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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. V.

MONTREAL, FRIDAY, OCTOBER 29, 1869.

No. 44.

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

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

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

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

**TEAS AND GENERAL GROCERIES**  
 Fresh Goods regularly received. Stock and assortment large and attractive.  
**J. A. MATHEWSON,**  
 202 McGill St.; Stores in rear 41 to 47 Longueuil Lane.  
 Montreal, May, 1869. 1-ly

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

**GREENE & SONS—HAT MANU-**  
**FACILERS.** See next Page. 1-ly

**CRATHERN & CAVERHILL,**  
 61 St Peter Street,  
**IMPORTERS OF HARDWARE,**  
**IRON, STEEL, TIN PLATES, &c., WINDOW**  
**GLASS, PAINTS and OILS.**  
 AGENTS:—Victoria Rope Walk.  
 Vieille Montague Zinc Company, 1-ly

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

**THOS. D. HOOD,**  
**FIRST PRIZE**  
**PIANOFORTE MANUFACTURER,**  
**MONTREAL.**  
 Show Room:—79 Great St. James Street.  
 Factory:—52 Champ-de-Mars Street.  
 Constantly on hand, a superior assortment of Pianos, Square and Cottage.  
 Second-hand Pianos taken in exchange. Repairing and Tuning promptly attended to. 42

**CARGO OF MOLASSES FOR SALE.**  
**THE** Subscribers are now receiving, and offer for sale, the cargo of the Brig "B L. GEORGE."  
 (Just arrived from Trinidad)

CONSISTING OF.  
 Hhds }  
 Tierces }  
 Bbls } Choice Bright Trinidad Molasses.  
**ALSO IN STOCK.**  
 8,000 packages of new fresh Green and Black Teas. Ex "Pallas," "Annie," and "Chinaman," from Yokohama and Shanghai.  
 With our usual and general assortment of Groceries.  
**TIFFIN BROTHERS.**  
 Montreal, 20th May, 1869. 21

**A. GIBERTON,**  
 N. 7 Custom House Square,  
**MONTREAL,**  
**IMPORTER of GILLING, WRAPPING & SHOP**  
**TWINES, Patent Seamless Homp Hose, Saddlers' and Harness-makers' Tools, British and French Plate Glass, &c., &c.** 27

**JOHN WATSON & CO.,**  
 Importers of  
**GLASS, CHINA and EARTHENWARE**  
**WHOLESALE,**  
 5 and 7 Lemoine Street,  
**MONTREAL.** 21-ly

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

**JAMES ROY & CO.,**  
**IMPORTERS of DRY GOODS, in-**  
**cluding TABLE LINEN, SHEETING, &c.,**  
 have removed to the Corner of McGill and St. Joseph Streets, Montreal. 1-ly

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

**JOHN McARTHUR & SON,**  
**OIL, LEAD & COLOR MERCHANTS,**  
 Importers of  
**WINDOW GLASS, &c.,**  
 No. 13 Lemoine Street, facing St. Helen Street,  
**MONTREAL.** 1-ly

**DAWES BROS. & CO.,**  
**COMMISSION MERCHANTS**  
**MONTREAL.**  
 Consignments of Flour, Grain, Leather, Ashes Butter, &c., receive personal attention. 8

**GREENE & SONS—WHOLESALE**  
**FUR DEALERS.** See next Page. 1-ly

**HALL, KAY & CO.,**  
**METAL MERCHANTS,**  
**MONTREAL.**  
 Sole Agents in the Dominion of Canada for following Manufacturers:  
 Wm. Allaway & Sons, Tin and Canada Plates; Works at Lydney, Parkend & L.B.  
 Morwood & Co., Lyon Calvanising Works, Birmingham.  
 A. & J. Stewart, Boiler Tubes, Clyde Tube Works, Glasgow.  
 W. N. Baines, Engineers' Brass Work, Lancelfield Brass Foundry, Glasgow.  
 S. H. Dobbie & Co., Tinned Holloware, Park Foundry, Glasgow.  
 Geo. Fairbairn & Co., the F Horse Nails, Csmelon Park, Falkirk.

**ALWAYS ON HAND**  
 A large and well-assorted stock of Stamped and Japanned Tinware and General Furnishings, for Smiths, Plumbers, and Brass Founders 1-ly

**I. L. BANGS & CO.,**  
**MANUFACTURERS OF FELT**  
**COMPOSITION and GRAVEL ROOFING,**  
 and all kinds of Roofing Materials, Office: 733 Craig Street, (West) Montreal. 25-ly

**JOHN H. B. HOLSON & BROS.,**  
**BREWERS and SUGAR REFINERS,**  
**OFFER FOR SALE:**  
 REFINED SUGARS  
 SYRUPS—Standard, Golden and Amber  
 INDIA PALE ALE } in Wood & Bottle  
 MILD ALE }  
 PORTER }  
**OFFICE:**  
 11<sup>th</sup> St. Francois Xavier Street, (Opposite the Post Office), MONTREAL. 18-ly

**B. HUTCHINS & CO.,**  
**IMPORTERS of TEAS & GENERAL**  
**GROCERIES, No. 188 McGill Street, Montreal.**  
 B. HUTCHINS. 6-ly EWD. LUSHER. 1-ly

**GREENE & SONS—BUFFALO**  
**GROBES.** See next Page. 1-ly

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

**THOMPSON, HURRAY & CO.**  
**GENERAL**  
**COMMISSION MERCHANTS AND IMPORTERS**  
 42 St. Sacrament Street,  
**MONTREAL.**  
 Sole Agents in Canada for  
 J. Denis, Henry Moule & Co., Brandies.  
 F. Mestyan & Co. 1-ly

**W. & F.P. CURRIE & CO.,**  
 100 GREY NUN STREET, MONTREAL,  
 Importers of  
**PIG AND BAR IRON,**  
 BOILER TUBES, Boller Plates, Gas Tubes, Horse Nails, Paints & Putty, Fine-Covers, Fire Clay, Fire Bricks.  
 DEATH PIPES, Roman Cement, Quebec Cement, Portland Cement, Paving Tiles, Garden Vases, Chimney Tops, &c., &c., &c.  
 Manufacturers of CROWN Sofas, Chair, and Bed SPRINGS.

**THE STANDARD LIFE ASSURANCE COMPANY**  
 Established 1826.  
 WITH WHICH IS NOW UNITED  
**THE COLONIAL LIFE ASSURANCE COMPANY.**

Accumulated & Invested Fund - - \$18,909,350  
 Annual Income - - - - - 3,376,953  
 This Company continues to do Business under the Insurance Act lately passed by the Dominion Parliament.

**W. M. RAMSAY,** Manager.  
**RICHARD BULL,** Inspector of Agencies.  
 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 Street, Montreal; or at any of the Agencies throughout Canada.

**LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.**  
 Chief Office: Company's Building, Leadenhall Street, LONDON.

Directors, Canada Branch, Montreal.  
**WM. WORSWICK, Esq.** President City Bank.  
**JOHN REDPATH, Esq.** Vice-President Bank of Montreal.  
**ALEX. M. DELISLE, Esq.** Collector of Customs.  
**LOUIS BRAUDRY, Esq.** Manager New City Gas Company.

Every description of Life Assurance business transacted at moderate rates. Claims promptly settled. Special attention is drawn to the 10 year non-forfeiting plan on the half loan system.  
 Office: 104 St. Francois Xavier Street.  
 1-ly **THOMAS SIMPSON,** General Agent.

**MARINE & FIRE INSURANCE.**  
**WESTERN ASSURANCE COMPANY OF CANADA.**

**MONTREAL BRANCH:**  
 102 Francis Xavier Street, (Up-stairs.)  
 Risks taken against loss and damage by Fire, and Marine risks on Hulls and Cargoes at customary rates of premium. Losses promptly adjusted and paid.  
 1-ly **A. R. BETHUNE,** Agent.

**PHOENIX MUTUAL LIFE INSURANCE COMPANY, HARTFORD, CONN.**  
 ACCUMULATED FUND - - - OVER \$2,000,000.  
 ANNUAL INCOME - - - - - \$1,200,000.  
 ISSUES ORDINARY LIFE,  
 TEN YEAR NON-FORFEITING LIFE,  
 AND,  
 ENDOWMENT POLICIES.

At the rates annually charged by responsible Companies, and returns all profits to the insured, who are now receiving a return of 50 per cent. or half their premium.  
 Parties at a distance can inquire from blanks, which will be furnished on application.  
 Usual restrictions as to residence and occupation abolished.  
**ANGUS R. BETHUNE,** General Agent  
 104 St. Francois Xavier Street  
 Active and Influential Agents and Cassavers throughout the Dominion. 40

**F U R S .**  
 Fall Styles  
 1869.  
 Complete Stock now ready.  
 NOVELTIES IN  
 LADIES' FURS, SCOTCH CAPS,  
 GENTS' FURS, FELT HATS,  
 YOUTHS' FURS. CLOTH CAPS.  
**BUFFALO ROBES.**  
 BUCK GLOVES, KID MITTS, &c.  
 WOLF AND COON ROBES.  
**GREENE & SONS**  
 MONTREAL.  
 617, 619, 621 and 623 St. Paul Street 1-ly

**ST. PETER STREET**  
 WHOLESALE  
**HAT, CAP AND FUR**  
 ESTABLISHMENT.

**HAEUSGEN & GNAEDINGER,**  
 WOULD call the attention of Country Merchants to their large stock of Hats, Caps, and Ladies' and Gents' manufactured Furs.  
 All of the latest Novelties; also, Buck and Kid Gloves, Mittens, Gauntlets, &c. &c.  
 Having made arrangements to meet the still increasing demands for our Ladies' and Gents' Furs, all of which are manufactured under the special supervision of the proprietors.

Our special attention given to all early orders.  
 H. & G.

N.B.—Having assumed a large Bankrupt Stock of Ready Made Clothing, principally for Fall and Winter, Merchants would find it to their advantage to examine the above before purchasing elsewhere, as inducements will be given to secure sales.  
 H. & G.

