long period undisturbed, the gold dealer would probably be constantly checking against the deposit of currency in the bank, involving a frequent changing of loans, which is a very important means of enhancing the rate of interest.

A survey of this question brings to view the very unwelcome fact that we have standing against us an immense open balance which we may be called upon to liquidate at any moment, and which we cannot liquidate without the most disastrous consequences to our commerce. The danger hangs over us as a perpetual menace. We have been enormously overtrading, living as a nation beyond our income, and running into debt to the extent of the deficiency. Can any one say how we are to pay our debts? There is no probability that our surplus products this year will enable us to pay off the debts incurred last year, nor even any portion of them. We continue to import largely in excess of our exports and are likely to run into debt still further on the year 1868-9. There must be an end to this state of things sooner or later. Ere long, the accumulation of debt will cause foreigners to become cautious in crediting us; alarm at our

condition, or an advance in the rate of interest abroad, will induce a calling home of balances held here; and that process once started, will produce effects here which will increase the urgency for remittances; when the culmination will hasten; and fortunate will it be if the finale of the process is anything short of the most prostrating panic in the annals of the United States. We presume that these forebodings will be regarded by some as the sea of an alarmist. We sincerely hope they may prove so; but nevertheless we put them on record as our interpretation of the signs of the times.

UNITED STATES INTERNAL REVENUE.

IT is not to our credit as a nation, aspiring to lead in commercial enterprise, that after years of costly experience, we are still as far off a judicious system of taxation as ever. The disgraceful frauds that daily come to light in connection with the duties levied on whiskey, and the ridiculously small amount which that heavy impost brings into the Treasury, show that the entire system is based on a faulty foundation, and it is to be hoped that Congress during the next session, will devote its energies to the amelioration of our Internal Revenue laws, so as to reduce the taxes with which we are now so heavily burdened, and at the same time increase the revenues required by the Government.

In the meantime, however, our commerce so slowly reviving from the lengthened period of depression is suffering from too many restrictions with which the trade in whiskey, cotton and tobacco is hampered. On all sides the most pressing instances are addressed to the Secretary on the subject of the regulations he has thought fit to establish in the hope of diminishing the enormous frauds to which the Government is subjected. With the limited space at our command, we cannot particularise the objectionable features of these regulations, but many of them are so notorious as to require no special mention. Much difficulty arises from the regulations in regard to the bonding and transportation of produce liable to taxation. There is no doubt but that the facilities of transfer from one bonded warehouse to another, have been a fruitful source of collusion and fraud, but there is a danger of greatly restricting commercial transactions made in good faith, if some of these regulations are not rescinded. Any plan for raising an internal revenue is faulty, that does not enable the merchant to avail himself of the most favorable market within his reach. But if the proper restraint placed on the transport of his merchandise in bond is pushed to a rigorous extreme the innocent will have to suffer for the deeds of those unscrupulous men who by these means have sought to evade the payment of the tax. The great necessity of the hour is an immunity from all unnecessary burdens, and to this must also be added a certain degree of stability in the laws that govern these transactions. The circulars of the Treasury department in this respect are so numerous and conflicting, the changes wrought are so sudden and unexpected as to throw into confusion all the great interests involved. As an instance, we see that since July 13, 1868, four changes have been made on the subject of internal revenue bonded warehouses, and the transportation and exportation of goods in bond and each one reverses the construction of its predecessor, so that the officers themselves are in doubt as to many points in these regulations. In awaiting a radical change to this law that day by day becomes more burdensome and exacting, we trust to see the recent regulations so modified, as to remove many of the restrictions which have such an injurious effect on trade.—New York Bulletin.

WHEAT AT THE PROVINCIAL EXHIBITION.—A

Western paper says.—The whole number of entries in this grain is one hundred and thirty. Of course it cannot be expected that there should be as good an exhibition of grain in Kingston as in the western cities, but what is exhibited is of a very fine quality, especially the white winter wheat, which is receiving a good deal of attention and praise from the farmers attending the exhibition. Hamilton township has the honor of carrying off the prize of one hundred dollars given by the Canada Company for the best twenty-five bushels of white winter wheat. Each sample was required to be of one distinct variety, unmixed, and of the best quality for seed, and was to be tested not only with reference to its weight, but as to its color and other qualities. The gentleman who receives this prize is Mr. Cullis, who, subject to the regulations under which he was allowed to compete, transfers the grain to the Association as their property, to be distributed amongst the various county societies for seed. Hamilton township has also taken the first prize for club spring wheat, which was exhibited by Mr. C. McEvers. Mr. J. Lacey, of the same township, takes the first prize for Fife spring wheat. Mr. C. McEvers exhibited some of this variety also, but does not succeed in obtaining a prize.

AUCTION SALE OF HATS IN NEW YORK.—A

New York paper says.—The state of the wholesale hat trade continues in an improved condition. At the auction sale of three hundred and fifty cases, at the warehouse of James H. Prentice, in Brooklyn, on the 4th inst., the prices obtained were rather better than at any previous sale of the season. The sales were all per dozen by the case, for net cash within seven days. Wool hats, men's plain, \$7 to \$11 75; men's fancy, \$8 50 to \$11 75; youths' fancy, \$3 75 to \$10 50; boys' plain, \$7 50 to \$8 25; children's plain, \$4 to \$6 25; children's fancy, \$9 50 to \$10 75; Cassimeres, men's plain, \$16 to \$27; men's fancy, \$3 to \$23. Black beaver and billy nutria, \$30 25 to \$31 50. Black, brown and otter brush, \$4 25 to \$48 50.

THE MADOC GOLD REGION.

