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VOL. IV.

MONTREAL, FRIDAY, FEBRUARY 28, 1868.

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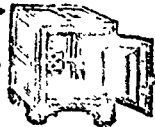
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 ASSIGNEE, ACCOUNTANT, AUDITOR,
 Commissioner for taking Affidavits for Upper Canada
 OFFICE—MERCHANTS' EXCHANGE,
 immediately over the Reading Room,
 Montreal, May 30, 1867. 17

HENRY McKAY & CO.,
COMMISSION MERCHANTS
 Shipping and Insurance Agents,
 No. 1 Merchants' Exchange, MONTREAL. 47-ly

PARTNER WANTED.
A PARTNER WANTED in a well established Commission, &c., Business, with £2,000 or £3,000 Capital.
 Applications (strictly confidential) stating Capital, &c., addressed to A. J. C., Daily News Office, will receive attention.
 January 10. 2

BELING & LAMOTTE,
 BREMEN, GERMANY,
 Effect orders for the purchase of goods in Germany, Holland, and Belgium, attend to the forwarding, shipping and insurance of the same. All invoices are settled through their firm.
BELING & LAMOTTE, QUEBEC,
Agents for
 Antwerp, Bremen and Hamburg Regular sailing Packets.
 Bremen, Hamburg and Swiss Underwriters.
 E. & M. Bollmann's Triple Strong Vinegar, in demi-johns.
 Liberal advances made on consignments. 5-3m

PHENIX
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 insure from blanks, which will be furnished on application.
Usual restrictions as to residence and occupation abolished.
ANGUS R. BETHUNE,
 General Agent
 104 St. François Xavier Street.
 Active and Influential Agents and Canvassers wanted throughout the Dominion. 40

HUA & RICHARDSON,
LEATHER IMPORTERS AND
COMMISSION MERCHANTS, have always in Stock an excellent assortment of FRENCH CALFS KIDS and PATENTS, &c. Also a large supply of O. L. Richardson & Sons' Spanish Sole and Slaughter Leather, for which they are agents in Canada.
 Consignments of leather respectfully solicited.
 Sole Agents for Alexander's Kid Gloves.
 1-1y St. Peter st., Montreal.

F. SHAW & BROS.
TANNERS AND DEALERS IN
 HIDES AND LEATHER,
 Importers of
 ENGLISH OAK SOLE LEATHER and STRAP

BUTTS for Belting.
 Agents in Canada for sale of
 MILLER'S PATENT EXTRACT OF HEMLOCK BARK.
 No. 14 LEMOINE STREET. 4-1y

CONVERSE, COLSON & LAMB,
 PRODUCE AND GENERAL COMMISSION MERCHANTS,
 Tea Dealers and Importers of Groceries,
 LIQUORS, CIGARS, &c.
 Corner Hospital and St. John Streets, Montreal, Canada. Bennett's Wharf, Halifax, Nova Scotia. 16-1y

THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.
 WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.
 Accumulated & Invested Fund - - \$18,006,690
 Annual Income - - - - - 8,286,300
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 Assurances will be given at the Company's Office, No. 47 Great St. James Street, Montreal, or at any of the Agencies throughout Canada. 12 1y

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

HAVILLAND, BOUTH & CO.,
 GENERAL COMMISSION MERCHANTS AND SHIPPING AGENTS,
 MONTREAL, 9-1y

COAL OIL.
 200 Barrels favourite brands, in lots to suit purchasers.
 Cash Orders from the Country executed at lowest wholesale rates.
AKIN & KIRKPATRICK,
 47 Corner Commissioners and Port Streets.

THOS. D. HOOD,
 FIRST PRIZE
PIANOFORTE MANUFACTURER,
 MONTREAL.
 Show Room:—79 Great St. James Street.
 Factory:—82 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

ROBERTSON, STEPHEN & CO.,
 Successors to
WM. STEPHEN & CO. & A. ROBERTSON & CO.
 Importers of
STAPLE and FANCY DRY GOODS,
 and Dealers in
 CANADIAN TWEEDS, &c., &c.,
 19, 21, 23, & 26 LEMOINE STREET,
 AND
 2, 4 & 6 St HELEN STREET.
 MONTREAL. 6-1y

DRY GOODS.
OGILVY & CO.,
WHOLESALE IMPORTERS,
 495 St. PAUL STREET,
 MONTREAL.
 Just received:

100 pieces Hop Sacking.
 300 pairs Blankets.
 7-1y 20 bales American Cotton Yarn.

OGILVY & CO.,
 Agents for
STEWART'S SCOTCH WHISKY,
BERNARD'S OLD TOM,
 AND
 7-1y **BERNARD'S GINGER WINE**

PLIMSOLL, AUBIN & CO.,
 Importers of
STRAW AND FANCY DRY GOODS,
 Joseph's Block,
 18 St. HELEN STREET,
 MONTREAL. 9-1y

WINNING, HILL & WARE,
 339, 391, 394 and 396 ST. PAUL STREET,
 (near the Custom House)
 MONTREAL,
 Importers and Wholesale Dealers in

WINES, LIQUORS, CIGARS, ETC.,
 AND
 MANUFACTURERS OF CHOICE FRUIT SYRUPS,
 TOM GINS, GINGER WINES, BITTERS,
 LIQUEURS, etc., etc., etc.,
 For which the PARIS EXPOSITION OF 1867 awarded a PRIZE MEDAL for purity and excellence of quality.
SOLE AGENTS IN THE DOMINION OF CANADA
 FOR
 Ch. DeRancourt - - - - - Bordeaux - France.
 Gustavo Gibert - - - - - Reims - - - do.
 Boord & Son - - - - - London - - - England.
 S. H. Harris - - - - - do - - - do.
 James Kenyon & Son Bury - - - do.
WINNING, HILL & WARE,
 1-1y 339, 391, 394 and 396 St. Paul Street

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

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

1867—NOVEMBER 18th.—1867.

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

THE ST. LAWRENCE GLASS COMPANY
 MANUFACTURERS
 COAL OIL LAMPS, various styles and sizes.
 LAMP CHIMNEYS of extra quality.
 LAMP SHADES, plain, ground and cut glass.
 GAS SHADES, do do do
 Sets of TABLE GLASSWARE, consisting of
 GOBLETs.
 TUMBLERS,
 SUGAR-BOWLS,
 CREAM JUGS,
 SPOON-HOLDERS,
 SALT-CELLARS,
 CASTOR-BOTTLES,
 PRESERVE DISHES
 NAPPIES,
 WATER FITCHERS, &c., &c.
 Hyacinthe Glasses, Steam Gauge Tubes, Glass Rods,
 Reflectors, or any other article, made to order in white
 or colored glass.
 Kerosene Burners, Collars and Sockets will be kept
 on hand.
FACTORY—ALBERT STREET Orders received at
 the Office, 38 St. Paul Street.
 41-ly **A. McK. COCHRANE, Secretary.**

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

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

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

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

BLACK & LOCKE,
GENERAL COMMISSION
MERCHANTS,
MONTREAL. 36-ly

NELSON, WOOD & CO.,
IMPORTERS AND 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. 36-3m

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, FEBRUARY 23, 1868.

THE SUGAR DUTIES.
THERE has been a great deal of discussion of late,
 both in commercial circles and in newspapers
 throughout the country, touching the effect Mr Galt's
 last tariff has exercised on the West India Sugar trade,
 on the trade in this country, and as to whether it has
 or has not been unduly favoring to the refining inter-
 ests as against the trade at large.
 The effect of Mr Galt's measure has undoubtedly
 been to very greatly reduce the trade in the higher
 grades of raw sugar, and to give to the two Montreal
 Refineries such a commanding position as to throw
 the greater part into their hands. This fact, no one
 acquainted with the sugar trade of Canada can pretend
 to deny, and this being so, it follows that instead
 our receiving from the West Indies high grades of raw
 sugars, giving them the profits of refining, we have im-
 ported very low refining grades and given the profits
 to the two firms here. Now, after the expense of
 sending, with a great flourish of trumpets, Commis-
 sioners to endeavour to bring about closer relations
 between Canada and the sugar islands, and to open up
 new channels of trade, it was folly, or worse, to so frame
 a tariff as to defeat the very object we had in view in
 sending out those Commissioners. To continue, after
 the coming session, the present sugar tariff will be
 worse than folly, now that time has made so palpable
 the error therein contained, and we trust our present
 Finance Minister will so frame his tariff, uninfluenced
 by anything save a conscientious desire to benefit the
 country, as to put an end to the present anomalous
 condition of things.
 Whether the Sugar Refiners here should have their
 profits guaranteed to them at the expense of other
 people is a question we leave for the advocates of pro-
 tection to answer. On principle, we object to any in-
 terference with commerce on the part of Government;
 in this particular instance we see no reason why any
 exception should be made in favour of those who have
 already accumulated handsome fortunes, and whose
 only claim to consideration rests doubtfully on the
 influence their wealth secures to them.

MORLAND, WATSON & CO.,
WHOLESALE
IRON MERCHANTS,
AND
IMPORTERS OF HARDWARE
 Offices and Warehouse, 385 and 387 St. Paul Street
MONTREAL.
 Manufactories on Lachine Canal. 1-ly

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

THE MERCHANTS' BANK OF CANADA.
WE publish in other columns the report of the meet-
 ing of the shareholders of the Merchants' Bank,
 called to ratify the action of their Directors in amal-
 gamating with the Commercial Bank of Canada.
 The agreement for amalgamation was confirmed
 unanimously, and will, according to its terms, come
 into effect from and after the 1st of March.
 It has been stated that the assumption by the Mer-
 chants' Bank of Canada of the liabilities of the Com-
 mercial, would lead to such demands on the former
 institution as would tax its resources to the utmost.
 We are of an entirely different opinion. As we have
 already shown, the unredeemed circulation of the
 Commercial Bank is now not large, less, indeed, than
 \$400,000, and the amount due to depositors has also
 been very greatly reduced; while, on the other hand,
 the resources of the suspended bank are sufficient, we
 imagine, to meet any immediate demand which may
 be made.
 We presume arrangements have been made to open
 branches of the new bank at all points where the Com-
 mercial has heretofore done business, and we have
 no doubt the people all through the West will give a
 hearty and generous support to the same institution,
 which, under another name, has done so much to for-
 ward the prosperity of the country.