**BUFFALO and WOLF ROBES** always on hand; also **RACCOON COATS.** 3-ly

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

**SUTHERLAND, FORCE & CO.,**  
 Importers of  
**BRITISH & FOREIGN DRY GOODS**  
 450 St. Paul Street,  
 Montreal. 13-ly

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

**J. D. ANDERSON,**  
**MERCHANT TAILOR**  
 AND  
 GENTLEMEN'S HABERDASHER.  
**ALBION CLOTH HALL,**  
 No. 124 Great St. James Street,  
**MONTREAL.** 12-ly

**J. G. MACKENZIE & CO.,**  
 Importers of  
**BRITISH AND FOREIGN DRY GOODS,**  
 281 & 283 St. Paul Street,  
**MONTREAL.** 8-ly

**ROBERTSON, STEPHEN & CO.,**  
 MONTREAL,  
 Are now receiving their  
**FALL IMPORTATIONS,**  
 which will be fully completed by the  
 30th INSTANT,

When they will be prepared to exhibit a large and varied selection of  
**STAPLE AND FANCY**  
**DRY GOODS.**  
 August 27th. 6-ly

**PLIMSOLL, WARNOCK & CO.,**  
 Importers of  
**STRAW AND FANCY DRY GOODS,**  
 Joseph's Block,  
 18 St. HELEN STREET,  
**MONTREAL.** 9-ly

**1869 FALL IMPORTATIONS 1869**  
**LEWIS, KAY & CO.,**

**WILL HAVE OPENED BY THE 4th SEPTEMBER**  
 their Entire Stock of  
**FANCY and STAPLE DRY GOODS**  
 Buyers will oblige by an early call.  
 1-ly

**OGILVY & CO.,**  
 Importers of  
**STAPLE & FANCY DRY GOODS,**  
 495 St. Paul, Corner St. Peter Street,  
**MONTREAL.**

Sayer's Brandy; Bernard's Ginger Wine and Old Tom; Stewart's Scotch Whisky.  
 6-ly

**THOMSON & CO.,**  
**CANADIAN WOOLLENS**  
 4 Lemoine Street,  
**MONTREAL.**  
 Advances made on Con 6m-37

**JAMES MITCHELL,**  
OFFERS FOR SALE:  
SUGARS—Prime Barbadoes, Trinidad, Demerara, Porto Rico, Cuba and Jamaica, in Hhds, Trcs., and Brls.  
MOLASSES—Choice Retailing, in Puns.  
COFFEE } Jamaica, in Bags and Brls.  
PISIENTO }  
CODFISH—Green, in Brls.  
HERRINGS—Causo in Hhds-Brls.  
ARROWROOT—Barbadoes, in Tins  
No. 7 St Helen Street.  
Montreal, 15th Sept., 1869. 1-ly

**JAMES ROBERTSON,**  
123, 123, 130 and 133, Queen Street, Montreal,  
METAL MERCHANT,  
Manufacturer of Shot, Lead-pipe, Paints, and Putty  
1-17

**FRANCIS FRASER,**  
HARDWARE COMMISSION MERCHANT.  
28 St. Sulpice Street, Montreal.  
Agent for French and German Manufacturers of Window Glass, Glass Ware, Fancy Goods, &c., Birmingham Hardware, Sheffield Electro-Plate Goods, Tools, Cutlery, Files, Steel, &c. 33-ly

**WHEELER & WILSON,**  
Awarded, over eighty-two competitors, at the Paris Exhibition, 1867, the HIGHEST PREMIUM, the  
GOLD MEDAL,  
For perfection of

**SEWING MACHINES.**  
S. B. SCOTT & CO., Agents,  
345 Notre Dame Street, MONTREAL.  
ALSO,  
AGENTS for the celebrated LAMBE KNITTING MACHINE. 5-ly

**REFRIGERATORS & ICE CHESTS**  
MELLEUR & CO., Manufacturers,  
526 CRAIG STREET,  
Also IMPROVED COOKING RANGES,  
Family and Hotel Sizes. 15-5

**W. OLENDINENG,**  
(Late Wm. Rodden & Co.)  
FOUNDER, & MANUFACTURER OF STOVES, &c.  
Works, 165 to 179 William Street,  
City-Sample and Sale Room, 118 and 120 Great St. James Street,  
and 532 Craig Street,  
MONTREAL, P.Q.

**MONTREAL BUSINESS COLLEGE,**  
Corner of Notre Dame and Place d'Armes.  
THE Course includes Book-keeping, Penmanship, Arithmetic, Telegraphing, Phonography and French. The College is connected with the Bryant and Stratton International chain, and the Scholarships issued by the Montreal branch are good either in Toronto, or any of the principal cities of North America.  
Circulars sent on application.  
J. TARKER,  
Principal.

**THE CITIZENS' INSURANCE COMPANY**  
(OF CANADA)  
AUTHORIZED CAPITAL.....\$2,000,000  
SUBSCRIBED CAPITAL.....\$1,000,000  
DIRECTORS:  
HUGH ALLAN, President.  
GEORGE STEPHEN. | C. J. BRYDGES.  
ADOLPHE ROY. | HENRY LYMAN.  
EDWIN ATWATER, | N. B. CORSE.  
Life and Guarantee Department:  
Office 71 Great St. James Street.  
This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and Bonds of FIDELITY GUARANTEE.  
Applications can be made to the Office in Montreal or through any of the Company's Agents.  
EDWARD RAWLINGS, Manager.

**PHENIX FIRE ASSURANCE COMPANY**  
OF LONDON.  
(Established in 1782.)  
Insurances effected at current rates.  
JAMES DAVISON, Manager.  
GILLESPIE, MOFFATT & CO., General Agents for the Dominion. 6-ly.

**NELSON, WOOD & CO.,**  
IMPORTERS & WHOLESALE DEALERS in European and American FANCY GOODS, Paper Hangings, Clocks, Looking-Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys, &c., &c., &c.  
MANUFACTURERS OF  
Brooms, Matches, Painted Pails, Tubs, Wash-Boards, and Dealers in  
WOODEN-WARE of every description.  
29 St Peter Street, Montreal.  
AND  
74 York Street, Toronto. 36 3m

**THE TRADE REVIEW**  
AND  
Intercolonial Journal of Commerce.  
MONTREAL, FRIDAY, OCTOBER 29, 1869.  
See Advertisement of Moccasins for sale.  
Purchasing Department of the TRADE REVIEW.  
See Advertisement.

**CHANGES IN THE CABINET.**  
OTTAWA, despatches announce that certain changes are about to be made in the Dominion Cabinet. Hon. Mr. Langevin will take the Department of Public Works, Alexander Morris, Esq., M.P. for Lanark, succeeding him as Secretary of State for Canada. Hon. Mr. Howe is to be Secretary of State for the Provinces. Hon. Mr. Chapais succeeding him as President of the Privy-Council. Hon. Mr. Benson being appointed to the Bureau of Agriculture. Hon. Mr. Dunkin obtains the Inland Revenue Department, the vacancy in the Quebec Ministry being filled by Mr. Robertson, M.P.P. for Sherbrooke.

**GREAT FIRE IN TORONTO.**  
WE have advices by telegraph of the destruction of the extensive distillery of Messrs. Cooderham & Worts, by fire, together with a large quantity of whiskey in store. Total loss estimated at \$100,000, according to latest reports. Earlier reports stated the loss as very much heavier, but are believed to be greatly exaggerated. We understand that there was no insurance whatever. There will be no time lost in erecting new works.

**WHOLESALE FUR MERCHANTS.**  
**JAMES CORSTINE & CO.,**  
Successors to  
**G. LOMER & CO.,**  
471, 473, 475, 477, St. Paul Street.  
Specialties of our own Manufacture:  
Ladies' and Gentlemen's Furs, Sleigh Robes, Lined Buffatoes, Buck, Kid, and Sheep Mitts and Gloves, Cloth Caps, etc.

**BUFFALO ROBES.**  
MOCCASINS specially-manufactured for the LUMBER TRADE.  
We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.  
TERMS LIBERAL.

**G. F. GIBSON & CO.,**  
GENERAL AUCTIONEERS.  
Weekly Sales of Dry Goods, and all descriptions of Merchandise.  
CORNER ST. PETER AND ST. JAMES STREETS,  
QUEBEC. 5t-43.

**A NICE LITTLE BILL.**  
THE Public Buildings at Ottawa cost, a nice, little sum every year to keep them going. We speak not just now of the "sweet" little sum which it took to put them up, or of the amount of interest which that heavy expenditure annually entails. But we refer simply to the annual outlay required to keep the "machine" running. By a return moved for in Parliament on the 5th of May last, but only recently published, we find what the expense has been for the fiscal year ending 30th June, 1868—the first year of Confederation. The expense of keeping up the Senate Chamber for the twelve months, was \$15,000, and of the House of Commons, \$20,000. This does not of course, include the wages of officials, and the main items are for fuel and light. Besides the above, the Accountant of Contingencies paid out for similar services on Public Buildings during the same period, \$20,040, and the Public Works' Department \$31,400—of which \$49,231 were for construction. Summing the whole up together, the items make a nice little bill of expenses which the Dominion has to pay annually, and although we can boast of a "magnificent Gothic pile," still it must be confessed the tax-payers have to pay pretty dear for their whistle.

**THE APPLE CROP.**  
THE Province of Ontario is rapidly increasing its fruit crop. This is particularly the case as regards apples and we know no crop which returns a larger yield to the intelligent farmer. During the early part of the present season, fears were expressed that the orchards had been injured by the frosts, and that the supply of fruit would be short. These fears have, we think, proved unfounded; for the farmers generally have obtained as large a supply of fall apples as for many years past. Better apples probably cannot be produced on the globe than in some parts of Ontario, and we are glad to learn that in several districts fruit growing is being made a speciality, and that fruit is now being grown, which is fit to be exported to any part of the world. It is to be hoped that our farmers will give still more attention to this crop. In many parts of the United States a large amount of capital is invested in orchards, and the annual returns derived from them is exceedingly handsome. Some parts of Western Canada are quite as well situated for fruit-growing as the best districts across the line, and we cannot afford to neglect so important a source of wealth. A field used as an orchard is not undervalued thereby unfit for other crops, and when both yields are added together, few parts of a farmer's land yields a anything like the

same return. There is cause to rejoice at the progress the country has made in this respect in times past, and probably the quantity of apples now being packed and sent forward to market is greater than on any former season; but there is still ample room for progress, and we should not rest satisfied until we have achieved it. We have obtained just distinction, for our superior stock and grain, with a little effort we can render our fruit—at least our apple crop—quite as celebrated both at home and abroad.