EXCEPT for the occasional report of a blast and the more frequent arrival and departure of the stages to and from Belleville and Eldorado, and the presence of some once strange but now familiar faces, the village of Madoc is as quiet as it was a year ago, when the Gold discovery had only just begun to be talked about, and before it began to attract attention abroad. We have nothing new or interesting, or specially encouraging to report for the past week—there being a cause of expectation as to what the crushing machinery now being erected at Eldorado will reveal or not of the real value of the gold and silver-bearing rock of this vicinity. Everybody feels that the whole affair is about to be put to the test that will probably make or mar the fortune of this part of Canada for many a long year to come, and therefore nobody cares particularly about a speck of gold having been found here or there—or about a reported rich discovery of silver at Eldorado—or about this or that news, though for that matter both Dr. Gray and Mr. Wyckoff happen to be away at present. But notwithstanding that Madoc, except for a few additional buildings, presents much of the ordinary business aspect it formerly used to do, a great crisis in its history—the question whether it is to remain a mere inconsiderable country village or to become the business centre of a populous mining region—bids fair to be reached in less than a twelvemonth from the time the latter contingency first appeared to be among the things possible. On the 8th of September 1843 it was first of all announced in the *Mercury* that gold had actually been discovered in small quantity in this township. That announcement attracted no attention at the time. Six weeks afterwards we mentioned in a brief paragraph that "more gold" had been discovered by Mr. Lyman Moon, and that it was exceedingly rich. We took care that time to call the attention of the press for Toronto and Montreal to the fact which was then made known at once from one end of Canada to the other. The result was soon visible in the sudden outbreak of the gold fever. The "Richardson Mine" became a household word, and speculators flocked to secure it, and there was a general rush to buy up mining rights, and obtain mineral territory in all directions. In less than a year's time Madoc has witnessed most of the various phases of a gold excitement—fever heat at one period, then complaints that it was all "a humbug and a snaffle." We have had Mitchell's Report, the erection of the Quinte Gold Mining Division, and the appointment of a Gold Inspector, with a Mounted Police to enforce the Mining Law. We have had a raid on the Richardson Mine, and burglaries in the village. We have seen new buildings erected, and the arrival of new lawyers, land agents, and speculators; and the establishment of assay offices, and the formation of numerous mining companies. We have had great expectations—unfulfilled—of a large permanent addition to the population, of lands fetching high prices, which, except in a few isolated cases, have not been realized, some of the speculators are already departing, and doubts and fears alternate with hopes for the future. We are only just reaching the point in which enough capital is being invested, to settle beyond dispute whether there is gold enough in the rock to pay for crushing it—and that is more than was looked for a year ago—*Madoc Mercury*.

LIQUID HYDRO-CARBON.

INTERESTING EXPERIMENT.

BOSTON, Thursday, Sept 26

THE highly interesting and successful experiments with coal on board the United States vessel Palos, during the past summer, not only led to a demonstration that liquid hydro-carbon can be used with success as a combustible and an agent in generating steam instead of coal, but developed to the mind of the inventor that the same principle of application was equally feasible in steam fire engines and other machines whose use requires the evaporation of a large and uniform quantity of water. The adaptation of Col. Fiske's process to the steam fire engine has proved a decided success. With no red tape to encounter, a few weeks since he obtained the consent and the cooperation of Chief Engineer Damrell to put his machine into one of our steam fire engines—Engine No. 3, Fran new from the Am. Steag Works—and experiment with it to his heart's content. As the machinery, capable in its structure, has been described in the *Times* no description of it now is necessary. But to adapt it to a steam fire engine rendered it necessary to change the form of the retort holding the fuel, and the introduction of a peculiar arrangement of the burners for distributing the flame. The retort in this case is in the form of an oblate spheroid from which several tubes project pointed with burners, and all in close contact with the upright boiler. The reservoirs containing the oil, holding thirteen gallons each, are placed on either side of the furnace and are supported on a platform, being solid and permanent. Connecting with the oil tanks are tubes through which the oil passes into the retort below. The supply of oil is regulated by stopcocks. Attached to the engine also are the air-pumps, used for the same purpose as on board the Palos steamer. All the other machinery is substantially the same as in the original invention.

The experiment which took place to-day was not a public affair, but the results attained were of a most gratifying character. Among the persons present were Chief Engineer Damrell and a number of scientific gentlemen who have from the first manifested great interest in the experiments with liquid hydro-carbons as a fuel. Water was taken from a hydrant and forced through four hundred feet of hose by steam raised in one-half the time it could have been accomplished with coal, and had there been no defect in the method of applying the flame, steam would

have been raised in even less time. There was an entire absence of those dense pennants of smoke, accompanied with cinders, incident to using coal, but in its stead was a very light smoke, giving no annoyance whatever. The feasibility of holding steam was also noticed. The use of petroleum in the steam fire engine is not only effective but economical, making a saving of from one-half to three-quarters in the expense of fuel, besides disposing with one man to each engine. The saving to the City by the use of this method, it is estimated, would amount to thousands of dollars annually.

The experiment was as satisfactory as it was unexpected. The Chief Engineer, who is always ready to introduce an improvement into our Fire Department, is of the opinion that coal must be superseded by this new agent as a fuel for use in the steam fire engine, and expressed himself as highly pleased with the result of this the first experiment. Several trivial defects in the apparatus for distributing the flame under the boiler were detected, but these can be remedied.

ADULTERATION OF TEA.

THE London News received by last mail says.—The Chinese have of late years adopted the practice of adulterating the spring-grown tea with the old and withered leaves of the previous season's yield. In the new crop of Katow just to hand this system has been carried to such an extent that the usual characteristics of that description of tea—viz., ripeness and richness of flavour—have been entirely destroyed. The first arrival of Katow has in former years sold at 2s 6d to 3s per lb., but now, and principally through its fame, 2s 2d is the highest price obtainable for comparatively fine sorts, and sales are being pressed as low as 1s. 6d. Some judges affirm that should the Teapung cargo fairly represent others en route with more plentiful supplies, many of these teas will only fetch the price of common Congou. At present the better-informed firms refuse altogether to purchase as it is known that the Chinese, after having tired buyers with immense quantities of this comparatively poor produce, have afterwards brought forward the finest qualities. It is also reassuring to know that musters of shipments from Shanghai of really fine Oopacks have arrived overland, and that the general quality of Congou from that port is superior to last year's supply. It is thought that these facts should be made known amongst retail dealers, lest their losses, which have already been heavy from the prevailing commercial depression, should be increased by too early purchases of new tea.