The following is a statement of the Revenue and
 Expenditure of the Dominion of Canada for the
 month of December, and for 7 months ending Jan.
 31st, 1868:—

Revenue—Customs	\$866,328
Excise	253,383
Bill Stamp Duty	18,678
Post Office	76,853
Public Works, including Railways ..	83,574
Miscellaneous	116,687
Revenue for January, 1868	\$1,423,470
“ “ July, 1867	1,076,482
“ “ August	1,162,175
“ “ September	1,332,253
“ “ October	1,444,466
“ “ November	1,420,473
“ “ December	1,824,042
	\$9,216,764
Expenditure for January, 1868	\$1,063,627
“ “ July, 1867	1,440,591
“ “ August	718,016
“ “ September	778,056
“ “ October	1,316,126
“ “ November	617,078
“ “ December	1,119,627
	\$7,116,121

THE NOVA SCOTIAN MUDDLE.

A MUDDIE it has indeed been well called for to us in this part of the Dominion the course pursued by that Province is, to a great extent unintelligible, as it also seems to be to many among themselves who attempt to explain to us the existing state of affairs there. Until within the last few years we had always imagined that if any portion of British North America was desirous of a union of all the Provinces it was the Province of Nova Scotia. When formerly Upper and Lower Canada were opposed to the measure, or looked coldly upon it, Nova Scotia never seemed to lose sight of it, and generally had something to say in its favor. How, then, this change? The opponents of its union complain that they were not consulted on the subject and that an act so important ought not to have been attempted and consummated without, and the consent of the people. Let us concede this; and we are ready to admit that the omission to do so was a grievous blunder, if nothing more. But if Confederation be good in itself, or even necessary, is it not puerile to neglect it, simply on the score of matters of form? A man might as reasonably refuse to eat his dinner, merely because he was not consulted as to the mode of its preparation. Many of the most precious gifts of Providence come to us unasked for, and without any agency of our own; yet they are not the less valuable and acceptable on that account. We shall not here speak of the commercial and other benefits which union is calculated to confer on the Dominion of Canada and the Provinces respectively, the question has been debated and discussed to exhaustion, and is now a thrice-told tale. Besides in addressing the dissentients of Nova Scotia on this head, we fear that we should be preaching to deaf ears, labouring in the vain attempt to convince those who will not be convinced, and "to conciliate those who will not be conciliated." We shall therefore chiefly confine our remarks to an enquiry into the cause and probable results of the Anti-Confederate doublings in that Province.

After carefully weighing all the facts of the case that have come to our knowledge, we have reluctantly arrived at the conclusion that the object of those who direct the movement in Nova Scotia is annexation to the United States. Upon no other hypothesis, as far as we can see, can their conduct be accounted for. It is true that they might be actuated in the course they have taken, solely by party spirit, and the lust for power and office—which supposition may be correct as regards some of them, and, to a certain extent, of all—but they have gone to too great lengths to admit of this explanation. But, with annexation as the key of the enigma before us, their policy is easily seen through, and it is, undoubtedly, not wanting in ingenuity, although we believe it is impossible that it should be attended with success. We can best show our meaning by referring to the annexation movement in Lower Canada, or rather in Montreal, in 1849. The leaders in that futile, though imposing *pronunciamento* appealed powerfully to the commercial and pecuniary advantages to be gained by becoming incorporated with the United States, and, perhaps, in that respect, the manifesto issued on the occasion was one of the ablest documents of the kind ever produced on this continent—even the famous documents of the American revolutionary era scarcely excepted. But its authors committed one important mistake. They forgot, or did not know, that the consideration of material interests alone has seldom if ever led to a step such as they contemplated. It was, after all, a mercantile trader's view of the question. No case could have been better put from their point of view—but the feelings and passions of the masses must be attended to as well as their reasons and interests, to compass a revolution, a transfer of allegiance, or a change of dynasty. The Nova Scotian Anti-Unionists have avoided this error of the Montreal Annexationists, and have addressed their countrymen in language mainly intended to arouse their passions and prejudices. They told them that—contrary to the universal opinion of mankind—Union was weakness, and not strength, and that, in their instance, it meant tyranny, robbery, and oppression. When informed that England desired the Union of the Provinces, both for their own good, and to enable her to defend them, if attacked, the answer was that it would serve no such object. But the reverse they declared that the only aim of the Canadians in wishing for Confederation, was to possess the power of despoiling the Nova Scotians of their wealth, where with to relieve their own poverty. All their declamations against the measure were much of the same tenor,

with the exception, perhaps, of the grievance that the Customs duties heretofore levied in Nova Scotia, would go into the Dominion treasury instead of the Province, just as the Scotch Customs duties go into the English treasury. But the climax of these fallacies was attained by Mr. Attorney General Wilkins, in the string of resolutions moved by him in the House of Assembly, and in which he contradicted or travestied several of the best established principles of the British Constitution. Now, allowing for a reasonable amount of ignorance on the part of Mr. Wilkins and his abettors, can we conceive that the absurdities are put forth without a purpose, especially as Mr. Howe, at least, was well aware that his friends were uttering nonsense? What, then, is that purpose? In our estimation the intention is to present issues to England which she must necessarily contest to create antagonism between her and Nova Scotia; and to persuade the Nova Scotian people that the Mother Country in combatting unsound doctrines, or denying their correctness, is refusing them their just rights. But Mr. Wilkins, it seems, kept back his most important missile to the last, like a lady's postscript; for on Friday, the 21st instant, he moved two additional resolutions in the Assembly, one of which is in these words:—

Resolved—That the Imperial Parliament have no constitutional right to authorize a Governor-General, or any other agent of the Queen, to make Senators or create any part of a legislature, with power to tax the people of Nova Scotia, or otherwise legislate for them without a Provincial statute, authorizing them to do so.

The same doctrine was contained in the first series of resolutions, but here it is more plainly and directly enunciated. The object, we suppose, is to revive a question which gave rise to a long and bitter controversy in the old English colonies, now the United States, immediately before the revolutionary war, and helped to bring on that event. In fact it embodies the well known dogma of those days—"taxation without representation is tyranny," and in the existing circumstances of Nova Scotia, it will be made to mean that legislation without representation is injustice. How far it is so is not our present business to enquire and we shall content ourselves with remarking that whether the principle evoked be true or false in itself, it can scarcely be applied to the cause of Nova Scotia in the matter of Confederation which was passed by the British Parliament at the request of the legislature of the Colony. The propriety of making that request, with the manner of doing it, is quite another affair.

In asserting that the men who are at the head of the Anti-Union Crusade in Nova Scotia are evidently labouring in the cause of annexation, it must be understood that we speak of these men only, and of a small minority of the population holding the same political views as they do, and who are to be found in every section of the Dominion. We believe that the eminently loyal people of that Province are entirely ignorant of the intrigues and designs which they would, at once, repudiate and oppose, if openly avowed. But arow them they dare not, well knowing the consequences. A like game was played in Upper Canada, previous to the rebellion of 1837. The annexationists there, as in Nova Scotia, were few in number, both in the legislature and the country. Their plan was to irritate the masses against the local and imperial governments, and in their irritation to involve them into the arms of the United States. But their schemes were unmasked, and the very people whom they had duped, turned upon and crushed them. So it will be in Nova Scotia some day, but it were waste in them, in the meantime to ask themselves, "whither are we drifting?" But on that point we shall have more to say by-and-by.

BARLEY—Advices from Albany state that the receipts of barley at that point for the season of 1866, were 7,400,000 bush., for 1867, 9,800,000 bush. The stock in the hands of dealers is one-fourth short of the usual stock at this season of the year. What little barley is now on the market is in the hands of speculators, who are holding at much higher prices. At Buffalo it is said that no barley of consequence is held in store for sale, and very little is arriving by rail. Large shipments have been made to Pittsburg. In Chicago we learn that the stock in that city is 234,000 bushels less than last year. Sample lots are selling at \$2.20 to \$2.25 per bush of 48 lbs. The prices in the Cincinnati market are \$2.25 to \$2.38 per bushel, and in St. Louis \$2.00 to \$2.05 per bushel.

THE NORTH AND SOUTH SHORES OF LAKE SUPERIOR.

THE settlement on the south shore of Lake Superior is not older than that on the north shore, yet it has made much greater progress. The population on the United States side is about 35,000. The capital invested there in mining works and enterprises amounts in round numbers to \$50,000,000. A million acres of mineral land have been sold there by the Government. The annual taxes raised for state and municipal purposes are 250,000. The exports from the mining regions may be set down at \$12,000,000. Twenty-seven steamers of an aggregate tonnage of nearly 18,000 tons, trade on the south shore. In 1866, 1,008 American vessels of 458,600 tons passed through the St. Marie canal, carrying over 13,000 passengers, and paying over \$22,000 as toll.