**A SECOND RAILROAD ERA.**

CANADA may now be said to have fairly embarked in its second era of Railway Improvement. Our first was when the Great Western and Grand Trunk lines were constructed, and several of the branch lines which now serve as feeders to those two great arteries of traffic. Within a few years somewhere about \$100,000,000 of money must have been spent on different public works! The greater portion of this large sum was foreign capital—principally English—which was either invested by the possessors themselves, or borrowed by our Government and municipalities in the London money market. The effect of this large influx of capital into Canada was soon made evident. Montreal awakened to new life and activity, and with the opening of the Grand Trunk, received an impetus whose fruits are to be seen in its present size, wealth and commercial activity. Toronto also felt the prosperous wave, and indeed, all sections of Upper and Lower Canada, and particularly those districts close to the two great lines of railway, felt that we had emerged into a new and brighter era. Since the completion of these roads and their branches, we have not made very rapid progress in railway building. The fact is, the other parts of the country were hardly prepared for them, either as regards furnishing traffic or aiding in their construction. But during the present decade, as the census of 1871 will abundantly prove, our country has made great progress, and the spirit of railway enterprise seems again to have taken possession of almost every nook and corner of the land. The number and importance of the different railways at present projected, and certain to be built within a few years, indicate very plainly that we have begun our second era of railway building, whatever its result may be. We have first the great Intercolonial line, which is to unite Quebec and Ontario with New Brunswick and Nova Scotia. This is, like the Grand Trunk and Great Western, a Trunk line, and from its great length, and the money which will be spent for years along its route, must do much to open up and settle all the tracts of country through which it will pass that are fit for settlement. Without referring to the question of route, which does not properly come into view here, this road must largely benefit the Eastern portions of Quebec and the Northern parts of New Brunswick. In the Province of Quebec, the experiment of wooden railways seems about to be made. And coming westwards, we find that active steps are being taken at Kingston and Belleville to construct a road into the Madoc mineral regions. This line will most probably have a chief terminus at Kingston, and although it will not be very long, its construction must beneficially effect the whole tract of country lying back of Kingston and Belleville. We believe this railway must soon go on. It is needed and no delay should take place in beginning it. Near the thriving town of Whitby on the Grand Trunk below Toronto His Royal Highness, Prince Arthur, recently turned the first sod on a short road from that place to Port Perry, a thriving village on Lake Scugog. It is understood this undertaking will be proceeded with promptly. From the capital of Ontario, Toronto, two large lines are about to be commenced. These are to be constructed on the narrow-gauge principle, and the one, the Toronto, Grey and Bruce, will run a little north-by-west through the most fertile parts of the country to Lake Huron, the other line, the Toronto and Nipissing, will run through a vast extent of back country in a north-eastern direction from the city, its ultimate terminus being expected to be Lake Nipissing. Both of these undertakings are Toronto enterprises, and very spirited, indeed, have been the efforts put forth by the merchants and business men generally, to render them successful. These projects show Toronto to be very ambitious, and manifest a strong desire to drain the whole trade of Ontario into its lap. The city has contributed \$300,000 towards the two railways, and bonuses have been obtained from many municipalities through which the roads

are expected to pass, but probably not yet sufficient has been contributed to ensure either of the projects being carried out in its entirety. They will, in all probability, shortly be begun, and as the work proceeds, it is quite possible means may be found to carry both undertakings to completion. If both projects prove successful, they must inevitably add to the importance and prosperity of Toronto, and tend to give the City that complete supremacy in Ontario which its public men are so ambitious to achieve. Next in order we come to the Wellington, Grey and Bruce line. This project may be justly denominated a Hamilton enterprise, and is the great rival of the Toronto, Grey and Bruce—both of which at the time we write are engaged in a deadly struggle in the County of Bruce for the large subsidy offered by that county. A by-law has been passed by that corporation granting the subsidy to the Wellington, Grey and Bruce line. (Hamilton enterprise) and the ratepayers are to vote upon it on the 2nd prox. Large deputations from Hamilton and Guelph, in its favour, and from Toronto against it, are now scouring the County, and as much agitation exists as during a political campaign. The Wellington, Grey and Bruce line starts from the enterprising town of Guelph, and is intended to run in a north-westerly direction to Lake Huron. Part of the road—a distance of thirteen miles between Guelph and Elora—is already in process of construction, and is expected to be finished and running by Christmas. We feel pretty confident the whole of this railway will ultimately be made. It certainly ought to be. On reaching Guelph, the inhabitants of the splendid country on the shores of Lake Huron would be brought into connection with the whole railway system of the country, and that too, by a comparatively short line. We regard this line as a very important one not only to the people of Grey and Bruce, but also the whole of Western Ontario, and we view the benefits to flow from its construction to be such, as must ensure the success of the undertaking at an early day. The people of Hamilton have largely assisted the line, and have exhibited unusual enterprise in advocating and pushing it forward. Another large line of railway in Ontario must soon be proceeded with. We refer to the long projected line for many years known under the name of the "Southern" road. A charter is now held for that line between Windsor and Fort Erie, and at the next Session of the Ontario Legislature two new applications are to be made for Charters for a line from the St. Clair River to Fort Erie. Here applications are to be made in the interests of certain Americans, who want this new road to be part of a grand Trans-Continental line, and are understood to be prepared to find capital to build it if a Charter can be obtained. We feel quite confident, then, that the people residing along the shores of Lake Erie will before long see one of these Railways commenced. Such a line must undoubtedly add to the already great prosperity of the Western peninsula. We might speak of other projected railways, (the proposed line from the Northern Railway into the Muskoka district, for instance,) but we think we have said sufficient to show that we are entering upon our second railroad era, and that railway enterprise has become the order of the day. The question naturally arises—What effect will these enterprises have upon the public welfare? There can be but one answer—they must develop our resources, stimulate our business energies, and increase the general prosperity. The capital expended may not probably equal that spent during our first railway era. But as the Intercolonial itself will certainly not cost less than \$25,000,000 before it is in running order, we may safely assume that there will be spent at least \$50,000,000 on new railways in Canada before five years, and if we undertake a line to Red River—as many believe we must—the estimated outlay of the whole will not fall much or any short of \$100,000,000. One difference from our first railway expenditure will be, that only a part of it will be foreign capital that a large portion of the cost of the projected railways will be contributed by our own people. But in any event, the money will be spent, and its effect will be seen in the advanced value of real estate, and the increased activity and prosperity which will be manifest. One word of caution, however, may not be amiss, before we leave the subject, and that is that the people should take care that as the railways they commence are now, or will be required, by the business of the country. Bad investments in railways are the bad investments in anything else, and it behooves the public to endeavour to avoid them. However, railways must invariably pay either in one

shape or another, and we congratulate the country on the increase of railway enterprise among us, for it not only evidences the present healthy condition of Canada, but points to better things in the future.

**MORE WORK FOR THE SESSION.**

WHEN the Local Legislature of the Province of Ontario meets on the 3rd of November, there promises to be plenty of business before it. We gave two weeks ago, several applications for Bills which were to be made to it, and since that time we observe that a great many other notices have been given. The number of Bills for the formation of Companies will be unusually large. Besides those we gave recently charters are to be asked for the following—To build a railway from Kingston to Madoc, to construct a branch railway between Brantford and Harrisburg, on the Great Western Railway to authorize the construction of a railway from some point on the "Northern Railway, within the County of Simcoe, to unite the waters of Lake Simcoe with those of Lakes Muskoka and Rosseau, within the County of Victoria and district of Muskoka, with Nauchee and extensions to Georgian Bay, and within and through the Parry Sound district." For a new railway to be called the "Detroit and Niagara River Railway" and also to build a railway from the village of Port Credit, through the Counties of Peel, Halton, Wellington and Bruce, or parts of those counties, the company to be called the Peel and Huron Railway Company. Railway enterprise must, we think, be looking up in Canada. When we consider the lines about being commenced, and the companies now applying for charters, it would appear that we are likely to have plenty of railways before long. The townships of Tilbury East, Huntley and Portlano, will apply for Acts confirmatory of surveys made in them. The St. Catharines, Thorold and Suspension Bridge Road Co., will ask power to impose and levy tolls on their road in the town of Clifton. Acts of Incorporation are to be sought for by the Belmont Marble and Mining Co., and the Brockville Chemical and Superphosphate Co. The Church Society of the Diocese of Huron intend to apply for Acts to enable them to sell certain land in the township of Goderich, and to legalize a conveyance of a lot of land in North Dumfries. The Credit Harbour Co. and the Peterboro' and Haliburton Railway Co. desire amendments to their charters, and the Hamilton and Port Dover Railway Co. will apply for an Act to revive and continue theirs. The township of Collingwood will ask power to construct a harbour, and erect a wharf and breakwater at the mouth of the Beaver River, and impose and collect harbour dues. Mr. Edward Stonehouse, of Strathroy, seeks by aid of Parliament to have his name placed on the roll of the Law Society. Mr. James H. Dixon wants an Act to enable him to render the River Mississippi navigable above Carleton Place, with the right of imposing tolls, and to acquire all such lands as may be requisite for the foregoing purpose. It is proposed to establish a Collegiate Institute for general learning at Georgetown, in the County of Halton, and an act to authorize it to be asked for. When, in addition to the above, the reader remembers the number of notices for bills we referred to in a recent issue, and also the bills which the Local Ministry will submit, as well as public bills in the hands of private members, it will be evident that the Ontario Legislature has a busy session before it. Ontario is threatened with too much, rather than too little legislation, and it behoves the Ministry, who are responsible for everything done, to take care that no legislation is allowed which is not *pro bono publico*.

**WHO PAYS THE DUTIES?**

THE recent speech of the Hon. John Young, at Waterloo, in favour of independence, coupled with a commercial Zollverein after the German model, has given rise to a discussion in the *Gazette* by several writers on the *question* of who pays the duties on exports, the producer or the consumer. Mr. Young, who, we believe, calls himself a Free Trader, in his speech argued that the revenue levied on produce imported into the United States from Canada was so much paid by or lost to the Canadian producer, and that with a system of free trade between the two countries there would be great gain to Canada. If people could only be got to agree with Mr. Young, we fancy the bait of free-trade with the United States would be so alluring as to overcome the perhaps natural prejudice the farmers, lumberers, &c., of

the Dominion still entertain in favour of British connection, and lead them to gladly follow the lead of the Independents of Annexationist tendencies. But, with certain exceptions, the great producing classes of the community are men of sufficient average intelligence to detect the fallaciousness of Mr. Young's statement, in support of which he brought forward no argument worthy the name. We all know the effect of the imposition of increased duties on any article of general demand. On the average, one season with another the effect of duties on the price of any article of import is to raise the price of that article, by not merely the tax levied, but also by an uncertain amount representing the use of additional capital required to carry on the trade. Under ordinary circumstances, this will be found to be strictly true, so long as the producers in the importing country are unable to supply the home demand, and the foreign producer is not forced to make sacrifice sales of his goods. Of course, under exceptional circumstances, such as over-production aggravated by exclusion from accustomed markets, the foreign producer may reduce his price to effect sales. This reduction, however, unless a previous unusual rate of profit had been secured to him by a monopoly of the trade, will soon lead him to reduce his production in a like proportion, and nothing now occurring to effect cost of production, the consumer will have to pay the old price with the duty added. Average cost of production regulates the price of an article, the price oscillating within certain limits according to the greater or less activity of the demand, and duty must be looked upon simply as an element of cost. Practically it is so treated, in exactly the same way that freight, commission, insurance, and all other charges are treated.

The absurdity of Mr. Young's position may most readily be seen by imagining an extreme case, and the actual condition of the trade in lumber provides a suitable case in point. The United States need a much larger quantity of lumber than can be supplied by their own producers, and they have to purchase from Canada. According to Mr. Young's hypothesis Canada already loses of its profits on the lumber business an amount equivalent to the duty imposed by the United States, and consequently now must be receiving a very small percentage of profit on the capital invested, in carrying on the trade. Let us suppose the average net profit to be ten per cent., then it would follow if an additional ten per cent. were added to the United States duty, our producers must either lose the United States market altogether, or do business for nothing, which they will not continue to do for long at all events. If still another ten per cent. be imposed by the United States, the trade must, on Mr. Young's theory, of necessity come to a full stop certainly as soon as present stocks are disposed of. But on the other hand, from the very fact that the United States must have our lumber to give them the amount they annually require in their various operations, it follows that they must still continue to buy from us. We won't sell to them except at a profit to ourselves. The result is that they have either to do without, or pay us such a price as will ensure our continuing to get out lumber, and stand the duty, freight, &c., themselves. This, however, involves a contradiction of previous statement, the *reductio ad absurdum* compelling us to sell at or below cost, and at the same time obliging our customers to give us all we ask for our goods.