THE PETROLEUM TRADE.—The exact condition of this trade in England is well set forth in a letter from the eminent firm of George Broadbridge & Co., of Liverpool—

It is not true that there is almost a cessation of British refining. Young & Co., besides their stock, are making, it is stated, 3,000,000 gallons or say 1,000,000 barrels for this season's demand. The Flintshire Oil Company have 100,000 barrels in stock. Add to this different other manufactures, in stock and process, and you have say 200,000 barrels. Let the market advance, and this would be trebled to 600,000 barrels.

Creators have given the London stock on the 16th and 19th. Between those dates 13,000 barrels arrived in London, viz., the "Thessalia" 1,800 barrels, "E. Shultz" 3,200 barrels; "Mont'or" 5,800 barrels; "I. & McOmry" 2,500 barrels, total 13,300 barrels. Add this to the 67,000 barrels admitted in the two circulars of the 16th and 19th, and it will be found that our circular under-estimates the stock then, for it estimates it at 69,000, whereas the exact figuring is 70,300.

The circular simply states facts and had its intention been to depreciate prices, we should have recorded how all the oil dealers in the country were full of oil at from 9d for British up to 1s 3d a gallon for American; that the winter's demand is consequently discounted, that the great consumption anticipated will be by "leakage," that if "Oil Dealer" and "Honesty" wanted to sell 10,000 barrels they would have to accept down to 1s a gallon or failing this, hold it over to next year, when it would probably cost them 2s. The continental ports being crammed as shown, we have no export demand as heretofore, and as the consuming season gets on so it gets over ere which (without arrivals) 45,000 barrels have to be disposed of, or left to break themselves off in store.

GEORGE BROADBRIDGE & CO.

Liverpool, 23rd August 1877

PORTLAND PUSHING AHEAD.—The merchants and business men of Portland are gentlemen of great activity and enterprise, and our own citizens must not ignore their existence, unless they desire to wake up some morning and find that they have been flanked by these western men of business. The big fire has not by any means cramped the growth of the place, and they are now pushing forward new enterprises which will contribute to the material prosperity of the place. The Portlanders have become tired of their roundabout connection with the great West, via the Grand Trunk Railroad. They now propose to have a road which shall connect Portland with St. Johnsbury, and thence via Montpelier make a junction with the Vermont Central, thus securing an opening for the crops to find their way from Oxbow-burg to Portland, and thence by steamer to Europe. It will not be agreeable to find American lines of steamers running from Portland to Liverpool and to the Continent, while Boston only controls two steamers. If we want to have the Western trade, we must have a outlet, and we cannot tap the western granaries until we can show what we will do with the grain after it reaches Boston.—*Boston Journal*.

HAMILTON PRODUCE EXCHANGE.—A meeting of the members of the Produce Exchange was held at their rooms on Wednesday, with the view of re-organizing the Association under the management of a local board of directors, it being considered expedient by the members generally to have the offices and board of management centralized in the hands of a few persons living at a distance.

The late President Mr. W. Osborne, of Down, recommended the adoption of this course, and stated that he was sure the old directors would gladly resign their position, when it was understood by them that such would be for the ultimate benefit of the Association.

The old directors having resigned, the names of the following gentlemen were proposed for the new board, and unanimously approved of: President, H. W. Routh, Vice, S. E. Gregory, Secretary, Thomas Duncan, Board of Directors—J. H. Brown, President Board of Trade, J. W. Wilson, Matt and Young, Geo. A. Lottridge, Charles Abraham, William Gillespie, Robert Morgan.

It was suggested that the number of the board of directors be increased in order that the interests of the coal oil manufacturers and the pork packing establishments should be represented; and, further, that the freight superintendent of the Great Western Railway should be on the board of management, the same as in other large cities. Mr. Routh returned thanks for the honor of his election as President, and expressed his views of various measures that might tend to increase the advantages of the Association. Suggestions were made by several members of a similar purport. The regular meetings of the Exchange are held on Tuesdays and Fridays.

FAST COLBORNE MINING Co. This company was organized in January last, and the directors are Arthur Elliot, L. V. Turley, Henry Head, and R. Shannon—all men of good metal. The amount of stock is 2,500 shares of \$20 each, and has all been taken up immediately after the organization. Prospecting was commenced in the township of St. Hubert, and shortly afterwards a mining lease was procured from the Quinte Co. mine-owners. At a depth of 16 to 18 feet, indications of gold were found, but on sinking 5 or 6 feet deeper silver was discovered—the quartz yielding, according to an assay by Mr. Wyckoff, 16 1/2 ounces. Encouraged by this result, the company, we are told, intend prosecuting the work with the utmost vigor. Prosperity attend their enterprise and perseverance.—*Colborne Express*.

MANAGEMENT OF THE ATLANTIC TELEGRAPH COMPANY.—The *New York Journal of Commerce* says: We have refrained from a discussion of the action of those who have charge of the Atlantic cable, in the hope that they would profit by their experience and learn in time to manage their affairs with some consideration for the public convenience. But they are worse than the old Bourbon, who "learned nothing and forgot nothing." They forget all that they should remember and they learn only that which is for their disadvantage. We have had some opportunities, in a close connection with financial and commercial affairs, to witness the gross mismanagement of ignorant and inefficient persons who have been placed in charge of important corporate interests, but from the days of the old United States Bank until now we have never seen such a wanton trifling with a valuable franchise as that which has been practiced by the managers of this cable company. Their persistent refusal to show even the most ordinary courtesy to the newspaper press has been a serious error, of which they will live to repent, unless they are young, but their treatment of the press has been so much worse than their course toward the public that the latter, bad as it is, looks almost like exceptional favor. Our table for discussion has been covered with communications and statements on this theme, but we need not repeat the same, for we do not know of any one in business here that has used the cable to any extent who has not had occasion to complain of its trickery and liberality. One of the last items brought us was this: A leading house here addressed a message by the cable to a gentleman whose first name they gave as "Thomas." The message was refused by the cable experts, except at double the usual rate, on the ground that this was an evasion, and that "Thomas" should be spelt "Thomas." The messenger of the firm says that he saw Mr. Field at once in regard to it, and this officer agreed to transmit the message, but suggested that he be allowed to take one of the letters out of the ward cross, and put the A into the word "Thomas." To this the messenger assented, but to his surprise the next day he found that the dispatch had not been sent! If there is ever another like completed to Europe, and managed with any show of fairness, we know of no one who would employ the present cable even upon a very considerable difference in the rates. The dislike to these arbitrary, overbearing, whimsical and tyrannical exactions is intense and universal.