The details of the exports and imports from the south shore are worth considering in detail. The exports in 1866 were as follow:

Copper	9,267 Tons
Iron ore	317,784 "
Pig iron	11,164 "
Fish	7,291 "

For the same period the imports were as follows:

Flour	48,911 bbls.
Pork	6,649 "
Beef	4,333 "
Butter	1,067,124 lbs.
Cheese	65,060 "
Tallow	197,410 "
Sugar	630,709 "
Tea	1,653 chfs.
Coarse grains	295,397 bush.
Machinery	818 tons.
General merchandise	5,884 "

These figures show a very thriving state of things on the south shore of Lake Superior, and they present a marked contrast to the backward state of things on the north shore. On the north shore the population is very scanty, and may be reckoned up at a few score. The capital invested is small, and consequently the country is not developed, and it yields no revenue. The exports from that region are confined to a few barrels of fish. But one solitary steamer of 650 tons burden breaks the stillness of our waters. No exports of Canadian copper, iron ore or pig iron are reported, and the imports are confined to 166 bbls of flour, 150 of pork, and 3 of beef, 100 lbs of butter, 800 lbs of sugar, 600 bushels of coarse grain and a few other things of small value.

And yet it is admitted that the north shore is as rich in mineral deposits as the south shore. All that is wanted is capital, enterprise and industry, and new cities and towns would spring up like magic all along the north shore. We forget, there is something else wanted to secure this consummation, we mean a liberal policy on the part of the Government regarding the mineral lands of the country, and an amendment of the present system of regulating the Crown Lands by orders in council. It is with great satisfaction we notice that the Government of Ontario is alive to the importance of the mineral lands in Ontario. The Premier, Mr. J. S. MacDonald, has promised a liberal measure on the mineral lands of the Province for next session, and in order that that measure may be as complete as possible, it is announced that two members of the Ontario Government the Hon. Mr. Richards, Commissioner of Crown Lands and the Hon. Mr. Carling, Commissioner of Public Works, will personally visit the mining region as soon as navigation opens and examine for themselves the resources, and determine on the spot the best means of developing them so as to secure the greatest good not to a few speculators, but to the entire country.

A fruitful source of complaint against the past management of the Crown Lands Department regarding mineral lands, is that there were no fixed and certain rules by which those lands were disposed of. This objection was not without its advantages, in so far as it balked speculators and land sharks; but, at the same time it also hindered legitimate capitalists from going in and developing that country. The variability of the Crown Lands regulations arose from the fact that it is left to each Commissioner to issue what rules and regulations he pleases regarding the Crown Lands, by a simple order in Council. Consequently, these lands are sometimes sixty cents, then eighty, and again a dollar an acre. Royalties are abolished, and again re-imposed, and, in fact, nothing is certain about the Crown Lands Office, except the inevitable uncertainty as to whether an applicant will ever get a patent for the lot he wants. These abuses require correction. They grow up under the

old system; and Ontario is anxious, and is doing her best to inaugurate a new system. We have every hope that she will ultimately succeed. Nature favors her. She has the most fertile lands in the Confederation; she has also the most valuable mineral and timber lands. Let her, as she is bent on doing, make the most of her resources, and success must crown her efforts. Her mineral lands are a source of incalculable wealth; and the sooner a portion of this wealth is extracted the better for Ontario and the Confederation at large. There need be no danger of exhausting the stock; for if a fifth of all that is reported regarding the Superior region be true, its riches are inexhaustible, and they have not yet been touched.

MEETING OF THE MERCHANTS' BANK.

A Special Meeting of the Shareholders of the Merchants' Bank, to ratify the agreement of amalgamation with the Commercial Bank of Canada was held in the Banking House of the former on Monday, the 24th February, at noon.

The Stock was very largely represented, there being seventy-five Shareholders present, owning and controlling 12,176 shares in the Bank.

The President, Mr. Allan, entered into a short statement of the reasons and circumstances which induced the Directors of the Merchants' Bank to negotiate for the transfer to it of the Commercial Bank, and he explained the present position approximately of the affairs of the latter.

He then read the proposed indenture of agreement, which was as follows:—

"This indenture, made this 24th day of February, in the year of our Lord, One Thousand, Eight Hundred and sixty-eight, between the Commercial Bank of Canada, a Corporation of the first part, and the Merchants' Bank, a Corporation of the second part.

"Whereas the party of the first part, by virtue of an Act of the Parliament of the Dominion of Canada, entitled 'An Act to amend the Act of Incorporation of the Commercial Bank of Canada, to authorize the amalgamation with any other Bank or Banks, or for its winding up,' was passed in the thirty-first year of Her Majesty's reign, is authorized and empowered to enter into an agreement with any other Banking Institution or Institutions for an amalgamation or union.

"And whereas the party of the first part, and the party of the second part, have mutually agreed to enter into such agreement, and to amalgamate and unite together upon the terms, and subject to the provisions hereinafter mentioned and set forth.

"And whereas such agreement, and the several terms thereof, at a meeting of the shareholders of the party of the first part, duly convened and held on the seventh day of January, in the year of our Lord, one thousand eight hundred and sixty-eight, have been duly confirmed and approved of.

"And whereas such agreement, and the several terms thereof, at a meeting of the shareholders of the party of the second part, duly convened and held on the twenty-fourth day of February, have also been duly confirmed and approved of.

Now, therefore, these presents witness, and it is hereby declared, covenanted and agreed upon by and between the said respective parties to these presents as follows:—

1. That the said respective parties shall upon, from and after the first day of March, in the year of our Lord one thousand eight hundred and sixty-eight, thenceforth be, continue and constitute one united and amalgamated Corporation under the name, title and style of the "Merchants' Bank of Canada."

2. That the then capital stock of the last mentioned Corporation shall be the sum of Three Millions Three Hundred and Twenty Thousand Dollars, and each share shall be taken to be equal to and represent one hundred dollars in the capital stock thereof; and in such capital stock three shares in the capital stock of the Commercial Bank of Canada shall be taken to represent and to be equivalent to one fully paid up share in the capital stock of the Merchants' Bank, and the shares of the said two Banks, respectively shall be exchanged for shares in the capital stock of the Merchants' Bank of Canada in the said above mentioned proportions, and in case any fractions of shares in the Commercial Bank of Canada that may be insufficient to contribute one share in the capital stock of the Merchants' Bank of Canada, the Directors thereof may make such arrangements in respect thereof as they may deem proper; and dividends to be payable on the capital stock of the said amalgamated Bank shall be construed to begin and to be payable from the first day of January, in the year of our Lord one thousand eight hundred and sixty-eight.

3. That the Directors of the said amalgamated Bank shall be seven in number, and from and after the first day of March, in the year of our Lord, one thousand eight hundred and sixty-eight, and until the annual general meeting of the said Bank, the following persons now Directors of the Merchants' Bank, Hugh Allan, Edwin Atwater, Andrew Allan, Hugh Fraser, William F. Kay, Damaso Masson and Adolpho Roy shall be such Directors.

4. That the Head or Principal Office of the Merchants' Bank of Canada shall be situated at the city of Montreal, and that the said office may be removed under the provisions of the said recited Act.

5. That the Annual General Meeting of the Shareholders of the Merchants' Bank of Canada shall be held at the Head or Principal Office of the said Bank for the time being, on the first Monday in the month of July in each year.

6. That the Directors of the Merchants' Bank of Canada may choose and appoint one of their number to be the President, and one other of their number to be Vice-President of the said Bank.

7. That upon and after the first Monday of July, which will be in the year of our Lord, one thousand eight hundred and sixty-nine, the provisions of the act incorporating the Merchants' Bank, as amended by the amendments thereto; and the By-Laws made and to be made thereunder, shall regulate all matters and proceedings concerning the retirement, eligibility, and choice of Directors of the Merchants' Bank of Canada. But at the first annual general meeting of the shareholders of the said Bank, and of all the Directors hereby appointed shall retire, being, however, eligible for re-election.

8. That the Directors of the Merchants' Bank of Canada may, from time to time, establish branch banks, agencies, or offices for the transaction of banking business, or for the better and more profitable conduct of the business of the said Bank at such place or places as the Directors may think proper.

In witness whereof the respective parties of the first and second parts have executed these presents to the Commercial Bank of Canada on the day of _____ in the year of our Lord, one thousand eight hundred and sixty-eight, and the Merchants' Bank on the day of _____ in the year of our Lord, one thousand eight hundred and sixty-eight

Executed and delivered in duplicate by the Commercial Bank of Canada in presence of _____

and by the Merchants' Bank in the presence of _____

After which he proposed the following resolution, which was carried unanimously:—
"That the agreement of amalgamation between the Commercial Bank of Canada and the Merchants' Bank set forth in the indenture of union now before the meeting be, and the same is hereby confirmed and approved for execution by the officers of the Bank, and that the same indenture be entered at length in the minutes of the meeting."

THE BREADSTUFFS TRADE.

An impartial survey of the condition of the grain trade warrants the conclusion that the yield of the last harvest has not been over-estimated. It was generally conceded that our crops were unusually abundant; but the question arose whether, in view of the moderate average result of the European harvests and the depleted condition of stocks both at home and abroad, the new supply would be more than adequate to bring up the stocks to the average standard and to supply the current consumption. A negative view of this question was very generally taken, and has prevailed until quite recently; and hence the high prices at which breadstuffs have been held since the harvest. Now, however, the grain movement is assuming an aspect calculated to modify this conclusion. The stocks of wheat and flour at the grain centres are fully up to those of the same period of the last two years, and yet there is a large amount still in the hands of the farmers. At Chicago, our chief grain entrepot, the present stocks are very largely in excess of those at the same time in 1867, as will appear from the following comparison:

FLOUR AND GRAIN IN STORE AT CHICAGO.