Much stress has been laid by some writers on the comparative largeness of the United States markets, and the consequent trivial effect on prices which can at any time be exercised by the surplus which we have to export. It must be remembered that—again on an average—the cost of production of the most costly portion of the supply of an article indispensable to a community, regulates the price not merely of that portion, but of the whole supply. Thus if England needs ten millions of bushels of wheat to make up its food supply, the cost of production of those extra ten millions will be found to fix the price of the wheat already held in England; or it might be that with an active demand from other parts of the world, England might have to pay a very much higher proportionate price to attract supplies, and her own wheat would of necessity advance to the point at which foreign wheat could be imported. An illustration may serve to show that it is not the ratio which the deficiency bears to the total supply that regulates its effects on prices. Suppose that there are say one hundred men shivering on a cold winter's day for want of coats; that they are so circumstanced that they can not easily go to any place where each man can pro-

duce a coat, that at this juncture, another man arrives on the scene with ninety nine coats short only one to meet the wants of the hundred shivers that the new comer, with "speculation in his eye" and a strong desire to realize a little fortune holds out for the very highest price to be obtained. Supposing then these conditions, what is likely to be the effect of the one coat deficient? Is it not certain that each man rather than perish with cold himself, will outbid his neighbour far beyond the value ordinarily of the coats offered for sale, and that the price which each man would in the last resort be willing to pay would represent the strength of his desire for a coat, and would be in no manner affected whether the deficiency were twenty coats or only one. Of course, it is understood that it is known to a certainty that there is a deficiency, otherwise the illustration would not be complete. And this is where in trade, there is usually some uncertainty, and it is this which prevents ordinarily the full effect of a deficient supply from being felt.

To return, however, to the practical application of the principle that a deficient supply of any article raises the price of the stock on hand to an extent governed not by the ratio of the deficiency to the whole supply, but by the cost of making up that deficiency, we find ourselves in a singularly fortunate position as regards the United States. In nearly all of our principal articles of export, we have done, since the abrogation of the Reciprocity Treaty, a large and steady trade with our neighbours. Year after year, they continue to buy from us all they need to make up their own short supplies. What more could we expect them to do if there were no custom houses between us? The shipments of lumber, for instance, have somewhat increased, and knowing this, knowing too that consumption in the United States will continue to increase, we know also that so long as we are sure of a market at all, we are sure on an average of obtaining for our shipments a price sufficient to remunerate us for our time and trouble, and to give a fair return for the capital we have invested.

#### CUSTOM HOUSE MATTERS.

THE monthly statement of the business transacted at the New York Custom House for the month of September, shows a considerable falling off from the preceding month, and also the corresponding month last year. The exhibit shows that of merchandise which passed through the hands of United States weighers there, were 206,678,357 pounds, of which 11,539,935 pounds were for export. The quantity of taxable merchandise returned during the month, exclusive of liquors imported in bottles was 1,813,818 gallons, of which 250,333 gallons were for export. Of the quantity imported in casks there were 794,475 gallons of wines and brand, and 738,596 gallons of molasses. Added to this there were 27,613 cases of wines, or 330,358 bottles. The number of vessels arrived from foreign ports, bringing cargo was 429. Of these 65 were steamships, 60 ships, 75 barks, 120 brigs, 79 schooners, other vessels 47. Those carrying passengers brought 26,719 of whom 5,178 were cabin passengers, the remainder stowage—a decrease of nearly one-half from the arrivals in May June and July. In the Department bureau there was perhaps more than the usual amount of business done, which indicates an increased movement of exports. The orders for examination of domestic manufactures and products, and entries for export, including drawbacks, amounted to something like 217 in number. In the Detective branch of the service, in which there are employed some five inspectors and seven inspectors specially detailed to make searches and seizures there were reported during the month 110 seizures of merchandise for violation of the revenue laws. The value of the property seized amounted to several thousand dollars, a portion of which was taken up by claimants on the payment of the appraised value, and the remainder sold or held for sale to secure duties. From this and all other sources the customs receipts for the month of September were \$12,077,693 against \$13,011,029 the corresponding month last year—a decrease of \$933,336.

It having been ascertained that canal boats and barges from Canadian ports have come to this port and cargoes thereof discharged when the vessels had not entered according to law, an order has been promulgated by Surveyor Cornell instructing district inspectors of customs to report promptly at the cargo office, the arrival in their districts of all vessels from Canadian ports, and not to allow any part of their cargoes to be discharged until regularly permitted by the custom authorities, and to treat the same precisely as other vessels from foreign ports. Heretofore the cases of vessels referred to have entered as coastwise, which has led to considerable complication and delay. The new order will remedy this difficulty and secure regularity and dispatch. Shippers receiving consignments from Canada will be required to make entries thereon, in strict conformity with the foregoing regulation. Two or three vessels have recently been taken possession of by the Government authorities for non-compliance.—*N. Y. Com. Bulletin.*

#### THE QUESTION OF TRANSHIPMENT.

Important Correspondence between the President of the Wellington, Grey and Bruce Railway Company and Mr. Swinyard—Answer to Mr. Brydges' Letter—The Question of Interchange of Cars fairly stated

WELLINGTON, GREY & BRUCE RAILWAY OFFICE  
HAMILTON, 11th Oct., 1893.

To the Warden and Councillors of County of Bruce.

GENTLEMEN,—My attention has been called to a letter signed by Mr. Laidlaw, addressed to you, covering one from Mr. Brydges to him, in which it is attempted to discredit the statements made by me and other members of the delegation of the Wellington, Grey and Bruce Railway Company before the County Council, on the subject of interchange of cars between the Grand Trunk and Great Western Railway Companies. You will notice the fact that Mr. Laidlaw in his letter misstates the point in dispute before the County Council, which was not whether cars were now interchanged at Guelph. The discussion occurred on a question from Mr. Hall, whether by the Wellington, Grey and Bruce Railway a car could be loaded in Walkerton and taken to Montreal without transshipment. That question was answered by Mr. White in the affirmative, his statement being that in such a case, the produce would be loaded upon a Grand Trunk car. Mr. Laidlaw demanded to know whether a Great Western car had ever been seen in Montreal, and, when answered by Mr. Reid in the affirmative, that gentleman admitting that recently the practice of running Great Western cars had been discontinued, Mr. Laidlaw changed the form of his question, asked whether Great Western cars are now seen there, and requested the representatives of the press to note well the question and answer.

With this reference to the misstatement which forms the ground-work of Mr. Laidlaw's letter, I have pleasure in referring you to the following correspondence, which, you will see, fully sustains our statement before the County Council. It is so complete an answer to the letter of Mr. Brydges that I am sure you will consider comment upon it from me as quite unnecessary.

Yours truly,

ADAM BROWN,

President W. G. & B. R. R.

Hamilton, 11th, Oct., 1893.

WELLINGTON, GREY AND BRUCE RAILWAY OFFICE,  
HAMILTON, 4th Oct., 1893.

Thomas Swinyard, Esq., General Manager G. W. R.  
Hamilton.

DEAR SIR,—I take the earliest opportunity, after your attendance on the Royal party to ask your attention to the enclosed correspondence between Mr. G. Laidlaw and Mr. C. J. Brydges.

Yours faithfully,

ADAM BROWN,

President,

October 9th, 1893.

ADAM BROWN, Esq.,  
President, W. G. & B. Railway.

MY DEAR SIR,—I have to acknowledge receipt of your favor of the 4th instant enclosing copy of letter which appeared in the Toronto papers of the first instant in reference to the subject of interchange of freight facilities between the Great Western and Grand Trunk Railways.

The simple and plain question is, what are the rules of interchange of cars between the Great Western and Grand Trunk Railways, west of Toronto?

The answer is, that in all cases where freight in full car loads has to be moved between stations on the two railways, west of Toronto, the instructions to our agents, are, to forward such cars through without breaking bulk at the junctions.

This plan commenced on 1st September, 1867, and has been in operation ever since; and in that period our books show that the interchange has been about equal between the two companies, having been upwards of three thousand cars.

The remark, in the letter referred to that there is no interchange of cars between the two companies at Guelph is inaccurate. The fact can be easily proved that whenever we have full car loads for the Grand Trunk stations, our cars are allowed to go on without transfer.

Any person acquainted with the present business must know that the interchange must naturally be very limited. The traffic from our local station to local stations on the Grand Trunk beyond Guelph and vice versa from Grand Trunk local stations, to local stations upon our line being so small that the sending of cars through is only an occasional necessity. The freight rates from Guelph to all points reached in common by the two lines, such as Toronto, are precisely alike by both routes.

In reference to the statement that at Paris, the Great Western Company have for a long time refused to allow their cars loaded West of Paris, to pass on to the Buffalo and Lake Huron branch of the Grand Trunk, in the direction of Buffalo, I may state that a complaint to this effect was made in December, 1867; and upon an inquiry it was found that such an order had been issued, on account of the Grand Trunk people having improperly used the grain cars of the Great Western Company to load coal for their own traffic to their own local station at Paris, when the cars should have been loaded to Great Western stations in accordance with the agreement. Upon a discontinuance of this practice on the part of the Grand Trunk Railway, the order, which only lasted for a few



days, was rescinded, as admitted in Mr. Brydges' letter to me, dated 20th January, 1868, and no difficulty, since that time (December 1867) has arisen.

The arrangement between the two companies is simply this: That in the district West of Toronto, where the Grand Trunk have 350 miles of railway, exclusive of the Detroit and Port Huron branch, and the Great Western have the same, or thereabouts, a free interchange of loaded cars exists. But it will be obvious to any reflecting mind, that the Great Western can never agree to interchange rolling stock between the entire Grand Trunk system of 1377 miles and its 350 miles, for the evident reason that it would completely impoverish them for transacting their own business. Grand Trunk cars, however, are frequently loaded at points on the Great Western Railway for Montreal, and stations east of Toronto. During the close of navigation it is a matter of almost daily occurrence.

With regard to Grand Trunk cars being returned empty from Hamilton when there is freight waiting there for Montreal, the statement is simply incorrect. We have to pay the Grand Trunk the usual charge of \$1 50 per day, per car, whether it returns full or empty. Why, therefore, should we load our own cars, when we have to pay for the use of theirs, loaded or not.

In reference to the development of the Great Western through or "Blue Line" traffic, it must be clear that for every Blue Line car the Great Western adds to its stock, a broad gauge car is released for the local traffic, thus increasing the facilities of the Company for the transaction of the business of the Canadian public.