PROJECTED SUBMARINE ADVENTURES.—A number of gentlemen of New York are engaged in building a new submarine explorer with which they propose to attempt the recovery of the £1,500,000 from the wreck of the British frigate *Hussar*, sunk near Hell Gate. Many persons have already spent years in vain endeavors to secure the treasure, but their lack of success has been due to their inability to penetrate to the interior of the sunken vessel. If the new explorer is successful in the *Hussar* frigate endeavor, they will turn their attention next to the wrecks of the *Golden Breeze* and *Yanké Blade*, in the Pacific. The former went down with \$2,000,000, and the latter with \$1,000,000.

CO-OPERATIVE ASSOCIATIONS IN ENGLAND—The annual return has been issued of the statements rendered by industrial and provident societies in England registered under the Act of 1863. 240 neglected to send a statement of the business of the year 1866, 434 complied with the requirements of the Act. The business carried on is that of dealers in provisions, some associations also supplying drapery goods or boots, or both. The number of members of the 434 societies had reached 173,423 at the close of the year 1866. The shares are commonly £1 each. Generally speaking, sales are for cash, but several societies give credit to members, and in some instances to an amount exceeding their paid-up capital in shares. In the course of the year 1866 these associations received for goods sold cash amounting to no less than £4,455,630. The expenses amounted to £235,454. The profits realized, after payment of wages, rent, repairs, and all other expenses, were £378,291. At the end of the year the amount of share capital was £1,018,000 and of loan capital, £118,023; the trade liabilities, £331,561; the assets and property, £1,009,849; and the cash in hand, £192,863. As many as 30 of these associations, almost all of them in the north of England, sold goods in the year, each of them, to an amount exceeding £20,000; six to an amount exceeding £100,000. The Rochdale "Equitable Pioneers," established in 1814 still take the lead. This association had at the end of the year 1866 6,240 members, and a share capital of 127,489; groceries and provisions sold in the year to the amount of £249,122 cash, realized a profit of £31,931. There is a quarterly audit by members. The profits were disposed of thus: For interest £3,823; dividend on the amount of purchases made at the shop £25,829; education, 1631; reserve fund, £252; for depreciation of fixed stock, £1,197; charities, £165. The Rochdale co-operative cotton-spinning association has not such a favourable account to give of the year's business. The share capital of this society is 192,388, the loan capital, £20,018; the year's profits, £1,624, the value of the assets, £118,203, the cash in hand, £7,886. A co-operative association in Cheshire conducts a farm, there are 27 members, but the capital is only £180, and the year's profits were but £22. A farmy company and a coal company in the metropolis appear to be in a more prosperous state. Of the entire number of co-operative societies in England nearly half, and nearly all the larger societies, are in Lancashire or Yorkshire. The rules of 261 more societies or companies have been certified since the commencement of the year 1866.

INTERCOLONIAL BOARD OF TRADE—At a meeting of the Council of the Board of Trade in Quebec, held recently, it was decided to take active means to an early meeting of the Intercolonial Board of Trade in Montreal, to be composed of delegates from all the Provinces, to consider the following important questions:—The tariff, route of the Intercolonial Railway, a uniform currency, silver question, reduction of postage, shipping and navigation regulations, international maritime law, &c., in view of an early meeting of the first Parliament of the Dominion.

A GROWL FROM NEW BRUNSWICK—The St. John *Evening Globe* says—Complaints about the trouble the Custom House authorities put people to here, are very general. No man can get his goods from Quebec, Montreal, or other cities in the Dominion outside of this Province, without a certificate, either that they are of Canadian manufacture or have paid a duty if imported. No public notice of this has been given. Importers who learn it for the first time are compelled either to make a deposit with the Treasurer, or to let their goods remain in the Custom House until the certificate can be obtained. Either course is very vexatious. The Minister of Customs has been so busy trying to secure the defeat of Messrs. Utty and Anglin that he has no time to spare to attend to the wants of the people. The Post Office arrangements too, are vexatious. If a package of books or pamphlets are mailed to you, say in Toronto, your friend there must prepay them, and after he has done this, they must again be paid for on reaching St. John. This latter we cannot understand at all. It may be a very good way to increase the receipts of the Post Office Department, but it is not a very honest way of doing so."

THE PROFITS OF OCEAN STEAMERS—We clip the following from the correspondence of the Philadelphia Press—

The Cunard Royal Mail Line has now been twenty-seven years in existence, and I chronicle its great prosperity in the hope that our people, particularly those of Philadelphia, will accept the fact as the best argument for the commencement of a thorough competition for that priceless trade which should be controlled, as it is mainly contributed to, by Americans. The Cunard company built four ships to start with, and they are now the owners of twenty-four splendid ocean steamers built out of their large profits, after paying splendid dividends to the stockholders. As a specimen of their prosperity take the present cargo. We have on board 218 first-class passengers, who pay \$50 apiece, making a total of \$83,790 in gold. The freight is estimated at \$10,000. In addition, they receive some \$9,000 for carrying the mail (which is included in their annual subsidy from the British Government). Their expenses are about \$16,000 the single trip, not more. These figures, nearly exact, foot up a large profit. It is only necessary to add that at least two hundred of our two hundred and eighteen passengers are Americans, to show whence these gains are derived. Now, while it is true that the English can build ocean steamers for much less money than the Americans, owing to their cheap labor, and the ease of obtaining money at low interest, we must not forget that the carrying trade between Europe and the United States must in a few years be greater than it has ever been.