	Feb. 1, 1868	Feb. 2, 1867		
Flour, bbls.....	82,703	93,423	Dec..	10,777
Wheat, bush.....	823,375	677,731	Inc.	145,644
Corn, bush.....	1,933,971	635,183	Inc.	1,298,788
Oats, bush.....	677,709	628,358	Inc.	49,351
Barley, bush.....	106,941	322,258	Dec..	215,317
Rye, bush.....	26,534	130,203	Dec..	103,669
Total grain.....	3,565,033	2,431,911		
Increase.....				1,133,122

There is thus an increase in the stock of wheat of 246,224 bushels; in corn, of 1,302,283 bushels; and in oats, of 174,371 bushels, while in flour, barley and rye there is an immaterial decrease. The entire stock of grain at Chicago is 62 per cent above that of February, 1867. At the beginning of this month there was 622,148 bushels of wheat in store at Milwaukee, which is largely in excess of the stock at the same date last year. It is estimated that the stocks of wheat at the various points between New York and Milwaukee inclusive aggregate 5,200,000 bushels, against 5,500,000 at the same period last year; an increase of nearly 50 per cent. At New York the stocks are exceptionally light, as compared with last year; which circumstance has considerable influence in sustaining prices against a condition of supply which would seem to call for lower values. The following shows the comparative stocks at this port:

GRAIN IN STORE AT NEW YORK

	Feb. 3, 1868	Jan. 31, 1867
Wheat, bush.....	1,260,30	2,200,000
Corn, bush.....	1,443,003	3,900,000
Oats, bush.....	2,187,062	2,700,000
Rye, bush.....	629,313	629,000
Barley, bush.....	110,853	1,500,000
Total.....	5,627,423	11,300,000
Decrease.....		5,672,577

Notwithstanding this large decrease at this port, which as will be seen in the above statement is chiefly in corn and barley, the stocks at the several points combined, largely exceed those of last year. While in the item of corn there is a decrease here of 2,220,000 bushels, there is at Chicago an increase of 1,302,283 bushels. It should be remembered that the premature closing of the canal kept away a large amount of grain en route for this city; which will go far to

ward accounting for the present lightness of our stocks, and much will come forward on the opening of navigation. The severity of the winter has been against the forwarding of supplies by rail-road, while in the interior the excellent sleighing has enabled the farmers to convey to the markets a liberal amount of grain, making the receipts at the lake ports, since the opening of the year, nearly double the average for the same period of the two last years, the increase in corn being especially large—an indication that the corn crop has been under-estimated. The following statement shows the receipts of flour and grain at the ports of Chicago, Milwaukee, Toledo, Detroit, and Cleveland from Jan 1 to Feb. 8, and for the same period of the last two years:

RECEIPTS AT LAKE PORTS FROM JAN. 1 TO FEB. 8.

	1868	1867	1866
Flour, bbls.....	315,993	416,872	218,275
Wheat, bush.....	1,311,633	1,197,683	1,334,857
Corn, bush.....	3,215,279	1,115,879	2,890,210
Oats, bush.....	612,661	612,878	831,986
Barley, bush.....	206,145	184,916	76,122
Rye, bush.....	73,501	107,903	95,898
Total grain.....	5,223,076	3,348,271	3,902,422

The general tenor of advices from the West justifies the expectation that this liberal rate of receipts will be continued. It is admitted that the farmers have still a large balance of their crop on hand. The high prices they have received for their products have enabled them to hold back an unusually large portion of the crop, this reserve being variously estimated at from 30 per cent, to 50 per cent., or even as high as 60 per cent. of the whole yield. Any indications of a weakening of prices would be quite likely to bring this supply rapidly into the market. Nor are we to lose sight of the California supply, which now has quite an important bearing upon our market. Last year that State exported 4,000,000 sacks of wheat, and 510,000 bbls. of flour, Great Britain taking about 80 per cent. of the whole. The latest advices represent that the surplus exportable from this source is likely to be more than was expected, and that, with a fair season, the next crop will be a large one. Moreover, it is reasonable to anticipate that the high prices realised during the two last years for cereals will induce in all parts of the world an extensive preparation for the next harvest, that being the almost invariable result of high prices.

The present condition of the British markets is not favorable to the expectation of a very large demand from that source. The millers are represented as buying little, and the wheat trade as being very inactive. The stocks of wheat and flour at the ports are in excess of those of last year, and equal to those of the preceding year, while the amount afloat for Great Britain is estimated to be about two million quarters. The following shows the stocks of flour, wheat and corn at the principal grain ports of the United Kingdom at the close of the last three years:

Stocks of Flour, Wheat and Corn in the United Kingdom.

	1867	1866	1865
London, qrs.....	229,000	220,000	241,000
Liverpool, qrs.....	120,000	120,000	210,000
Glasgow, qrs.....	130,000	137,000	254,000
Hull, qrs.....	62,000	60,000	119,000
Gloucester, qrs.....	63,000	49,000	39,000
Dublin, qrs.....	104,000	60,000	62,000
Total wheat.....	813,000	845,000	850,000

	1867	1866	1865
London, qrs.....	85,000	158,000	183,000
Liverpool, qrs.....	210,000	310,000	210,000
Glasgow, qrs.....	27,000	32,000	23,000
Total Sacks & bbls.....	373,000	333,000	333,000

	1867	1866	1865
London, qrs.....	603	19,000	62,000
Liverpool, qrs.....	42,000	14,000	62,000
Glasgow, qrs.....	700	39,000	19,000
Dublin, qrs.....	4,000	7,000	15,000
Total.....	45,000	79,000	101,000

Putting together all these considerations, it would appear that there is a strong combination of causes unfavorable to the maintenance of the present high prices of breadstuffs. These tendencies are strengthened by the depressed condition of industry in many parts of the country, entailing a rigid economy of consumption, and by the further fact that in Great Britain and some parts of the Continent a similar depression exists. We venture, however, no predictions as to the future course of prices, but simply present these naked facts for the candid consideration of those whom they may concern.—A. Y. Financial Chronicle.

THE TAX ON MANUFACTURES.—A letter from

George W. Allen, Member of Congress from Ohio, addressed to the Secretary of the National Manufacturers' Union, speaks of the prospect of repealing the taxes on manufactures as follows:—"The pressure brought to bear upon Congress is more than it can withstand. There is a general feeling of retrenchment, and I am mistaken or there will be radical reforms before long. The Committee of Ways and Means have already resolved to report a bill repealing all taxes upon manufactures, except luxuries, and we hope to get the income tax off also, and expenses reduced sufficient to admit of it. To this end we are laboring, with individual members and the different committees, to whose aid are expenditures, appropriations, &c. I think I am safe in saying that our labor will be crowned with success, but it must be watched and pressed to the end."

HURON AND ONTARIO SHIP CANAL CO.

W HILST bread in England is at so high a price as to diminish to a serious extent the low comforts of the labouring poor, and several of the continental states, owing to scanty harvests, are eagerly competing with us in the market for a sufficiency of food supplies, grain is so abundant in North Western America that farmers in that part of the world practice economy by substituting Indian corn, which is grown on the spot, for coal which has to be fetched from a distance, as fuel for their ordinary domestic purposes. On our side of the Atlantic there are millions of mouths clamouring but clamouring in vain for more food, and on the other side of the Atlantic a thousand miles away in the interior food good wholesome substantial food exists in such immense superfluity that to waste it on the hearth is an actual evil. To what cause is the contrast to be ascribed? How is it that the granary of the west full as it is to bursting is not more available for the wants of the east? The reply is but a repetition of the old old story. The means of transport are as yet so circuitous so inconve- nient, so inefficient and therefore so costly that it is found impracticable to eat the corn cell at Chicago and Milwaukee down at Liverpool or London at a sufficient low price and in sufficiently large quantity to satisfy the need of our hungry population. Through already existing canals grain may be said to trickle into England, and the problem which waits to be practically solved is how and by what channel it can be made to pour in a continuous and copious stream.

Water carriage from Chicago to Liverpool supposing it to be at once direct and adequate would abundantly satisfy all the necessary conditions of transit which the case requires. Water carriage, it is true already does something - but both in time in distance and in capacity the present provision falls lamentably short of the want. The desideratum is canal accommodation that shall link together all the facilities nature has given, so that ships of heavy burden shall, without the necessity of breaking bulk, make a single passage from the far west to the east within a reasonable time. Is it really feasible thus to unite by a single line of communication the market of Chicago with that of Liverpool or London?

We are happy in being able to give a satisfactory answer to this inquiry. The Legislature of Canada has passed an act authorising the construction of a ship canal between Lakes Huron and Ontario, a distance we believe, of little more than sixty miles. This work, commencing at the Georgian Bay, utilizing Lake Simcoe, and having its outlet in Lake Ontario, is intended to be of sufficient capacity to admit of the easy passage between lake and lake of 1,200-ton steam propellers, and will thus bring the two extremities of the line within 12 or 14 days' distance. The engineering difficulties are not very formidable - at any rate they present no obstacle which science and skill may not readily overcome. Indeed so great are the advantages promised by this scheme that half the capital required to reduce it from a project to a fact has been provisionally subscribed for already in the United States. It is estimated that the entire outlay required will be about £8,000,000.

The special facilities it will offer to commerce are the following - It will shorten the distance between Chicago and New York 376 miles, and between Chicago and Quebec - which for the purposes of European trade may be taken as on the direct route to Liverpool - not less than 428 miles, and it will abridge the interval between these places respectively even more in point of time - because, being far more direct as a line of transit, it will obviate all necessity for a transhipment of goods. It will thus diminish the cost of freight from 35 to 50 per cent. It is hardly requisite that we should point out the general features of the American district which the Huron and Ontario Canal will open up for the benefit of English consumers and manufacturers. The trade of the Western States is expanding with almost incredible rapidity, and its capabilities may be soberly described as unlimited. The history, topographical and commercial of Chicago and Milwaukee would read like a tale of the Arabian Nights - and every probability points in the direction of an early and progressive multiplication of such marvellous transformations. Agricultural produce of all kinds, but grain especially, may be augmented to almost any conceivable extent. Mineral wealth too, lies undeveloped as yet and waiting only adequate means of intercommunication to reward the adventurer along the Canadian shores of Lake Superior.