In conclusion I beg to send for your information statements of our station masters at points of interchange, as to their understanding of the orders issued on the subject.

Yours faithfully,

THOS. SWINYARD.

GREAT WESTERN RAILWAY,  
Freight Dept.,  
Paris Station, 4th October, 1869.

DEAR SIR.—In the *Globe* of the 1st inst., I noticed a letter from Mr. C. J. Brydges, G. T. R., to Mr. G. Laidlaw, of Toronto, on the subject of interchange of cars between the Grand Trunk and Great Western Railways. Mr. Brydges says, "At Paris the Great Western Company have for a long time refused to allow their cars loaded west of Paris, to pass down our line in direction of Buffalo." Now since I have been at Paris (nearly two years), there has not been an instance wherein G. W. cars loaded and consigned to stations east of Paris, have not been delivered to them and forwarded without transhipment. In hastily examining my car book, I find that since the 1st January last, the G. W. R. have delivered to G. T. R. upwards of 100 cars, all consigned to stations east of Paris—of these 14 are from stations west of Paris, to Buffalo alone, and about 55 cars to other stations, as Brantford, Dunville, Fort Erie, Port Colborne, &c. (of the stations west of Paris on G. W. R. above alluded to, are Windsor, Chatham, Petrolia, Ingersoll, Woodstock, and Princeton.)

Again Mr. Brydges says, "At Paris we allow the Great Western Company to send full car loads of freight loaded at Hamilton, to stations, &c. &c." But this is not carried out to any large extent, and "a considerable proportion of the freight interchanged between the two lines at Paris is transferred from the cars of one Company to the other."

Now sir, this is the very reverse of the practice as carried out here. All cars loaded for stations on B. and L. H. line, whether from Hamilton or any other station on G. W. R. are at once delivered to the G. T. R., provided the car contains 10,000 lbs or over of freight—and further, I have made it a practice, where practicable, to make up loads in G. W. cars, by transshipping from 2, 3 or 4 of our cars, as the case may be, small consignments of goods from way stations to G. T. R. stations—so as to make up a car load, and then deliver car to G. T. R. Our daily interchange of cars averages about 7.

We never transfer goods from our cars to G. T. R., except in such small quantities that they would refuse the car, if put over, as being too small a load. In fact, I have on some occasions given them cars with only about 6,000 or 7,000 lbs.; but then it was of a bulky nature and difficult to tranship here with our means.

Yours faithfully,

A. C. WYNN.

M. Pennington, Esq.

Circular to Freight Agents.

Please furnish me promptly, with your understanding of the instructions under which you are acting in the interchange of freight cars and freight, at your station with the Grand Trunk Railway  
(Signed,) M. PENNINGTON  
Assist.-Gen. Freight Art.

GREAT WESTERN RAILWAY,  
FREIGHT DEPARTMENT,  
Toronto Station, 6th October, 1869.

M. Pennington, Esq., Assistant Gen. Freight Agent.

DEAR SIR.—In reply to your favor of the 4th inst., I observe the following rules in the interchange of freight and freight cars with the Grand Trunk Railway at Toronto:

Freight for points on the Grand Trunk to be sent to their station in freight cars. Our cars not to go east of Toronto, but full car loads for points west to go forward without transhipment, when desired.

Freight for our line to be brought to our outward station in their cars. Full car loads to be forwarded without transhipment. Cars containing less than 10,000 lbs. for one station to be transhipped, if convenient, unless a special request has been made to have them go through. No Grand Trunk car to be sent

over our line with less than 10,000 lbs freight. The Grand Trunk cars to be returned as soon as possible. Stations west of Toronto to return them loaded when they have freight for places on the line of the Grand Trunk.

I may add that Grand Trunk cars have frequently been transhipped because they were not in proper running order.

Yours truly,

J. WEATHERSTON.

Paris, 6th October, 1869.

Interchange of Cars and Freight with G. T. R. at Paris.

DEAR SIR.—In reply to yours, relative to above, I beg to state that I understand the instructions to be, that all G. W. cars fully loaded from points on G. W. R. to points on G. T. R. are delivered to the latter Company here unchecked, and that all freight consigned to stations on G. T. R. received here from stations on G. W. R. is forwarded in G. W. R. cars if the load is 10,000 lbs or over, without transhipment. We receive the G. T. R. cars under the same conditions.

Yours faithfully,

H. C. WYNN.

M. Pennington, Esq.

Guelph, Ont., October 4, 1869.

DEAR SIR.—Yours of to-day, in reference to interchange of cars and freight with Grand Trunk Railway.

Great Western cars, with full car loads for Stations on the Grand Trunk Railway, are shunted into their Station at Guelph on arrival, and allowed to run through without transhipment, and in like manner Grand Trunk cars with freight for Great Western Stations are allowed to go through to destination.

Yours truly,

(Signed,)

PHILIP BRODIE.

To M. Pennington, Esq., Hamilton—*Hamilton Spectator*, Oct. 12th, 1869.

#### SHIP-BUILDING IN GREAT BRITAIN.

THE statistics of ship-building in England, which will be found of much interest in connection with the report of the proceedings of the Shipowner's Association at their recent meeting, which will be found on the first page, indicate considerable activity in the yards during the past two years. They also point out the fact that a large class of vessels is now being constructed. The various building ports of England turned out 568 vessels above 30 tons each, and aggregating 255,309 registered tons, in the year 1866. In the following year the number decreased to 368, representing 172,280 tons, or 180 vessels and 92,929 tons less. In 1868 the number again rose to 414 vessels of 262,307 tons, being 154 vessels fewer than in 1866, but only 2,902 tons less, and 24 vessels of 90,027 tons more than in 1867. We notice a decline in the business at all the ports with the exception of the Clyde ports, Liverpool, and Sunderland, where greater activity prevailed. Iron has been the chief article entering into the construction of English vessels for the past eight or nine years, and its use is greatly on the increase. Its durability, cheapness, and the proximity of great iron works and coals to the most important yards render this material particularly desirable to English ship-builders. The returns of British vessels wrecked abroad show that 880 vessels, of 262,484 tons, were totally lost during the year 1868, and 255 vessels, of 387,281 tons, were partially damaged, making a grand total of 935 vessels, of 387,281 tons, being 387 vessels, of 72,072 tons more than were constructed in all the yards during the most active of the three years, and two-thirds as many vessels of twice as much aggregate tonnage as were turned out during the whole three years. It is, however, proper to mention that 273 of the wrecked vessels were built in the British Colonies, and 657 were constructed in the United Kingdom. The total loss of life accompanying these casualties is given at 1,495, being 195 less than the returns for 1857 and 439 less than in 1866. It will be seen that the number of losses bears a full proportion to the number of new constructions. The number of vessels sailed and never heard from afterward was unusually large.—*Bulletin*.

#### CROP PROSPECTS ABROAD.

IN the North of France a deficiency in the yield of wheat,—not very serious, however,—is reported. In England, also, the wheat crop is below the average, probably not over ten per cent. at the utmost, but the yield in the coarser grain and roots is very large, which will go toward making up the deficiency in wheat. Russia will not quite come up to previous estimates in regard to wheat, while in some parts of Germany the wheat crop is also under the average. England and France will want a considerable quantity of our cereals, but only at moderate prices. If we should advance our prices above those on the other side, the Black Sea and Mediterranean ports will supply England and France with the wheat they want, and we shall be out off from those markets for our surplus stock. It is certain that we have more wheat alone than we can possibly hope to ship, or even get vessels to carry, to say nothing of any other cereals. In this aspect of the situation, farmers can gain nothing by holding on, but they should send their grain to market. In our judgment, there is much uncertainty as to prices in the future, and a probability of a decline in the market for breadstuffs unless a very considerable failure of the corn crop should prevent a fall.—*Com. Bulletin*.

#### WESTERN EXTENSION.

OUR New Brunswick exchanges came to us last week with very full accounts of a trip over this line, which was made on the 5th inst., by a number of gentlemen—official and professional—as far as the boundary of the United States. Although this journey partook rather of the nature of a pleasure excursion than of that of the formal opening of the railway, the road is nevertheless practically completed; and its more ceremonious inauguration is not likely to be long delayed. We congratulate our brethren of the neighboring Province especially upon the accomplishment of this most important enterprise, but it is a work which cannot fail to prove of the greatest usefulness to every Province of the Dominion. It happens to be the link which connects New Brunswick with Maine, but not even to New Brunswick itself will the work yield greater results than to our own Province of Nova Scotia, after the State over the border has performed its portion of the undertaking, which we are sorry to say is still incomplete to an extent of nearly sixty miles. Were we in the vein we might be tempted to read some of our whilome Annexation friends a lecture, with Provincial energy and Yankee apathy as a text; introducing the comparative condition of the Western Extension on either side of the dividing river of St. Croix, as a case in point. But since the passion of Annexation (pretended or otherwise) has passed over, and left its victims only a little dull and heavy, we prefer to merely wonder why the States are so backward in rushing on this line. Not only to Maine, but at least to all New England will this railroad open up a route replete with fully as many advantages as any road that ever left the State of Maine. In substantial importance it will not yield even to the line running from Portland to the Province of Quebec; so that it is a matter of great surprise that the influential men of the North-Eastern States have not before this driven forward to completion that part of this Railway. The truth appears to be that they have been relying too much upon Congress for assistance, and the customary battle-dore and shuttle-cock game between Federal and State Legislature, has ended in retarding progress all round. It is much to be desired that this may now cease, and continuous rails on the soil of the Dominion and of the United States meet at St. Croix bridge.

When thoroughly carried out, this line will realize the old dreams of the European and Atlantic Railways, as so vividly portrayed by many able speakers at the Portland Convention as far back as 1851. Times have changed, indeed, since then. In the one country a bloody war has virtually separated forever the Northern and Southern States. In the other country, the reverse has been the case and a prolonged peace has brought about a Confederation of nearly all the American Provinces, while the remainder are knocking at the door for admittance into this same Union. But the benefits to be derived from a thorough Railway communication are permanent; and we venture to assert, that when Halifax is connected with the whole continent by a steady traffic will pour along this Western Extension, which will dwarf the most sanguine expectations of its warmest advocates at present. There is no ground for supposing that this connection will injure the business of the Intercolonial. The roads are separate and distinct in every feature. The one is our land route to the South and West; and from its being built entirely through our own territory, and in consequence of other facilities, the Intercolonial will undoubtedly prove the great highway from this seaboard to most Western districts; while the line, of which this Western Extension is an essential portion, leads the inhabitants of those Provinces, and a large number of Atlantic travellers, to and from the great cities of the Eastern and Southern States.