THE PROFITS OF GOLD MINING—Erroneous ideas are abroad upon this subject. Most people not familiar with the working of gold mines, suppose that a steady yield of from \$50 to \$100 a ton is necessary to make it profitable. Sellers of mines in this market have done much to foster this opinion, by exaggerating the richness of the properties which they offer. As the specimens which they bring here usually give to the assay from \$200 to \$500 a ton it is but natural that a yield of a quarter or a tenth of that amount should be regarded by inexperienced persons as a small affair. These popular errors are thoroughly refuted by Professor Silliman, in the last number of his valuable Journal. He there gives an account of a visit to the Grass Valley Gold-mining District of California, the most prosperous auriferous locality in that State, in which quartz mining has been going on since 1850. During that period over \$25,000,000 have been taken out—the average yield being about \$33 a ton. The veins are noted for their narrowness (some of them are less than a foot wide), and are encased in a hard metamorphic rock. This renders the expense of mining higher in the Grass Valley district than anywhere else in California, in some instances reaching to from \$20 to \$26 a ton. The large veins, upon which mining agents lay great stress, are by no means the most productive. Those veins that have given a high reputation to the region from the first have not averaged more than eighteen inches in thickness, and veins as small as four inches have been worked at a profit. In some of the mines gold is visible in considerable quantities, particularly in the thinner portions, but in others, which are equally profitable, there is no sign of the precious metal, in the latter cases it is associated in a finely divided invisible state with the sulphurets. The loss of gold in working, as compared with the product by assay, is estimated at from 10 to 50 per cent, according to the quality of the machinery and skill of the operators. Any invention which could really effect a saving of this lost gold would almost double the product of some of the mines, but if any such exist, it has not yet been generally adopted in California. Even without perfected apparatus, the Grass Valley gold mines have been enormously profitable to their owner.—*N. Y. Journal of Commerce*

THE AMERICAN EXPRESS COMPANIES—The gross receipts of the several lines for the first seven months in 1866 and 1867, have been as follows:

	1866	1867
Wells-Fargo	\$ 354,169	\$ 401,001
Adams	2,307,645	1,991,000
United States	2,133,178	1,312,858
American	1,933,678	1,217,610
Merchants' Union		2,043,611

The Merchants' Union was not in operation in 1866. The competition made by this company operates chiefly on the United States and American companies, though the Adams is somewhat affected. It would appear that the aggregate of business done by the three companies, the Adams, the United States and American, during the first seven months of the year, amounted last year to \$6,494,331, and this year to \$4,620,308—decrease, \$1,873,993, against \$2,043,351 done by the Merchants' Union in the first seven months of this year. While gross receipts over these lines for the seven months have increased but \$69,769 over those of last year, the amount of business transacted has been largely augmented under reduced rates.

IMPROVED TUBE WELLS—P. J. Hershey, of Clarence, N. Y., has just put down one of his patent tube wells on the corner of Washington Avenue and Ottawa Street, in front of the store of Smith Hunter. The tube was sunk to the depth of twenty-five feet, and was pumped last Saturday for eleven hours without any evidence of exhausting the water. As the ground is very dry, there is no doubt of a permanent supply of water.

It will be recollected that the streets at this point have been filled for several feet there being originally a marsh. At the depth of thirteen feet water was found but so very badly, showing that without a sewer, the surface water will always be found at that depth. Of course, all wells dug upon ground thus filled, must always receive the surface water which can be entirely prevented and excellent water obtained by the use of the invention of Mr. Hershey.

This tube consists of an iron, sharp-pointed shield, one inch and a quarter in diameter, with flueslots near the bottom of the tube, each a foot in length, for the water to pass into the pump. The shield has an inside side, which effectually closes these slots while driving the tube, thus keeping out all dirt and gravel. Gas pipe can be screwed upon the top of the shield and it can be driven to any depth required. These wells can be put down in from thirty minutes to three hours. We consider it superior to any pump of the kind we have ever seen, and it cannot fail to be adopted by those who witness its operation. Those who wish to purchase estate, county or town rights, can do so on favorable terms, by calling upon Mr. Hershey, at the store of Smith Hunter, where he may be found for a few days.—*Laurens Paper*.

THE ISTHMIAN OF SUEZ CANAL COMPANY—The directors say that since their meeting last year they have excavated by their machines ten million cubic metres of soil, which is more than has been done in the most extensive dredging works in Europe—in 21 years at Glasgow, in nine years at Toulon, and in three years at Newcastle. With the steam power at their command, representing 13,091 horses, and 25,000 persons at work, 13,000 of whom are laborers and 3,000 artisans, more than one-half of these being Europeans, and taking account of the work already executed, the directors expect that the canal, the greatest engineering work of the age, will be entirely completed in 26 months, or by the 1st October, 1869.

HALOXYLIN—This, which is a new species of blasting powder, the invention of W. H. H. and Ernst Felber, of Styria, is not untruly, in a greater or less degree, to supersede the other compounds used for blasting. It appears to possess numerous advantages, thus, it rather cleaves than crushes—an important consideration when there is question of its use in a coal mine. It will neither ignite spontaneously nor be exploded by friction or percussion; its explosion gives rise neither to deleterious gases nor a smoke that for a time renders objects invisible. It is indeed, twice as bulky, weight for weight, as ordinary gunpowder, but this is in a great degree compensated by the fact that it is at least one-half more powerful. Its manufacture is very simple, being made by mixing together nine parts by weight of light wood sawdust—either non-resinous or freed from resin—from three to five parts charcoal, 45 parts nitre, and when a quick powder is required one part ferrocyanide of potassium, and moistening with one quart of water to the hundred weight, then stamping or crushing. The grains may be either polished in the usual way, but this adds nothing to the explosive power.—*Scientific Review*.