Of course, it is not our business to set forth the monetary advantages or possible disadvantages of a great national project of this kind. We take no other interest in the enterprise than such as may be truly characterised as patriotic and cosmopolitan, nor, even if we did, should we venture to display that interest to our readers. But it is fitting that we should give as much completeness as the case will admit of to the information we have ventured to lay before them. We may, as well add therefore, that Mr. Frederic C. Caspary of Toronto, is in this country with a view to promote the undertaking, that he has with him all the preliminary surveys and plans that they have received the approval of the most eminent among British engineers, and that Mr. Caspary's reputation for judgment and enterprise in Western Canada is greatly facilitating his progress among capitalists in this country. The canal profits, it is estimated, will yield seven per cent on the capital invested but over and above these it is anticipated that the Provincial Legislature will make a grant of land along the line of the canal, which, like a similar grant made to the Illinois Central Railway Company, will offer great additional advantages to such as unite in the undertaking. We wish it a project entire success. It seems worthy of it, and it could be carried into effect of one thing we are certain - that it will bring about results of vast importance to those of any engineering feat of the last years. - London Notices, 21st.

THE PROPOSED SHERBROOKE COTTON FACTORY.

SHERBROOKE, 10th February, 1903.

Esq., Montreal.

DEAR SIR According to promise, I have the pleasure to lay before you what I consider some of the advantages enjoyed by this town as a site for a cotton factory.

Before, however, entering upon the question in detail I must call your attention to the fact that all similar undertakings on this continent have been started in the country, and not in the large cities - these latter being the trade centres and not in themselves seats of manufactures, siding largely (and indeed in the case of Boston and New England almost exclusively) in the building up of country towns, where water-power is available. Lowell, Lawrence, Manchester, Great Falls, Lewiston, &c., &c., derive all their importance from Boston capital and in their turn contribute mainly to the growth and maintenance of the mother city if I may so call it. This proof of the value of water power for manufactures was even their establishment in remote places demanded a heavy outlay of capital for the building and maintaining of boarding houses for operatives ought not to be lost sight of in the consideration of the question as to the best available site for a cotton factory at the present time in Canada.

To one so thoroughly conversant with the details of the subject as you are, I need only refer to the immense sums expended in the building of the dams across the Merrimac and Androscoggin Rivers, as well as for the canals which render the power available to prove that if steam power, could fairly have entered into competition with water power and that a great trading town would be an eligible site for manufactures, then our New England cousins made most extraordinary mistakes and have repeated their original errors over and over again. Knowing the New England character I scarcely think you will believe that the subject was not fully digested before the resolution was come to of utilizing their rivers instead of depending on steam for the necessary power.

I now proceed to mention some of the facilities offered by this town.

In the first place the Town Council will relieve the Mill from taxation for a certain number of years, or what is equivalent to it, will place so low a valuation on the property as to be of no consideration practically. They have done this in the case of the new Woolen Mill of A. Paton & Co., and that precedent we do with no opposition in the town. Secondly, the land consisting of three acres and water-power sufficient for a mill of 10,000 spindles and 240 looms, can be had of the British American Land Company in perpetuity for \$10,000, which the Company is willing to take in stock, or on a perpetual rent of \$500 per annum if preferred. The site is that where the old Paper Mill formerly in the occupation of Messrs. Angus & Logan stood. The dam is already built and even the bulk-head, and the expense of forming the connection to obtain the water supply would be trifling.

The power is never failing, and is at the same time not liable to the disadvantages of high water, so common in the large rivers in the States, and in most of our Canadian rivers. If reference be required as to the power, I am sure Messrs. Angus & Logan, will bear willing testimony in its favor.

Building materials are to be had in abundance at a low rate in this town. Timber costs from \$7 to \$8 per 1,000 feet inch board measure, sawn into dimensions there being a mill in the town capable of sawing sticks upwards of 60 feet long if desired. Waste lumber is thus prevented. Bricks are also made within the town, of excellent quality, very hard and durable, and can be contracted to be laid in the wall at \$7 per thousand. (The above prices were paid for the building of the new woolen mills of A. Paton & Co., recently erected.) Good rough rubble stone for foundations can be had at the quarries within the town limits, and if a superior stone be required the boundary line granite can be had at a cheap rate, the cost of freight not being very heavy, owing to its being down grade almost the entire distance to Sherbrooke. If slate be desired for roofing it can be had of the most superior quality at the Melbourne quarries, within 24 miles of Sherbrooke, and perhaps at a quarry recently opened within six miles of the town, where the samples are said to be excellent. As to labour, Sherbrooke, as you I dare say know, is already a town of nearly 4,000 inhabitants, and possesses two woolen mills, a paper mill, and several other manufacturing establishments. A cotton mill, therefore, will not have to build up its own market for labour but will only tend to cause a larger supply of labour to pour in, as is always the case when the demand is known to be large and steady. In consequence of the size of the town, there will be no necessity for the erection of boarding houses for operatives. Again the Eastern Townships possesses, perhaps, the largest amount of valuable labour for cotton mills that can be found in any part of Canada. For years past our young girls have sought employment in New England and are well skilled in the work and there can be no doubt that the establishment of such undertakings near their own homes, would always have the preference with such persons, their parents and friends. They would run no risks compared with those to which young girls are subject in a foreign country, entirely removed from supervision.

Sherbrooke is also well supplied as a market - there being three market days in the week, besides a cattle market on the first Wednesday in each month from May to December. Fuel, as compared with Montreal, is very cheap indeed, the best cordwood four feet long, only costing \$2.00 per cord. There is, also, an excellent machine shop for repairs of machines when needed, which would obviate the necessity of any ex-

pensive provision of that nature in connection with the mill.

You are, of course, aware that Sherbrooke is the principal way station of the Grand Trunk Railway between Montreal and Portland, and the raw cotton may either be brought from St. Louis by the great lakes and then by rail, or may be purchased on the Atlantic sea-board, and brought from Portland by rail. Both plans are adopted for the supply of the cotton mills in the State of Maine, at Lewiston, Biddeford, &c., the relative advantage of route being governed by the price of cotton on the Mississippi, or on the Atlantic coast.

I may here mention that the question of freight is an important one for the Grand Trunk Railway, I am assured that every facility will be given to aid the enterprise if established here. You are aware that the great bulk of the Grand Trunk freight is eastward, and it is a matter of great importance to them that their return cars from Portland should be filled. The raw cotton, purchased on the Atlantic coast, shipped to Port and unloaded at the Grand Trunk wharf and carried to Sherbrooke, would be to them a most desirable business, and then the carriage to Montreal of manufactured goods, is also in the light of return freight. I have no doubt Mr. Brydges would be found to take a most favorable view of this extension of the railway business, added to which it is by the increased business of the towns along the line that the railway company must look for an increased return to themselves.

I suppose the great bulk of the manufactured goods would go into Montreal for distribution, but it must not be lost sight of that the Eastern Townships would themselves consume a large amount if, (as I presume would be the case), the cloth would resemble the best of the American goods in its manufacture.

The people of the Townships know well the value of American goods of this nature, and I am assured by merchants of long standing, that they can sell twenty yards of American cloth to one of English, even at a higher price than the English goods will command.

With these few statements I leave the matter in your hands, believing that in cheapness of land and power - permanence of power - security from excess of water in frosts, cheapness of building materials, economy in fuel, abundance of labor, freedom from taxation and other advantages, the position of this town gives it the pre-eminence as a site for the establishment of a cotton mill.

I remain, my dear sir, Very faithfully yours,

(Signed,) R. W. HENEKER.

NARROW-GAUGE RAILWAYS.

STATEMENT OF MR. G. L. REID, C. E.

HAVE had twenty one years experience in railway construction: sixteen years in this country as chief engineer of the Great Western Railway, and ten years of these sixteen as engineer of the Detroit and Milwaukee Railway in Michigan. The latter is of a gauge 4ft. 6in.

Was employed as engineer in converting several light narrow-gauge mineral railways in Scotland, into the general English gauge in 1848 and 1849, so as to enable them to connect with the general railway system of the country.

I have gone carefully into the whole question of the narrow-gauge system, as between 8ft. 6in. and 5ft. 6in. gauges, and find that the difference (assuming 60lb rails for the broad-gauge and 40lb rails for the narrow-gauge) in first cost, The only saving is in a parallelism of two feet in width in the middle of each cutting and embankment, and a contraction of two feet in length of culverts and of width of bridges, and also a reduction of weight of rails, length of sleepers and width of ballast. But in all other respects the two gauges are the same viz. in width of ditches, drainage works, right of way and clearing, fencing and road-crossings, station buildings, platforms, wood-sheds and water-tanks, turn-tables and engine sheds, and all general expenses.

The track of the 8ft. 6in. gauge is, as I have said lighter than the broad gauge, and consequently a smaller and lighter class of rolling stock be used - otherwise the rails would very soon be destroyed; but this lighter rolling stock is not cheaper than that required by the broad gauge lines, inasmuch as a great number of cars are needed to do the same amount of business. I have carefully estimated the amount of this difference, and I find that the excess in cost will reach 20 per cent over that required to conduct the same business on the broad-gauge system. The actual cost of working the traffic where it is of a moderately large amount - such as that of the Northern railway or of the Wabash and Guelph railway, will be about 50 per cent cheaper on the broad gauge than on the narrow system.