These expectations are, however, in the future still; although it is to be sincerely hoped that they may not remain there, later than next summer at all events. At present it is undeniable that bad management on the part of some in authority (for we are told that neither contractors nor engineers are to blame) robs us of this hope, and defers the iron alliance between the Dominion and the Republic until another season. We may, meanwhile, glance with some profit to our readers and ourselves at the Western Extension as it is. Judging by the remarks and tone of the newspapers of St. John, the work on the road has been performed in the most satisfactory manner. The bridges are particularly mentioned as productions of artistic skill, and the substantial character of the whole line, elicits frequent notices of hearty approval. In the country through which this railway chiefly runs, it is well that no attempt has been made to build a flimsy structure, as in many places it will be much exposed to the effects of severe weather. It was the day and night after the storm of the 4th and 5th inst. that the trip over the line was made, and although much damage is reported among the buildings and forests near the track, to the road itself no mishap appears to have occurred. Not even the temporary bridges suffered, nor were the rails thrown out of place by overflowing streams or ballast caving in. Another illustration of the great advantages of a land route over one by water, is shown by the same storm. During that gale the staunch steamship *New York* was caught not far from Eastport, and driven on shore in spite of steam and anchors; from which position she was rescued and saved, by the skill and courage alone of Captain Winchester and his officers. Still, after all that was possible had been done by these brave men the loss by delay must have been great both to passengers and cargo. Had these been travelling over the solid ground of the Western Extension, and its prolongations at each end, in all human probability these disasters would have been altogether escaped. Come, then, people of Maine, give us your portion of the through line. This is the Annexation that we want particularly.—*Maine Express*.

COTTON MANUFACTURING IN GREAT BRITAIN.

THE following letter, recently published in the Liverpool Advertiser, will be of interest to many of our readers:

Sir, I am actively engaged in the cotton trade, and often in London and Liverpool and am continually asked how it is that if spinners and manufacturers are losing money they continue to buy cotton largely, and short time seems to be as distant as ever. It is simply useless to explain that it is more to the interest of the spinner to run a mill full time at a certain loss than to stop altogether or even run short time. The simple reply is, "Oh, yes; we always knew you lived by your losses; we suppose it is the quantity that saves you." It may therefore interest many if I discuss the question in detail. According to the Parliamentary return in 1853 there were in England and Wales 2,116 cotton factories, containing 24,323,123 spindles, and 528,123 looms and employing 4,569,938 hands or workpeople. The number of factories have increased since 1852 and I think if, for the sake of argument, we calculate this increase according to the increase in consumption, we shall be as near right as necessary. In 1863 the average weekly consumption in Great Britain was 22,135 bales, mangle matts were stopped on 1st February 1860 when the consumption was 50,033 bales and estimating our present consumption, I suppose all mills on full time at 55,000 bales per week. It is evident that I am underestimating the case when I take the increase in mills and machinery at 10 per cent for the last seven years making the total of 1863, mills, 2,356; spindles, 27,187,337; looms, 593,978; hands, 4,944,457. Now taking the average cost of matts at 25 per spindle, and the loom shed at £20 per loom we have a capital sunk of £39,084,181 in mills and £8,908,703 in machinery and looms—say £48,000,000. I take this as £47,000,000 for the ease of calculation. This £7 millions does not represent the entire capital employed in cotton spinning and manufacturing; it simply represents the amount locked up in mills and machinery, and which must remain so whether the mills work or not. The mere interest on this amount represents, at 5 per cent, £2,350,000 per annum; to this we must add another 24 per cent, or £1,165,000 to meet the depreciation in value and incidental expenses which must go on whether the machinery works or stands, and this makes the standing charges upon the mills and machinery to £3,515,000 per annum—or say £3,500,000 per year, which represents on 55,000 bales per week about 1/3 of a penny per pound. It will thus be seen that the result is the same, whether a spinner allows his mill to stand, and loses 1/3 of a penny per pound upon the weight of cotton he would have consumed as if he runs his mill full time, and sells his production at 1/3 of a penny per pound below what it costs him to produce. The larger the quantity turned out of a mill the cheaper it can be produced, as the entire standing expenses of a concern must be borne by the entire quantity produced, but that product large or small. There are again other considerations besides the loss of 1/3 of a penny per pound standing expenses, which makes it more to the interest of the spinner to make full time at a still greater loss. Most mills have cottages and rents, coming in from their work people, and if they cannot find work they cannot pay rent. If a mill stops, or works short time, the work people leave and go elsewhere and when wanted cannot always be got back. Then, again, if a spinner stops his mill he loses his customers, because he cannot supply their wants, and they go elsewhere, and having once gone, it is not easy to get them back again, so that to make a long story short it is clearly the interest of the spinners and manufacturers to work on at a loss, rather than stop their mill unless they could be unanimous and stop at once, when cotton would go down and goods up, a state of things not likely to result at present. I calculate that there must be an average loss of 1/4 per pound before spinners will run short time. The loss per pound depends upon the consumption or idleness of the production, and therefore I give the average result. I hope my letter will call forth rather more sympathy for the cotton trade, and warn cotton holders against speculating upon the idea that because the consumption continues, the trade must be profitable; there is a limit to everything, and cotton spinners and manufacturers are fast getting to the limit of their means, and then the longer they work the greater will be the crash when it does come. There is great wealth in the cotton trade, but a mill stopped is valueless, and if all the mills were stopped and the concerns wound up, I do not think there would be 15s. in the pound for the creditors, and in many cases not 15d.

Yours truly, COTTON.

CHANGE OF MANUFACTURING CENTRES.

IMPORTANT effects can frequently be traced to a cause which, before they transpired, could not have been anticipated by the most imaginative as being in the least degree within the scope of its influence. As one of these may be mentioned the great social change likely to arise in this country by slave emancipation, and in the eastern hemisphere by the opening of the Suez Canal.

Both these great events have appeared simultaneously to give birth to the idea of the necessity of changing cotton manufacturing as near as possible to the source of supply. The citizens of Marseilles, and other Southern cities, are building, or are preparing to build, factories for the production of goods from the great Southern staple. strenuous exertions are being made for the accomplishment of this by inviting Northern capitalists and others to embark in the movement, and are published in the columns of the Commercial Advertiser, the other day, the fact that

the Lancashire manufacturers are contemplating the removal of their factories from Manchester to the cotton regions of British India. And now we have the Sempronio of Marseilles, suggesting whether it will not be advantageous, by reason of their supply of Indian cotton finding its way into the Mediterranean, through the Suez Canal, to transfer their factories from the North of France, where they are more generally concentrated, to the Southern part of the Empire. The Austrian port of Trieste imported 11,533 bales from Bombay during the past six months, while Marseilles received but 6,423 bales, and this disparity has given rise to the question whether it be owing to Trieste being situated nearer to the manufacturing centres of Austria and Southern Germany, or to the fact that the manufacturing interests of France are located at too great a distance from Marseilles—hence the suggestion of the removal.

The continental merchants and manufacturers are inclined to supply themselves with the raw material direct, and, to reduce transit and charges, wish to manufacture as close as possible to the source of supply.

There is evidently a great struggle pending between the English and continental manufacturers to supply the European continent. If the cost of manufacture, and, consequently, low selling rates, depend so seriously upon the proximity of the manufacturing to the growing centre, then the English would appear to have the inside track.

It is useless to speculate as to what might have been, could this new and startling phase of commerce have been foreseen, either by the British or New England manufacturers. Whether the former would have been able to bring sufficient opposition to bear against the opening of the canal as to have entirely prevented or deferred that great event is not, probably, reasonable to suppose, but it would certainly not have had a tendency to lessen British opposition. And whether the power of looking into the future by the New England manufacturers would have had the effect of modifying the energy of the Faneuil Hall harangues denunciating of the slaveholders of the South it is not necessary to inquire, as the well known freedom of New England manufacturers from all selfish or unpatriotic motives is too well and generally understood for the most heretical to doubt.—Com. Advertiser.

THE GOLD RING.

THE New York Times gives a complete exposure of the great gold ring plot, presenting some of its features with names by whom and how it was carried up, and with the cause of its failure. According to this statement, when Secretary Boutwell's first monthly policy to prevent gold cliques from combining in creating a scarcity of currency or gold in the market was announced, Gold, Fisk & Co. held a consultation with many Wall Street speculators urging the formation of a combination to join them in buying up the gold in the country out of the vaults of the Treasury all their paper representing gold on presentation and enough on margin to control the market and advance the premium on gold to 200, and when that point was reached to sell and break the "ring," if it was thought advisable. A messenger was accordingly sent by the clique to the President, pretending to represent that the farmers, agriculturists, and railroad interest would suffer if Secretary Boutwell deviated from his printed monthly programme. The messenger never saw President Grant or Secretary Boutwell, but returned with such a story of assurance from them as would be likely to give satisfaction, received his pay therefor and was dismissed. Tammany Hall next attempted to entrap the President by adopting a series of resolutions. The Syracuse Convention intended to create a breach between himself and Secretary Boutwell. It is alleged that Gen. Butterfield laid his views of the combination before the President several times beforehand. The pool, however, ascertained that the administration would not interfere unless the premium was greatly advanced, and concluded to take the risk of any interference at any price. It was decided to purchase 110,000,000.

On Thursday, the 23rd, the pool bought 92,000,000, and on Friday it was intended to buy 8,000,000 more to complete the amount proposed. In case of failure speculators were to go stark mad; James Fisk, Junr., and other members of the clique, to repudiate all the purchases made by the crazy man, &c. This account contains the very improbable story that the telegraph lines were tapped, and Secretary Boutwell's order to break the clique by sales of gold stolen therefrom. The account contains nothing else new, and is generally supposed to have been inspired by the friends of Mr. Corbin and Gen. Butterfield who are known to have been active members in the ring.

THE WOOL INTEREST.

WHAT is the matter with our wool interest? Is our climate so far modifying that we require softer woollen fabrics to protect our bodies through the day and keep us warm at night? Or is mechanical invention going to supersede the necessity of raising fleeces? The ladies seem to have a rage for underclothing made of paper, and some inventive genius has applied this material to the manufacture of carpet. The wool-growers of our country finding their profits are unacceptably small, look themselves to Congress, and demanded higher protective duties. The demand was granted, of course, but this seems to have made the matter even worse for them, and there is a present danger of their interest being protected out of existence. Sheep farmers of Vermont, Ohio, and Michigan are losing heart in their property,

and contemplating a wholesale slaughter this Fall, as only the best grades of wool pay the expense of raising. Indeed the case has grown so bad, that a writer in the North American Review, declares that the millions of sheep which figure in our agricultural returns as constituting so much wealth, ought to be erased from the tables, as they form an element of actual impoverishment. A correspondent of the New York Times, also writing from Brazil, mentions that an inevitable crash awaits the heavy wool interest of that country. Sheep are going down in price rapidly, and wool is also declining, and it is believed by some that the sheep in that country will go unshorn, as their wool will not pay the expense of shearing and marketing. All the sheep-farmers are trying to get out of business, while thousands of carcasses are every month bled down the pit scarcely paying the cost of the animal. Many stock farmers who paid two dollars per head for their sheep, now cannot sell for one-fourth of that sum, and, as a consequence, sheep are regarded as most undesirable property at all.