THE SILVER NUISANCE—There is honour among thieves, is a common saying, but were we to judge of the merchants of the County of Elgin by their action upon the silver question, honour is a commodity of which they cannot boast much. After a good deal of labour and zeal in the cause, almost all the business men of this town, Aylmer, Fingal and Sparta, signed a covenant with each other that silver should be taken in their daily transactions only at a discount of four per cent. The system began to be enforced on the 10th instant. It continued in force in Aylmer but two or three days. Scarcely that long in Fingal. In this town where competition is keen and close the loss of four per cent on the total amount of the daily transactions of the shop, was felt with greater severity, and the struggle was continued longer. Hearing that regulation failed to be enforced in the adjoining villages, a meeting of the business men of the town was held in the Hutchinson House, on Monday evening of last week, to consider what action should be taken in that case. The matter was discussed, the loss was considered too heavy to be borne, the system was rejected by one and all to be working quite satisfactorily; and it was unanimously resolved to continue to take silver only at its current value. Deputations were appointed to revive the effort at Fingal and Aylmer; and to induce the co-operation of the merchants of London. Everything appeared on the smooth high road to prosperity. The silver nuisance had already had a considerably and bank bills had made their appearance in unusual numbers. It was but as a dream. We were aroused on Saturday at to the reality. One brot a through his own management, and then another, and yet another, until at last the very leader in the movement had placarded their fronts with "No Discount on Silver." And what is but then their must be a premium on bills or an advance on goods, or water in whisky, or dust in pepper, or some other way of making up the leeway of four per cent on silver. We would strongly advise farmers to take pay for their grain in bankable bills only. They can easily convert them into silver should they desire it, or the merchant with whom the deal will make a corresponding deduction in their purchases on payment being made in bank bills. In other words, goods will be sold on a very basis through the county, pre-empting on payment being offered in that form. We would not wonder to see merchants, within a few weeks offering a premium for bank bills, as a means of inducing custom. If A would begin it, and offer 4 per cent premium, then B would be apt to advance 5 per cent, C to 4, and D perhaps to 6. Who knows? Farmers might thus make a speculation of their bank bills, while they would save themselves the trouble of carrying their own weight in silver every time they enter a town to trade.—*St. Thomas Home Journal*.

IMPROVEMENTS ON THE F. H. L. AND R. R. R.—The Port Hope and Lindsay Company are keeping their promise made last spring of putting new rolling stock on the line. The twenty-one new lumber (platform) cars are now nearly all completed; ten new grain cars and one express are also nearly ready; a new grain shed is being constructed at Port Hope, 10,000 tons of iron have arrived from England for the road, and the work on Galloway's bridge is being pushed ahead vigorously. Altogether about \$100,000 will be expended on the road this year, and though the tariff has been raised since last spring, the money has not gone into the pockets of the proprietors, as some supposed it would. Two fine new engines have recently been placed on the line—one is named the "Henry Covert," after the enterprising proprietor of the road. This engine runs to Peterborough and was made at the Kingston locomotive works. The other engine is a monster weighing 34 tons, the tender holding nearly two cords of wood, she will draw, it is said, 12 cars of lumber. She was purchased at F. Ireland and is called the "Everton." We understand the extension of the road to Beaverton will be commenced next spring, if the townships interested take the requisite amount of stock, and the Manvers trestle work bridge is also to be filled in this winter—a very requisite improvement. We take pleasure in noticing these signs of progress and prosperity in our Railway Company.

COBN RAILWAYS IN HUNGARY—Hungary this year is able to export large quantities of grain, but the existing railways are not sufficient to carry it away. The Government has accordingly given orders that the surveys of the projected lines from Kaschan to Udenberg, in Moravia, and from Grosswardein to Enge and Tuzs, shall be completed as quickly as possible. These lines will open communication with the North Sea and the Adriatic.

CANADIAN WOOL IN NEW YORK—The U. S. Economist says.—The coarse wools which are taken for carpets, hosiery, and a substitute for combing wool, meet with a ready sale. But it is very difficult to obtain a price for Canada wool, which will make it an object for dealers to bring it into this market, with the very heavy duty upon, and low price at which it is sold at in this market, makes it a question with the Canadian whether it is bet or send to this country or England. Domestic combing wools with a ready sale at present rates, and there is no doubt but this class of wool is well sold up, and worsted mills may possibly be forced into the Canada market and pay some higher prices than they have yet done. This, however, must depend upon the condition of the market for goods, which, if not satisfactory, the production in these mills will be seriously curtailed.

OUR FUNDED DEBT—From Parliamentary returns just issued it appears that the total funded debt of the United Kingdom on the 31st of March last was £769,641,000, involving an annual charge of £25,599,422, and showing a reduction of debt during the past twelve months of £3,772,225, but an increase of charge to the amount of £33,410. The unfunded debt amounted to £7,954,800, of which £5,656,800 consisted of Exchequer bills, involving a charge of £1,976,141, and £2,300,000 of Exchequer Bonds, involving a charge of £87,250. Compared with the preceding year the unfunded debt shows a reduction of £299,900. Of the Exchequer Bonds £700,000, bearing 3½ per cent interest, become payable on the 8th of November next, £1,000,000 at 4½ per cent on the 27th of March next, and £600,000 at 3½ per cent. on the 10th of March 1897. The total amount of the National Debt funded and unfunded is £777,595,800.—*English Paper.*

ST. JOHN TRADE REPORT.

St. John, N.B., Sept. 28, 1897.

THIS week there is somewhat more activity observable in the general aspect of business. A few of the buyers for the Fall trade have made their appearance, but present circumstances would seem to indicate that the bulk of the business will be transacted very late in the season. The uncertainty felt about lumbering operations has a good deal to do with this, very little has yet been done towards arranging for the winter's operations, and the stock of logs yet on hand is understood to be very considerable.

Sterling Exchange is in demand, and previous rates have been fully maintained.