A train of loaded freight cars on the 5ft. 6in. gauge consists, on a level road, of twenty five loaded cars, holding 400 tons each, 250 tons, or on a railway having gradients of sixty feet per mile the load is fifteen cars of 40 tons each - 600 tons, whereas the load on a 8ft. 6in. gauge, having the same gradients is according to the statements of the advocates of that system, only ten cars of seven tons load - seventy tons in all, or less than one-half the capacity of the broad gauge.

The narrow gauge engines weigh from sixteen to twenty tons as compared with those of twenty-five to thirty-five tons on the broad gauge. If Mr. Fox plans (as he says has been done in Queensland) a thirty-five ton engine on a narrow gauge railway, with a track of 40lb rails, the rails will be crushed to pieces in a few months. Capt Tyler has recommended rails of 7lb per yard for the Grand Trunk Railway for engines of only thirty tons weight, whilst on the other hand, if he distributes the load over a large number of small wheels (twelve wheels or 23 to limit)

the load to three tons on each wheel, as recommended by Mr. F. C. he cannot then advantageously apply the power from the cylinders to the axles, and he loses probably more than one half of the available power of his engine. The power of an engine to draw a load is directly as the adhesion upon the rails which again is derived solely from the weight upon the driving wheels, and as this tractive power is only one-sixth of the whole adhesion it is extremely important to utilize as much as possible of the weight of the engine. This can only be done in the case under review, by increasing the limit weight of three tons on each wheel to nearly twice that weight, and when this is done then rails of at least 60 lbs per yard must be used which of course, abolishes the light and cheap nature altogether. As regards passenger trains on a narrow gauge railway there are two serious objections 1st The oscillation must necessarily be very great, unless the body of the car is greatly reduced in width as compared with those in use on the existing railways of the country, or the speed must be reduced at least one-half.

In any case the width of the body of the car must be reduced to the very least by two, if not three feet, and the result must be to alter altogether the present internal arrangements of our passenger cars. Instead of a row of double seats along each side, there is a passage way for the conductor between them, it will be necessary to return to the style of cars in use on the street railway, where the passengers sit along the sides, face to face, leaving a passage for the conductor between them, an exceedingly uncomfortable mode of making a long journey.

The whole question resolves itself into this:—If the saving of ten per cent in first cost is all important, and if the prospect is very unpromising, then a cheap light narrow gauge railway may be adopted. But if there is every reason to expect a moderately large amount of business, such as the districts of Grey and Bruce will undoubtedly yield, then the saving in cost of working will repay the extra outlay of ten per cent in first cost within two years time. In such a case (and this will apply to almost any district in Western Canada) it would be absolutely folly to lay down a narrow gauge railway merely to save ten per cent in first cost, and it is to be borne in mind that as the traffic increases so does the cost of hauling per ton diminish on the broad gauge system, whereas the opposite is the case on the narrow gauge track. As the business of a railway increases it is found advantageous to concentrate the loads as much as possible, and we find that the Great Western Company are now using cars for the transportation of lumber and bulky materials which carry loads of thirty and forty tons—one-half of the net load of a whole narrow gauge train.

The English broad gauge of seven feet is not about to be abandoned on account of its costliness of working, as alleged by Mr. Fox, but it is in contemplation gradually to bring it down to the 4 ft. 8 1/2 in gauge, solely on account of the inconvenience arising from its being hemmed in on all sides by lines of the gauge. The Irish gauge is 6 ft 3 in, and it was decided upon by the English Government after very careful and long deliberation.

The broad gauge of America is six feet, and within the past three years it has been extended from Erie to Cincinnati, a distance of 500 miles.

GEO. LOWE REID

Hamilton, 10th Feb., 1868

NATIONAL BOARD OF FIRE INSURANCE.

THE New York Bulletin says.—The meeting of the National Board of Fire Insurance Companies, now in session in this city, is especially worthy of public attention. All classes in the community have an interest in the welfare and stability of fire insurance companies. The risks and the principles upon which they are conducted are far from being matters of limited importance. The standing and position of business men and the interests of property holders generally, are intimately connected with the stability of fire insurance. If the premiums do not cover all the risks or if the business of the underwriters is not conducted upon sound economical principles, the community must sooner or later experience the most injurious consequences.

In the view of the meeting of the National Board of Fire Underwriters should certainly be attended with beneficial results. It ought to lead to collection of facts from a variety of sources that may tend to remove any defects in the present system of insurance. The heavy losses of the past few years have seriously affected even the most prosperous companies, and the time has arrived for determining whether a reform or at least a modification of existing rules may not be expedient. Upon this subject the report presented yesterday throws considerable light. It seems to authorize the conclusion that the risks of insurance are not covered by an adequate capital, or, in other words, that the present rates of premium are not sufficient. The report states:—

"The insured may find matter for grave consideration in the fact that, in 1859 \$ 19,809,629 at risk, had, for its protection, capital and assets to the amount of \$20,823,844, while at the end of 1865, \$4,153,695,696 had \$-5,360,867. The per centage of protection in 1859 was 85 per cent., in 1865 23 per cent., and at the end of 1866 2.02 per cent., showing a decrease of 1.63 per cent. of protection to the insured—an alarming decrease when applied to a sum nearly as large as our national debt."

The report states that the risks involved in the management of fire insurance companies warrant the expectation of an interest of twelve per cent. upon the capital. But an average of five years establishes the fact that less than one and a half per cent per year has been realized. Over one per cent of the profits have been absorbed by losses during that period. It is also found that while the total amount of premiums in

1865 was three times larger than in 1859, the losses of the former year were five times larger. The per centage of losses on net premiums have increased from 42.57 per cent. in 1859 to 71.33 per cent. in 1865. In 1865 the aggregate losses of the various companies amounted to thirty-four per cent of the net cash premium. It is probable that this disproportion has been increased during the last two years.

This statement of the position of the companies in relation to the heavy losses which they have recently suffered should, and probably will, lead to well concerted uniform action for the establishment of a clearer equilibrium between the amounts of premiums and actual risks involved. The recent heavy fire in Chicago led the underwriters to advance the rates twenty-four per cent, but this action produced remonstrances from the merchants that may probably cause a modification of the new rates. Without presuming to decide whether this increase is or is not justified by the peculiar circumstances attending fire underwriting in Chicago, it is at least desirable that a larger inquiry should be instituted covering all the new interests introduced by the changes of commerce during the last decade, so as to establish the business on a basis that would be equally safe to underwriters and to the public at large.

THE GODERICH BRINE SPRINGS.

(From the London Grocer.)

THE manufacture of salt will probably become an important branch of industry in the Province of Ontario and give employment to a considerable amount of capital. Amid the excitement incident to the opening up of gold, silver, and iron mines, we are apt to overlook brine springs, which are likely to contribute in a large degree to our national wealth. The Onondaga formation, which is the source of the New York brine springs, is salt-bearing in the vicinity of Goderich. Evaporated newspaper paragraphs now and again, make us aware that salt is produced there and wells are being sunk, but of the operations we know little or nothing. Of the region referred to, Dr. Sterry Hunt speaks in his report (1866) as follows:—"Recent investigations have shown that this formation, in its course north-westward, in Canada, becomes greatly augmented in thickness and includes beds of salt which bids fair to surpass in importance those of Central New York."

One well is mentioned which, at a depth of 964 feet from the surface rock, salt was met with in layers of a foot or more in thickness; the whole volume of the salt-bearing mass being 41 feet, of which the salt itself formed about 30 feet. The salt brought up is described as beautifully white crystalline grains. The brine is remarkable for its purity, the solid matters from its evaporation containing over 99 per cent of salt, while, those from Onondaga, New York, have on an average, over three per cent of impurities. It results from this that the salt manufactured from Goderich brine must be of exceptional purity. No draining or other mode of purification is needed with the brine to from make it surpassing in purity the finest hitherto known. Some of the Onondaga brines are almost saturated with gypsum, of which they hold nearly six parts in 1,000, while the Goderich brine contains less than two parts. The Onondaga brine also contain, on an average, about 15 per cent. of salt, while the Goderich brine has nearly 28 per cent. The well spoken of yielded 500 to 700 gallons of saturated brine per hour, the former quantity being equal to about 550 bushels in twenty-four hours.

The salt springs in and about Lake Onondaga are the property of the State of New York. In 1825 the State took possession of them and began to furnish brine to manufacturers. Every encouragement was given to the trade. A bounty of three cents per bushel was paid for all coarse or solar salt that should be sent to the Hudson's River or to Lake Erie, or that should be sent from Oswego to Canada, and a bounty was paid for the transportation of salt barrels on the canals. During the last twenty years the State of New York has received a revenue from the salt manufactured at these springs, in the way of duty, of \$124,133. The quantity sent to Canada via Oswego, in 1866, was 510,330 bushels at \$2.03 per bushel net. The average net price which the company realized for the production of 1865 was \$2.03 per bushel, the net profits of that year being \$72,237. The company paid for boiled salt 15c and for solar salt 8c per bushel. The cost for a barrel containing five bushels is placed as follows, in American currency:—

FOR FINE SALT.	
Fuel, boiling, and repairs, 19 cents per bush	95 c
State duty, 1 cent per bush	05
Taxes and office expenses.	10
Rent of block at 1 1/2 per cent.	25
Packing	06
For the barrel	45
Total cost per bush.	\$1.85

FOR SOLAR SALT	
For manufacturing at 8 cents.	40 c.
For State duty.	05
For taxes and office expenses.	10
For rent of vat, &c., at 1 1/2 per cent.	55
For barrel.	45
	\$1.65

It is said that the introduction of coal in the manufacture of fine salt has been attended with highly beneficial results. Its superiority over wood is declared to be evidenced in the superior quality of the salt, which can be produced at a largely reduced cost. The quantity of salt by solar evaporation is far many purposes superior to that produced by artificial heat.

COMMERCE OF NEW YORK.