Cannot our arctic explorers discover some new races in the polar regions, with whom we may open commercial relations and thus bring our heavy woollen fabrics into more active demand?—Kansas Bulletin.

THE CHICAGO AND PORTLAND RAILROAD.

THE route of the new through line connecting Chicago with Portland, Maine, to facilitate the construction of which the recent convention at Oswego was held, has already been determined. Charters have been granted by the several States traversed by it, and the work of building the road is now in progress over the greater part of the distance, excepting on the section between Oswego and Whitehall. Between these points a road is already in operation; but it is desirable to have a shorter route, one that shall run as far south as Saratoga, perhaps not so far north as Whitehall. With this view a Committee of the Convention was authorized to organize a company to build a road by the shortest route practicable from any point they may select "in the eastern part of the State of New York," to Oswego. The point selected will probably be a few miles south of Whitehall, whence the road will run past the southern point of Lake George, and so on in a nearly a straight line as possible to Oswego. From Oswego to the Niagara River, at Lewistown, the Ontario Lake Shore Road, already under way, with Hon. Gerrit Smith as President, will form the next connecting link. From the Niagara River, across the Province of Ontario, to the St. Clair River or to Detroit, the line will probably run the greater portion of the distance over the road now being built by William A. Tammson, of Queenstown, who stated to the Convention that his road would run on an air line, through a perfectly level country, that it would have steel rails and white oak ties, with eighteen inches of gravel under the ties the whole distance, and that he intended to run cars regularly over the road in four hours—a distance of 210 miles. From the St. Clair River another air line has already projected to Chicago, and \$2,000,000 have been subscribed by the towns along the line. The eastern end of the line, from Whitehall to Portland, by way of Rutland, Woodstock, White River Junction and Bristol, is secure beyond peradventure, as a large portion of it being already built or in progress.—N. Y. Bulletin.

AMERICAN SHIPPING.

The last session, in New York, of the Congressional Committee on the decline in American shipping was held in the Custom House on Saturday.

Mr. A. A. Low, merchant and shipowner, appeared before the committee, and said that he had always been in favor of the protection of American interests, and of assisting our artisans, mechanics, and sailors; most of the United States laws were framed for the purpose of protecting our various manufacturing interests, but the laws designed for general protection are pressing on our shipping interests. We have a depreciated currency; we have to pay very high prices for all materials used in building ships, and also for balling the vessels. Before the war the American shipping interests were stimulated and supported; sailing ships were largely in use; freights were low, and the business somewhat remunerative. During the war privateers burned our vessels, and the rates of insurance were increased. We cannot build ships in competition with England unless relieved from the taxes now put upon them. The policy of England in subsidizing steamers plying between that country and others has given her a prestige almost insuperable. There is not but one important American steamship line, the Pacific Mail, and its property has been considerably injured since the completion of the overland road, \$50,000,000 to \$60,000,000 were given to a railroad, and all support taken from the Pacific Mail line. Every law restrictive to vessels on the American statute books



seems to inflict an injury on shipping. Subsidies should be given as an inducement to start new lines of American vessels; they might be costly in the beginning, but would cost the government nothing in the end. Propellers have superseded the sidewheel steamers, and wooden vessels cannot sustain the action of the sea on the propelling screw, so we are compelled to use iron for vessels instead of wood. We can command workmen as skillful as any in the world, but I do not think, said Mr. Low, that we can command better than those in England; any one who has made a passage over the Atlantic in an English ocean steamer will be satisfied with the stability and speed of the vessel. England has adhered to the policy of sustaining its supremacy on the seas, in war by actions, and in peace by subsidies. Do liberally and intentionally they have driven us from the ocean, as effectually as their guns ever drove a foe from the battlefield. England protects her ships. They are permitted to receive supplies from bonded warehouses, duty free, here we tax everything that goes on board of the ship—every pound of tea and sugar. England in every way encourages her shipping interests: we depress them in every way; we do everything at the expense of the ship. During the war the shipping interest was the only one that suffered; privateers burned, heavy rates of insurance prevailed, and foreign companies refused to take any risks. If compelled to buy ships of foreign nations, we should be ruled out from the ocean altogether. If the American shipbuilders and shipowners were placed on the same footing with those in England, enterprise and business would soon be manifest amongst them. Mr. Low desired to see our shipyards restored and the country made independent of foreign skilled labor.

Mr. Poillon, shipbuilder and owner, said that his views had been expressed by others at the previous meeting. He did not think the New York Shipowners' Association fully represented the shipowners of New York; there were many responsible men connected with it, and equally responsible men were not members of it; it contained also about forty foreigners. There were several members of the association whose views differ entirely from those expressed by it. He considered that all the shipbuilding interest in this country requires is freedom from taxation on metals, cordage, and other articles used in the construction of ships. The duty on copper amounts to a prohibition. The extra pay to men is more than balanced by their intelligence and rapidity. The duty on copper acts very seriously against the repairing as well as the building interest, for owners prefer sending their ships abroad for repairs, even if they carry on that voyage an unremunerative cargo. The effect of free trade in ships would be to transfer the coasting trade to English bottoms before we could defend ourselves. Give us a chance first to recover, and we can then compete with them. Two years will be sufficient, for what Americans cannot do in two years they can never do. Capital in England, for any enterprise promising fair success is always abundant. Their ships in the Brazilian trade and elsewhere, are subsidized, but the French vessels in the Brazilian trade are better than the English, for they have more encouragement. During the time of the Collins steamers, the Cunard line had more subsidy than at present but England would not hesitate to increase the subsidy for the purpose of breaking down any opposition.

Mr. George Opdyke, vice-president of the Chamber of Commerce, said that there were three causes which operated toward the depression of the shipping interest. The first was the substitution of steam vessels for sailing ships. Great Britain had an advantage in having iron at low prices, and a large experience in its manufacture. America has an advantage in the superabundance and cheapness of wood; but in machinery and steam and cheap labor in running vessels the

advantage is on the other side. The second cause was the high duty on all ships' materials. It would be good policy in proper cases to help lines competing with Great Britain. A free trade in ships, a rebate of duty external and internal, and giving American ships the preference of domestic trade would give us the supremacy of the sea. He believed the only means of protecting the ship-building interests successfully would be giving bounties. The remission of duties on material would not be sufficient at present, on account of the superior advantages Europeans have in the construction of iron vessels and steam machinery, and in cheap labor. The rebate of duty simply puts the American builder on the same platform as the foreign competitor.

Mr. Howland spoke in favor of remitting the duty on materials, and having ships built at home.

Mr. James W. Elwell, of the Shipowner's Association, gave a history of shipbuilding in this country for the last thirty years. He spoke in favor of rebate of duties on materials and shipstores. He was not in favor of an abrogation of the navigation laws.

Mr. Spofford addressed the committee in favor of the rebate of duty and an amendment of the navigation laws, so as to permit Americans to purchase a ship and sail it wherever they pleased; and in favor of subsidizing vessels.

Mr. Smith stated that of 101 ships in the Calcutta trade only six were American, he objected to purchasing ships abroad.

Mr. Webb again addressed the committee on the subject of procuring written suggestions from the shipowners of New York, and hoped that the committee would find time to hold another session in this city before their return to Washington.

Mr. Wetmore moved a resolution of thanks to the committee for the enlightened manner in which they had conducted the investigation. Adopted.

The committee then adjourned.

LIVERPOOL MARKETS.

LIVERPOOL, Wednesday, Oct. 13.

THE weather has been very fine and farmers have been able to get on with their field work. The country corn markets keep depressed, and for wheat they are quoted from 1s to 2s per qr, lower, owing to the over-abundant supplies of Foreign into the seaports, and the damp condition of the English wheat, while every day accounts confirm the short yield to be all that was anticipated five weeks ago.

At the London corn market on Monday last the supply of wheat, which was not large, met with a dull sale at the decline of 7/18 per qr, and foreign was equally depressed at the same decline. Flour is per sack cheaper.

At our corn market, on Friday, there was a very fair attendance of country buyers, but in wheat the sales effected were very limited at the decline of 2d per cental. Flour was also extremely dull at fully 1s per barrel decline, in fact there was no selling barrels at all. Indian corn met a very slow sale at rather lower rates.

At our corn market yesterday, there was about the usual attendance of country millers and dealers, who bought freely of wheat in most instances at about Friday's rates, except for winter sorts of Red American, which was most abundant, and ex quay lots were much pressed at 1d to 1 1/2d per cental decline. Flour much depressed and fully 6d per barrel lower. Oats 2d per bushel lower. Peas scarce, without change in value. Indian corn 6d lower.

Deliveries of British wheat for week ending 9th inst. — 65,833 qrs, against 70,181 qrs in 1863, and £2,264 qrs in 1867.

Imports into this port for week ending 11th Oct. — Wheat, 48,632 qrs; oats, 4,261 qrs; peas, 0,090 qrs; Indian corn, 83,863 qrs; oatmeal, 5,028 loads; flour, 22,773 sacks, 16,201 brls.

Exports in the same time were:—Wheat, 3,805 qrs; oats, 60; peas, 6; Indian corn, 747 qrs; oatmeal, 25 loads; flour, 2,027 sks, 636 brls.

Provisions—Butter is in good demand, and again dearer. Lard continues dull without change. Cheese in good demand and tending upward. Bacon and Hams still slow of sale.

Ashes—Sales this week 160 barrels Pots at 30s. 6d.

Pearls—Lima.

Copper Ore—Continued heavy charters contribute to the downward tendency of the market.

KENNETH DOWIE & CO.

A factory has been opened at Norway, Maine, for the manufacture of pulp for paper from poplar wood. The pulp is to be sent to Massachusetts to be manufactured into book covers, &c.

ST. JOHN, N.B., MARKET REPORT.

St. John, N.B., Oct. 12, 1869.

**MONEY.**—There is no change to report on the market during the past week, with the exception of a somewhat improved tone in the general business of the city. Our Banks do not find much accommodation needed by their customers, but such legitimate notes as are offered find ready discount.

Sterling Exchange remains at 113 for 60-days' eight bank bills; short sight 110—the demand, however, being very weak.

**BREADSTUFFS.**—The flour market, both in Canada and New York have partially advanced within the past three days. Prices here remain steady at about last week's quotations. Some four esels of round lots have been made at lower rates, but the current prices are within the range of \$5.25 to \$5.75 for Superfine to Choice State and Canada. More enquiry exists from the interior, and if we are to have any activity this fall it will be in the next few weeks; after that we may look to settle down to a dead calm.

**CORNMEAL \$4 25.**

**SUGAR AND MOLASSES.**—We have nothing new to report in our market for sweets. Prices remain unchanged, and holders seem firm in their views. The stock of sugar is light, whilst that of molasses is moderate. Our quotations remain unchanged.

**COAL.**—We notice the arrival of the bark "Chevalier," from Troon, with about 600 tons, and the "J. A. Pierce," from Ardrossan, with 400 tons Scotch coal, both of which we believe are selling at \$4.50 per chaldron. A cargo from Little Glace Bay, Cape Breton, ex "Ellen B.," is offered at \$4.00; and a cargo of Anthracite ex "Catherine John," from Philadelphia, selling at 87 per ton.