Some disappointment is felt in the community at the course so far pursued by the Bank of Montreal agency in this city. The operations of the Bank have been entirely confined to the purchase and sale of foreign exchange. This, of course, only accommodates a small portion of the mercantile community, and as all the money received for duties is paid into the Bank, and not a dollar of its issues has yet been seen, it is quite easy to perceive that instead of improving the facilities for obtaining accommodation, it has actually diminished them, because a considerable portion of the issues of our own Banks are thus kept idle, which would otherwise be employed in discounting domestic paper. It is said in excuse that the state of the law prevents the Bank of Montreal from issuing its paper, but surely the same power which authorized the Bank to take possession of the revenues could have enabled them to issue its currency.

We are glad to notice that there are some symptoms of a revival of shipbuilding. Concurrently with the advance in freights, we find that the price of ships in England has improved, and if this should turn out to be a permanent improvement, our yards will soon be at work. The great advance in the price of material and the rate of wages in the United States has been productive of some advantage to our shipbuilders. There have been four large American ships under repair in this port for some time past, which are almost rebuilt, and on which a very large amount has already been expended.

The shipping arrivals of the week are represented by the S. S. "Venezia" from Glasgow, with 32 passengers, 200 tons pig iron, and a general cargo consisting to a large extent of dry goods, a barge from London with general cargo, three vessels from Portland with flour and sundries, one from Boston with oil and hemp, two from Sydney, C. B., with coals, and four steamers from Boston and Portland with passengers and general merchandise.

The weather has been boisterous and cold, and we are afraid that some of the late crops must have suffered from frost. The fears that have from time to time been expressed regarding the progress of the potato disease are fully borne out by the result. Taking the Province through, there is probably not more than half a crop. On the other hand, the crops

both of hay and grain are admitted to be the largest ever secured.

LUMBER—The clearances of the week amount to eleven vessels for ports in Great Britain with timber and deals, nine for United States ports with boards and laths, and one for the West Indies. There is no animation in the trade, and it is difficult to find markets that will leave any margin of profit. Freight rates are without any material change. Although vessels are scarce, yet the continual depression in the local market will prevent much further advance by restricting shipments.

Deals to Liverpool	72½ 6d per standard
" London	72½ 6d "
" Bristol Channel	62½ 6d to 65s "
" Dublin	67s 6d "
" Belfast	65s 6d "
" West Coast	72½ 6d "
Boards to Boston	\$3 75 per M.
" Providence	\$5 00 "
" North Side Cuba	\$8 50 to \$9 00 "

FLOUR—The flour market this week has not undergone any material change. It may, perhaps, owing to the tone of Canadian advices, be considered a little weaker than last week, but the arrivals have scarcely kept pace with the demand, and prices have consequently been little affected by outside influences. The demand is moderate but steady. No large transactions are reported, but there is a steady outflow of small quantities for immediate consumption. The receipts of the week have amounted to 3300 barrels. The quality of the flour now arriving is for the most part good, but there are still occasional lots coming in which will not pass inspection, and tend to depreciate the character of the whole.

Strong Superfine	\$8 50 to \$8 75
Ordinary Brands	8 00 to 8 25
Oatmeal	6 50
Corn Meal	4 75 to 5 00

Oats are in full supply, and no advance in price has yet taken place; 35c. to 60c. per bushel are about outside rates, and large quantities would not command as much.

GROCERIES AND PROVISIONS—In provisions there is no change to notice. The stock of molasses has been reinforced by the arrival of 179 puns from Halifax. Both molasses and sugar are held firmly at our quotations. Molasses in bond—Porto Rico, 40c. to 40c.; Barbadoes, 35c. to 35c.; St. Kitts, 25c. to 30c. per gal. Sugar—Porto Rico, 6½c. to 7c.; Barbadoes, 6c. to 6½c. per lb.

The postal arrangements between Montreal and St. John seem to be somewhat out of joint. Several times lately the boats have arrived from Portland without any Canadian mail, to the great inconvenience of the merchants, and the derangement of correspondence. We do not know where the fault lies, and therefore simply state the fact in the hope that the Post Office authorities will make the necessary enquiries.

The preparations for the Provincial Exhibition, to open on the 8th, are making rapid progress. The skating rink and the Railway Car Shed, immediately adjoining, have been fitted up, and will afford ample space for the purposes of the Exhibition. A separate building has been erected for the reception of paintings, and such works of art as can be gathered together.

BY TELEGRAPH.

St. John, N.B., Oct. 3rd, 1897.

FLOUR market firm. Under influence of Western advances, prices advanced to \$8.75 to \$9 for strong brands, and \$8.25 to \$8.50 for ordinary brands. All retail demands steady and moderately good. At auction general lots branded Middlings sold at \$5.50 to \$6.50. Oatmeal slow sales \$6.25. Oats 4½c to 60c per bushel.

CHARLOTTETOWN, P. E. ISLAND, TRADE REPORT.

(From the Circular of Carvell Bros.)

CHARLOTTETOWN, P. E. I., Sept. 21, 1897.

FREIGHTS—To Halifax Oats, 5 to 7c. Potatoes, 7c to 8c. Oatmeal, 40c. Butter per 100 lbs. 85c. Fish, per bbl, 60c. Pork, do, 60c. Oysters, do, 50c. To Boston. Oats, 12c. Oatmeal, 60c. cy.; Butter, \$1.00 per 100 lbs.; Fish, \$1.00 per bbl.; Oysters, per bbl 70c.; Eggs, \$1.00 per bbl. To Shediac 30c per bbl bulk. To Pictou 20c per bbl bulk. From Toronto and Hamilton, via Suspension Bridge and Boston and Colonial Steamship Company, upon through bills of lading, \$1 per bbl for Flour. Flour from Boston, 40c. Oats to England 8 to 9½ c. per bushel.