(From the N. Y. Journal of Commerce.)

AT the close of last year we noted the falling off in the receipts of foreign goods, and anticipated a continued reduction through the season upon which we have entered. Some days ago we gave a comparison of the imports of dry goods for the month of January, and renewed by reference to this declining trade. A correspondent, who examined our statistics, addressed us in a humorous vein, asserting that one of our contemporaries was disposed to attribute this falling off in the imports to the wicked tariff, while others blamed the radical politicians for it, and asked our opinion of the cause of this change. We have already stated explicitly that a protective tariff is not itself a restraint upon the arrival of foreign goods. Frequent and vexatious changes in the tariff operate to discourage imports, but a tariff may be "wickedly" high and oppressive, while it operates to encourage the sale of foreign merchandise. Nor is the falling off due altogether to political causes. The unsettled condition of affairs has undoubtedly depressed trade in every department, and so far has induced a moderate demand for both foreign and domestic fabrics. The reason of this falling off in the imports may be found in the want (from whatever cause) of paying consumers for the products offered, thus making poor return to the importer, and discouraging his enterprise. But this applies as well to the trade in domestic as in foreign goods. Indeed, the former is the first to feel its influence, so that a high tariff like political complications, only injure trade through a general disinclination to engage in any sort of business venture while affairs are so unsettled.

All of our shippers referring to the imports express only their foreign gold value, freight and duty unpaid. The total for January, it will be seen, is a little over fifteen millions against about twenty-one millions for the same month of last year, and thirty millions for January, 1866. It will be interesting to note the changes in this trade, in successive years, and we therefore bring forward the comparative imports in each January since 1850.

Foreign Imports at New York in January.

Year	Imports of specie.	Total Imp'ts.
1850	\$ 433,952	12,365,434
1851	210,455	15,468,470
1852	104,796	11,014,097
1853	83,048	13,440,970
1854	283,585	13,607,819
1855	90,284	12,046,827
1856	61,874	15,578,064
1857	838,569	19,006,733
1858	809,572	8,105,700
1859	71,308	19,447,962
1860	223,060	21,758,273
1861	7,263,229	26,827,411
1862	163,668	12,620,849
1863	101,906	15,733,576
1864	141,790	18,977,394
1865	62,228	10,620,117
1866	72,771	30,109,830
1867	126,719	20,979,087
1868	139,574	15,418,571

The stock of goods in bond has not increased since January 1st, the withdrawals being a trifle in excess of the entries for warehousing. The following are the particulars for the last month as compared with the previous two years.

Foreign Imports at New York for January.

	1867.	1868.
Entered for cons m.	\$18,650,726	\$11,016,858
Ent'd for ware'h'g	10,241,578	9,087,702
Free goods	1,238,757	71,810
Specie and bullion	72,771	120,719

Total ent'd at port	\$30,109,830	\$20,979,087	\$16,418,671
With'd'n from wh'eo	7,424,386	9,330,494	6,781,625

We have now passed through seven months of the fiscal year, and as many of our readers keep their record in even date with the government returns, we present a table showing the total from July let.

Foreign Imports at New York for the Seven Months ending January 31st.

	1866	1867	1868.
Ent'd for cons m	\$108,988,483	\$88,687,723	\$77,424,231
Ent'd for ware'h'g	68,171,603	62,894,178	63,333,519
Free goods	6,625,883	6,682,782	6,818,786
Specie and bullion	1,144,229	6,624,562	1,886,217

Total ent at port	\$172,840,197	\$161,098,240	\$131,459,763
Wd'n from wh'eo	46,321,906	69,627,912	64,019,789

The above shows that the stock of all kinds of merchandise now in bonded warehouse is about the same as it was at the close of last June. Before calling attention to the receipts for duties we wish to correct a popular error which is continually repeated in paragraphs going the rounds of the press. Many persons take the total value of foreign imports landed at the ports upon which to estimate the customs; and thus they often make the most serious mistakes in the computation. The duties in this district are collected only upon the dutiable imports actually marketed here. The total cash thus paid here in seven months was only a fraction less than sixty-two millions, upon a dutiable value of \$1,444,442,020, or an average of about fifty per cent ad valorem upon the entire amount of merchandise subject to duty. The following are the official returns:

Received for Customs at New York.

Six months ending	1866	1867	1868
Jan. 1st.	\$65,077,623	67,660,631	67,183,501
Jan. 1st.	12,67,574	19,947,249	48,713,423

For 7 months \$77,014,892 vs \$70,033,820 vs \$61,664,789.50. Our friend Peter Cooper, and his associates in the "Protective League," still keep up the fire against

' free trade,' and are as clamorous as ever for more protection to American industry." The above shows what has been attempted in that line. If any inquirer for the results the depressed condition of trade may be reasonably included in the answer. The Eastern manufacturers are beginning to see the evils of such legislation and the shrewdest among them are now ready to join the shipping interest in searching for some more excellent way of promoting the national prosperity.

We turn now to the exports from this port, and remark that the shipments which follow are chiefly reckoned at their value in paper money. The specie sent abroad is given at its untaxed or sale value, but all others at the market price in currency. The total sent abroad in January, exclusive of specie, shows a gain of one million dollars upon the corresponding figures of last year, but is far below either of the years preceding that date. We annex a summary of the returns:

Exports from New York to Foreign Ports in the Month of January.

	1863.	1867.	1868.
Domestic produce	\$19,734,997	\$12,911,639	\$13,766,496
Foreign iron goods	63,301	114,207	12,630
Do dutiable....	294,909	422,761	663,161
Specie and bullion	2,706,836	2,651,351	7,549,825

Total exports.....	\$21,814,513	\$16,939,998	\$21,798,162
Do ex'cise of specie	20,103,207	15,445,647	14,443,327

In 1865, the total of produce shipped in January amounted to \$10,651,693. We now bring forward the relative totals from the beginning of the fiscal year.

Exports from New York to Foreign Ports for Seven Months from January 31st.

Domestic produce	\$125,883,684	\$95,313,522	\$100,829,047
Foreign iron goods	344,140	361,896	162,091
Do dutiable	1,532,297	2,363,876	4,690,683
Specie & bullion	14,734,250	10,322,621	31,556,111

Total exports.....	\$142,662,351	\$117,361,905	\$140,147,823
Do. ex'cise of specie	\$27,806,121	\$9,039,264	105,691,712

The total for the same time in 1865 amounted to \$173,363,951, of which \$148,607,693 were made up of produce and merchandise exclusive of specie. We are glad to notice the little gain in January, and hope that it is an earnest of a more prosperous export trade.

THE KEEP-LOCKWOOD WAR UPON VANDERBILT.

(From the New York Tribune, Feb. 19.)

A PROTEST was this morning served by one of the Directors of the Erie Railway Company upon Messrs. Lockwood and Keep, of the Michigan Southern, to prevent them from making an agreement with the Erie to lay a third rail upon their road, by which broad and narrow-gauge cars alike can be run from the Long Dock to Chicago, and narrow gauge cars from San Francisco and the whole Western continent to the Long Dock. An arrangement of this sort would give the Erie Company new life, and enable it to compete much more successfully for business with the narrow-gauge roads north and south of it, which have grown rich while broad-gauge roads have gone to protest. Objections to a third rail would come with good reason from the New York Central, the Lake Shore, and Cleveland and Toledo Roads, or from the Pennsylvania Central and Western connections, but they are open to the gravest suspicion when they proceed from a Director of the Erie Company, which has always suffered in the traffic from its differential gauge. The following is a copy of the protest.

To the Board of Directors of the Michigan and Southern Indiana Railroad Company, and to the Executive Committee of the Board of Directors of the Erie Railroad Company:

GENTLEMEN,—I am informed that a proposition has been made by some of the Directors of the Erie Railway Company to the Michigan Southern and Northern Indiana Railroad Company, to the effect that if the last-named Company will agree to lay a third rail from Toledo to Chicago, the Erie Railway Company will agree to construct a third rail on the construction of a wide-gauge railroad from Akron to Toledo. As a Director of the Erie Railroad Company and representing a large amount of the stock thereof, I hereby respectfully notify you that I protest against the making of such agreement or of any similar agreement, and that legal proceedings are about being instituted on behalf of stockholders of said Company to restrain the making of any such agreement, and that, in case any such agreement is made, legal proceedings will be instituted to have the same adjudged fraudulent and void, on the ground among others, that the Directors of the Erie Railway Company who favor such proposed agreement are individually pecuniarily interested in the same being made, and that the said agreement will inure to their personal benefit and advantage, to the great prejudice of the interests of the Erie Railway Company.

FRANK WORK.

To Le Grand Lockwood, Esq. New York City, Feb. 17, 1868.

The Michigan Southern Directors have been in session to consider several topics of importance to their property. No dividend has been declared, but it is understood that the stockholders will have something to show for the earnings of the road and in construction, and amounting to \$2,600,000. A plan to lay a third rail upon its direct line has been under discussion, and is much favored by its most experienced managers. Such a rail, which would bring this road on the east in accord with the Atlantic and Great Western and Erie Railways and westward place the new combination in closer communication with the Chicago and North-western, would make a consolidation which would defy competition.

This means war upon the New York Central and Lake Shore interests, from which the party who now propose to use the already over-burdened Erie corporation were ousted by Mr. Vanderbilt last year. The drive at Mr. Work is that he is regarded as the representative of Mr. Vanderbilt's views in the Erie direction, the Wall Street firm of Messrs. Work, Davis and Barton, being known as the occasional brokers of Mr. Vanderbilt, as well as his close and intimate friends. But Mr. Work is at all times anxious to see the Western and other relations of the Erie Company extended on reasonable terms. He simply protests against saddling new undertakings upon the Company, under existing circumstances, and in any event against fixing more worthless leases and ruinous indentures of and for so-called connecting roads and coal-pits upon the Company than they are now unfortunately held for.