**FREIGHTS.**—Dull freights continue dull, and there has been very little change in rates. We hear of the following charters:—The Steamship "Acadia," 5/2 Glasgow, 6/8 6d; "J. V. Troop," 1,250. Liverpool, 6/8 8d; "Riverside," 2,200. Drogheda, 7/6 3d; "Arno," 6/7, for Cork Quay, 7/6 6d.

**SOUTH AMERICAN** freights remain the same. We hear of only one engagement, the "Mina," 219, Montevideo or Buenos Ayres, \$17.

**WEST INDIA** freights are very poor and unsettled, having a downward tendency. The following have been chartered:—The "Kate Agnes," 650, Cardenas, orders, 18c; "J. D. Lincoln," 250, choice of ports, 21c; "Fannie," 400, Cardenas, 20c, under and 21c on deck.

At Havana, on the 9th the demand for tonnage was light, \$2; boxes, \$3; hdds \$4; to \$4 1/2; molasses, 6/8, U. K. for orders.

Outports, \$2; boxes, \$3; to \$3 1/2; hdds, \$5 to \$5 1/2; molasses, 6/8 to 5/8 6d; U. K. for orders. Lumber—A cargo of White Pine sold during the week at \$22. Pitch Pine, \$25 to \$27.

At Matanzas on the 8th, a cargo of White Pine boards sold at \$28. Contracts have been made for box shooks to be delivered in the months of November, December, January and February, at \$1 00 1/2 months' credit.

At Cardenas for shooks, \$1.00; on time, has been obtained for future delivery.

At Ponce, P.R., on September 25, the cargo of lumber, ex "Thomas Bagley," from Yarmouth, N. S., brought \$16. A cargo of good American boards was valued at \$25.

**COASTWISE FREIGHTS** are more brisk and have an upward tendency.—News.

HALIFAX MARKET REPORT.

HALIFAX, N. S., Oct. 23

**BUSINESS** has been dull the past week and the imports and exports are both light. Among the imports, in addition to those given under the different headings below, are—2 M lumber; 245 tons coal from Cape Breton, and 100 tons Anthracite from Philadelphia; 100 bags coffee; 137 bags pimento; 657 chests, and 44 tubs—tea; 50 bbls currants; and 834 brick. Exports—30 6/8 feet lumber; 211 M shingles; 2 chests tea, and 160 lbs candles.

**BREADSTUFFS.**—Flour in fair request, but prices lower in consequence of a decline in Canada. A despatch from Montreal yesterday, however, reports an advance of 2/6c on Superfine. Cornmeal, Rye flour and Oatmeal quiet and unchanged. Receipts—3 4/8 bris flour, and 252 bris cornmeal. Exports—257 bris flour, and 8 bris cornmeal.

**FISH.**—The receipts of codfish are light, while the demand is active, and prices are firm at our quotations. Mackerel are in fair demand, but without any change. Salmon dull and nominal. Herring and Alewives unchanged. Haddock and Hake in fair request at former figures.

RECEIPTS.

	Qtls.	Bbls.	Hf-Brls	Brs
Codfish.....	1123			
Salmon.....		10	1	
Mackerel.....		260		
Herring.....		137		
Smoked Herring.....				1600
Oysters.....		13		

EXPORTS.

	Tons	Drms	Bxs	Hf-Bxs	Qr-Bxs
Codfish.....	653		160	140	
Scale Fish.....	123				
Smkd Herring.....			100		

	Bbls.	Hf-Bbls	Kits.
Herring.....	2012		
Salmon.....	140	1	
Alewives.....	82	1	
Tongues and Souds.....		4	
Trout.....		12	
Mackerel.....	330	9	

**FRUIT.**—Two cargoes of new fruit have arrived



**IRELAND'S LINE FOR THE SEASON OF 1869.**

The Line for LAKES ERIE and HURON, is composed of Propellers  
**CITY OF LONDON and GEORGIANA,**  
 which will run regularly on the route.  
 The Line for LAKE ONTARIO is composed of five first class Propellers, between  
**MONTREAL, TORONTO, HAMILTON and ST. CATHERINES.**  
**H. W. IRELAND, & Co.,**  
 Agents.

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**HARDWARE IRON STEEL TIN PLATES CANADA PLATES, GLASS, &c., &c.,**  
 419 & 421 St. Paul Street  
 Yard Entrance—St. Francois Xavier Street.

**MOINTYRE, DENOON & FRENCH,**  
 IMPORTERS OF STAPLE AND FANCY DRY GOODS,  
 FALL STOCK will be complete on 1st SEPTEMBER  
 477 ST. PAUL STREET,  
 Montreal. 1-ly

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

**THE CANADA BRICK MACHINE.**  
 Patented 1868.  
 MEDAL and DIPLOMA awarded at the Provincial Exhibition, Montreal, 1868

**THIS Machine will mould 15,000 Bricks PER DAY,** with the attendance of one man to put in the Clay, one man or smart boy to attend to the Moulds, three strong boys to wheel off the Bricks and hack them up, and a small boy to sand the pallets.  
 To make SLOP BRICKS, less attendance than the above will be required.  
 By an alteration in the relative speed of the pistons and crown wheel, it will mould  
**30,000 BRICKS PER DAY**

The Clay can be moulded stiffer than by ordinary Machines, and the great pressure applied gives more solidity and strength to the Bricks. They also retain their shape, and dry much quicker.  
 This Machine is inexpensive and simple, and is adapted for either steam or horse power.  
 If a stone or other obstruction prevents the Moulds from moving forward, the Machine will not get out of order, but regulates itself.  
 Provision is made for giving the pressure required for soft or for stiff Clay.  
 The corners are always well filled, and the Bricks turned out will all be fit for front work.  
 It is undoubtedly the most perfect and suitable Machine for making Bricks yet introduced into use.  
**NINE** of these Machines worked by steam, and **TWO** by horse power can be seen in actual operation at the Steam Brick Manufacturing Establishment of the undersigned, head of Fullum Street, Montreal.  
**THE CANADA AUTOMATIC BRICK MAKING MACHINE** is manufactured and for sale (with the right of using it) by the Patentees

**THE PATENT RIGHT**  
 for towns, counties, or districts, will be sold on application to  
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 Patentees,  
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**N. S. WHITNEY,**  
 IMPORTER of Foreign Leather, Elastic Webs, Prunellas, Linings, &c.,  
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 Receipts for 1867 5,123,447  
 Surplus Fund (over all liabilities) 1,831,763  
 Deposited with Canadian Government 100,000  
 Daily income in 1868, nearly 20,000

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**S. REILLAR & CO., Managers.**  
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 Messrs. Thomas, Thibaudan & Co., Montreal.  
 James, Oliver & Co., Montreal.  
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 Hon Wm McMaster, Toronto C. W.  
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WEEKLY PRICES CURRENT.—MONTREAL, OCTOBER 26, 1898.

Main table with columns: LB., CURRENT RATES, NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES. Includes sections for Groceries, Fish, Groceries, Soap and Candles, Boots, Shoes, and various oils and spirits.

MARKET PRICES OF COUNTRY PRODUCE.

Table of market prices for country produce in Montreal, October 23. Includes categories like Flour, Grain, Fowls and Game, Meats, Dairy Produce, and Vegetables.

HAVANA PRICES CURRENT.

The following is the latest (Lawton Brothers), Havana prices Current of Imports, dated Oct. 15, 1898:

Table of Havana prices for various goods including Beans, Coffee, Sugar, and other commodities. Includes a note about an additional duty of 2 percent.

EXCHANGE—London 60 days - 1 1/2% to 1 3/4% percent. Paris - 4 to 5 percent. New York - 3 days 17 to 17 1/2 percent. 60 day 1 1/2 to 1 3/4 percent.



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OF THE

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Satisfactory references given on application.

All communications should be addressed

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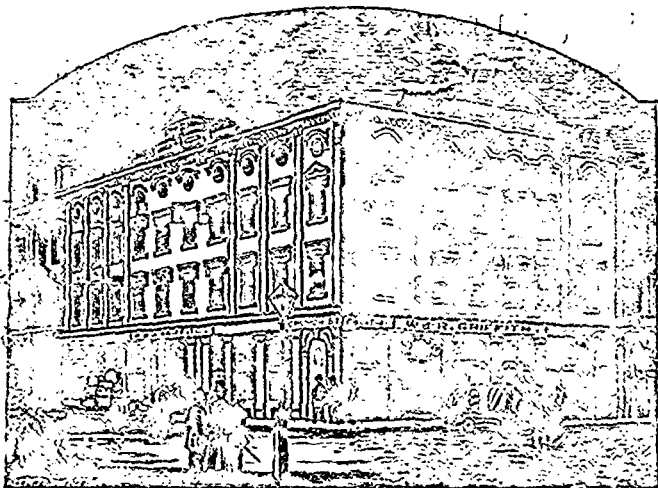
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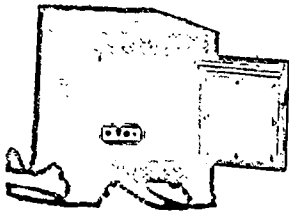
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6

19-3m



GOVERNMENT HOUSE, OTTAWA.

Thursday, 23rd September, 1863.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honourable the Minister of Customs, and under and in virtue of the 5th Section of the Act 31 Vic., Cap. 6, intituled: "An Act respecting the Customs,"

His Excellency has been pleased to order, and it is hereby ordered, that Sheet Harbour, situate in the County of Halifax East, in the Province of Nova Scotia, shall be and the same is hereby declared to be an Out Port of Entry, under the Survey of the Port of Halifax.

And it is further ordered that the Out Port of Tanguer, now under the Survey of the said Port of Halifax, be and the same is hereby abolished.

W. H. LEE,

Clerk Privy Council.

3-42

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(Late Thos. Lowe & Co.)

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Published in London every Saturday for Despatch by the Mail Steamer.

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THE TRADE REVIEW

AND

INTERCOLONIAL JOURNAL OF COMMERCE

Office No 78 St. Francois Xavier Street, (Up Stair

MONTREAL,

PUBLISHED EVERY FRIDAY

TERMS OF SUBSCRIPTION:

To Mail Subscribers,

\$1 per Annum strictly in advance.

Delivered by Carrier, . . . . \$2 per Annum

Registered letters at the risk of the Proprietors Address all communications to

THE TRADE REVIEW,

MONTREAL.

MR. A. H. ST. GERMAIN, Proprietor of the CANADIAN ADVERTISING AGENCY Toronto, Ont., is our Sole Agent for procuring American Advertisements, and is authorized also to receive Canadian Advertisements for this paper. 23

The Trade Review and Intercolonial Journal of Commerce, printed and published for the Proprietor every Friday, by the Montreal Printing and Publishing Company, Printing House, 67 Great St James Street, Montreal.