STEAMERS—Leave Charlottetown for Pictou, Canso, Halifax and Boston, every Monday afternoon, and for Pictou every Tuesday, Thursday and Saturday morn-

ings, connecting with Railway for Halifax; and for Shediac on Tuesday and Friday evenings, connecting with Railroad for St. John, N. B. They leave Boston on Tuesday, and Halifax on Thursday of each week, for this port. Shediac every Wednesday and Saturday, on arrival of train from St. John; and Pictou every Monday, Tuesday and Friday, on arrival of train from Halifax.

MONEY—Bank rates for discount 7½ per cent per annum, with a very little business doing. Double bank rates can be had outside. Banks have no exchange, our quotations are merely nominal.

CURRENCY—The currency of this Island is equal to 60 per cent on the sterling, the sovereigns being worth 30s. cy.; 4s. 4½ being equal to 6s. cy. or \$1.

FLOUR—Low grades in full supply, with no enquiry. Demand for all kinds very light. Sales for cash are made at great reduction from our quotations. Receipts for the week—750 bbls. from United States, Canada none. Duty on American flour 1s. 6d. per bbl. Canadian, duty free.

CORNMEAL—Nothing new to note. Duty on American meal 1s. 6d. per bbl. Canada, free.

MOLASSES—In better demand. Stocks ample for present enquiry, at advanced rates.

SUGAR—Stock light with little better to bring.

FISH—The catch of mackerel does not improve much. Receipts for the week 1,249 bbls. Total receipts to date, 8,615 bbls. Since the date of our last report the following vessels have landed here:—Banner Belfast, 30, 225 bbls.; Light Bower, of Gloucester, 250 bbls. (landed 20th); John Gerard (second trip), 105 bbls.; Lizzie Thompson, 274 bbls., both of Newburyport; Frank, of this port, 169 bbls.; The Almanza, of Frankfurt, Me., reported at Georgetown with 75 bbls., and sailed 20th, bound home.

LUMBER—Spruce continues in good supply. Good pine wanted. Good pine shingles in demand.

OATS—New are coming in, and are freely taken at quotations.

OIL—Kerosene in good supply. No demand at this season. Duty 7½d.

BARLEY—Market opens with quotation, but very little enquiry. Abundant crop, and being harvested safely.

THE DRY GOODS TRADE.

Bath, James, & Co.	May, Joseph.
Clark, J. P. & Co.	Mc, Thomas, & Co.
Colton, J. James & Co.	McAlloch, Jack & Co.
Davis, W. J. & Co.	McClure, David & Co.
Donnelly, James.	McLachlin Bros. & Co.
Dunn, R. Fish & Co.	McMaster & Co., Wm. J.
Evans & Johnson.	Mose, S. H. & J.
Evans & Veitch.	Murray, W. & J.
Finlay, J. Y. & Co.	Murphy & Stronachan
Greenfield, S. Son & Co.	Ogilby & Co.
Houston, T. & Co.	Pitt, Wm., Aubin & Co.
Hughes, H. & Co.	Robertson, A. & Co.
Jackson, James, & Co.	St. John, J. & Co.
Leah, A. & Co.	St. John, William, & Co.
MacFarlane, Andrew, & Co.	Stirling, McCall & Co.
MacKinnon, J. G. & Co.	Thomas, Thibault & Co.
MacKay, Joseph, & Bro.	Walker, Alexander.

THIS department of trade has ruled comparatively quiet during the past week, yet a moderate general trade has been done, and in the aggregate a good many goods have been disposed of. From what we can learn, our importers are thus far satisfied with the season's trade, and as buyers have generally bought sparingly, we may look for a continuance of a healthy trade to the close of the season. For although there are full stocks in the hands of country merchants, principally from previous overstock, yet, as the indications are that there will be a brisk demand for all classes of desirable seasonable goods, we think the trade will keep well up until late on in the year.

Stocks are still well assorted, and there is no actual scarcity in any department, although some classes of goods are well down. But with the weekly imports we think the supply will be ample for the legitimate wants of the trade. We think cottons are a moderate stock at the market. Woollens are in over supply and we have before intimated, this line will have to be carefully watched, as our own manufacturers are continually improving and consequently interfering more and more with the imported articles. Linens are fully assorted, and the stock is quite equal to the demand. In Silks the stock is not large, but fully equal to the demand at the present high prices. Gloves, Hosiery, Haberdashery, and Small Wares appear to be well assorted, in fact, more so than is generally the case at this season, showing that either the demand has not been equal to former years or that the imports have been larger. We incline to the latter opinion. Still we do not think there will prove an overstock. The Shawl and Dress Goods stocks are well worked down, which is desirable, and this remark applies to all fancy goods.

In prices we observe that Cottons are lower in the market, but not to any great extent, and with the present continued moderate demand, all desirable lines will probably be wanted, and there will be no need for unduly reducing prices or pressing sales unless imports increase in this class of goods, the wants of the trade will take off the present stock.

We report trade generally satisfactory, but perhaps not fully equal to the sanguine expectations of some houses.

WEEKLY PRICES CURRENT—MONTREAL OCTOBER 3, 1867.

SEPT. 28, 1867. HALIFAX. ST. JOHN.

Main table containing weekly prices for various goods such as Groceries, Fish, Hardware, Soap and Candles, Boots and Shoes, Produce, and Leather. It is organized into columns for 'NAME OF ARTICLE', 'CURRENT RATES', and 'CURRENT RATES' for different locations.

MARKET PRICES OF COUNTRY PRODUCE.

Table listing market prices for country produce including flour, grain, fowls and game, and dairy products. It includes sub-sections for 'GRAIN', 'FOWLS AND GAME', and 'DAIRY PRODUCTS'.

**YEAR BOOK AND ALMANAC OF CANADA
FOR 1868.**

THE Year Book for 1868, edited by ARTHUR HAN-
VEY, Esq., F.S.S., (London), of the Finance De-
partment, Ottawa, is now in the press, and will shortly
be published.

The Year Book for 1869, if possible, will be made
more perfect than that of 1867.

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

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

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

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

For Merchants and Manufacturers who desire to
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