A DESPONDENT SHIP-BUILDER.

MR. Donald McKay, the well-known ship-builder has written a letter upon the depression in the shipping interest, which should be scattered broadcast over the country as an evidence of some of the mischief which has been wrought by the national legislation of the past seven years. So few American vessels have been built of recent years, that the average age of each vessel is ten years, and the trade once done by them has passed to those of other nations, particularly of Great Britain. Among the statements made in the letter is the following:

"I have been endeavouring for several weeks, and without success, to find a sufficient number of ship-builders to sign a call for a meeting of discussion, and the feeling among those I saw, was—they had given ship-building up, and did not expect to ever lay any more keels. Most of these gentlemen have built thousands of tons of shipping and employed thousands of men, and are well known to the mercantile community. Within a circuit of five miles I can count 20 ship-building firms who are now idle, and have been since the war, and most of them built from two to four ships annually before the war."

The difficulty in the matter is the enormous cost of constructing vessels owing to the high tariff and high rate of taxation. In this connection Mr. McKay gives the following list of duties (in gold) upon the various articles required in constructing a ship of 1,000 tons.

Iron, 120,906 lbs.	\$1,209.06
Iron spikes, 9,986 lbs.	249.16
Galvanized spikes, 2,409 lbs.	60.23
Castings, 14,495 lbs.	216.12
Chain cables and rigging chains, 68,800 lbs.	1,457.50
Anchor, 10,700 lbs.	240.75
Metal, and nails for do., 20,338 lbs.	711.83
Salt, 1,200 bush.	218.00
Manilla, 12,423 lbs.	310.57
Hemp, 23,774 lbs.	863.22
Duck for sails and house-tops, including spars	
Do. sails, 7,150 yds.	714.80
Clinch rings, 1,800 lbs.	83.00
Foreign white pine lumber and decking	\$22.00
Korean black-tack knees.....	330.00
Copper bolts, composition, castings, paints, oils, crockery, cabin trimmings, nails, and sundry outfits	1,255.00

Total dutiable articles for 1,000 ton ship gold \$8,665.33

Is it strange, in the light of these figures, to say nothing of taxation and high wages, that our ship-builders cannot compete with those of Great Britain? Is it not strange that there should be any American vessels afloat? As a partial relief it is proposed that Congress authorize a drawback on duties entering into the construction of new vessels, as is done by Great Britain. Such action would be well enough so far as it went, but more is needed. When the principles of free trade are adopted by the United States, and not till then, will evils such as Mr. McKay complains of be removed.—*New York World.*

MOVEMENTS OF FISHERMEN.—A counts from Gloucester state that twenty-five vessels of the herring fleet from Newfoundland have arrived at that port, leaving two stranded and but eight to arrive. Last year at the same time, all but one vessel detained for repairs had arrived home. The use of frozen herring for bait is one of the most important discoveries of the past ten years. Previous to this discovery it was often a difficult and dangerous business to fish for bait, but now all this has been overcome by the means of ice. An experienced fisherman informed us that the use of frozen herring for bait had made a yearly difference of at least 400,000 quintals of fish in favor of fishermen, and had done more to develop the fishing business than any other event within his remembrance. Ice is also extensively used in preserving fish after they are caught, instead of the old-fashioned wells in which they were kept alive and brought to market had starved.

There are about 400 sail of fine vessels belonging to Cape Ann alone employed in fishing, valued on an average at \$3,000 each, and are manned by about 3,000 persons including boys. The success which has attended the Cape Ann fishermen has stimulated other cities along the coast to enter the business also; but what New Bedford is to whaling, Gloucester is to fishing, the emporium of the world.—*Boston Traveller.*

Col. Brady, who made the offer to the people of Sherbrooke, relative to establishing a cotton factory in that town, has withdrawn his offer, the necessary stock not having been raised to comply with his terms. They do not yet despair of accomplishing the object, however, and efforts are to be made, at the suggestion of Mr. Heneker, to call Canadian capitalists in the undertaking.

TWO HUNDRED AND THIRTY DOLLARS PER DAY.—One of the richest yields of gold ever obtained from a quartz mine, was brought into town on the 23rd inst., from a new mine at Mount Unioaka. A lot of 50 cent tons of quartz, from a lead six feet thick, opened last fall, yielded the large amount of 235 ounces, or nearly sixteen ounces per ton. When it is considered that a three-inch lead, yielding three ounces to the ton, is considered a good investment, the enormous value of such a property as this must be apparent. The quartz from which the gold was obtained was the product of three men's labor from Christmas until the 25th inst., and, together with between \$200 and \$300 worth of specimens picked out of the rock while mining, gives a net yield of about \$230 per day for each man employed.—*Halfway Citizen, 30th ult.*

UNITED STATES RELATIONS WITH ENGLAND.—The *N. Y. Journal of Commerce* says:—There is probably no reason to apprehend any interruption of friendly relations with England, on account of events now transpiring, but the circumstances are very significant, and may well create a little uneasiness. The resignation of Mr. Adams, as United States Ambassador at the Court of St. James, gives increased importance to the intercourse between the new British Minister and the Administration at Washington. Mr. Thornton, chosen to succeed the late Sir Frederick Bruce, was to have been officially presented to the President on Tuesday morning at eleven o'clock. A little previous to that time Mr. Thornton received a letter from Mr. Seward deferring the reception until Friday, but giving no reason for the postponement. In the evening it occurred to the Secretary that some further explanation might smooth over the seeming abruptness of the change, and he added a note stating that the President was indisposed. We do not know why there should be any necessity for suppressing the real cause of the delay, which is simply a want of accord between the President and his Secretary of State as to what should be said on the occasion about the existing grounds for discussion between England and the United States. We are glad to know that Mr. Thornton is not only a gentleman of rare ability and good sense, but is also devoid of that narrow prejudice against the people and institutions of the United States which characterizes many foreigners, and which has more to do with unfriendly relations between governments than is commonly supposed.

The *Quebec Chronicle* says:—A late circular of a Glasgow timber firm refers to the disadvantage which Lower Province spruce has had to contend with owing to the competition of Norwegian and Baltic white-wood deals that have been recklessly thrown upon the British market. The circular states that the latter have been, generally speaking, better cut, more solid, cleaner, and of better lengths than the common run of spruce from the Lower Ports, and they have had the further advantage of being sold at rather smaller prices. They have, at any rate, been formidable rivals to Lower Port deals in the estimation of consumers, and if equally liberal supplies of them could be depended upon, we would not vouch for the latter realizing any better rates than the rather disappointing ones that have been current for some time. What is true of the Glasgow, is, doubtless, more or less true of the other English markets where deals are sold in any quantity. Fears are entertained of these Provinces in this merchandise, both on account of the quantity of wood procurable in the former, and the smaller cost of labor and of freights to Great Britain. The *St. John N. B. Globe* recommends the extension of every possible encouragement to the lumber trade of the Province, and the removal of every restriction upon it, including the export duty. The loss resulting from such duties falls principally upon the produce of the article exported, and frequently tends to embarrass the trade. In the present case the revenue accruing from the duty is but small, which is an additional reason why it should be at once repealed.

PROSPECTS OF COTTON PLANTING.—A South Carolina planter writes to the *National Intelligencer* as follows:—

"The majority of our middle men, who used to work from fifteen to twenty hands, are so much embarrassed by debt, unpaid at the surrender, and by the loss of their slaves, that they are bankrupt and have been sold out by the Sheriff, or have applied for the benefit of the Bankrupt Act. Lands are selling at from \$125 to \$300 per acre, which were worth in 1859 from \$100.00 to \$150.00. Every hope of relief is abandoned, there is no encouragement to industry, while cotton is selling from ten to twelve cents, which cost fifteen cents to make it. We cannot raise cotton, sheep, or hogs in the future, for a large proportion of the freedmen live by stealing; will not work, and cannot starve. The freedmen are becoming poorer every year, and in a few years more, without some great change, the negro must die out or be colonized. The whites are in the majority, and yet the negro has it all his own way throughout the South. They have carried, and will carry, every State election under the existing law."

"In Fairfield District, nineteen planters out of every twenty have lost their money by their operations in 1867. Every freedman who worked for himself who rented land and obtained credit, has lost money. Some few of them, it is said, made six bales to the hand; but, at the same time, their neighbors' cotton failed, turned out but bale to the acre, besides the loss of corn and peas. Stealing prevails at night. The wages paid this year on my place, for men are \$60, with board, \$40 for women, and \$20 for half-hands with board. Some freedmen have bargained for one bale of cotton and ten barrels of corn; some for a third of all the crop, and find, that is, steal their own provisions. With their clothing for themselves and families, med-

cal bills, &c. there is not a dime left, and it will become worse in the future.

"The best negroes are discouraged by the fact that so many negroes get a living in some shape without work. Our district is not so bad as many others, but I am sure that there are in it five hundred families that will not have corn much less meat, after the 1st of April."

The distribution of corn last year by the Freedmen's Bureau produced a great injury. About seven-eighths of it was given to negroes who were able in great cases to work, and about one-eighth of white people without proper discrimination, and the same people by their mouths wide open, waiting for federal manna. My candid impression is, that when we get relieved from military rule the whole people will go hard to work, and will work cheerfully; and what is better, make every black man in the South work as he formerly did, or quit the country. We can then make a living with twelve cents a pound for cotton, and have provisions in abundance. But just as long as negroes are allowed to make laws (see Charleston Convention), our whole population will barely survive. The negro will subside before we can anticipate any favorable change in the moral, political, or pecuniary condition of the people."

MONEY MARKET.

THERE has been no change in rates during the week, and the market is easy, in so far as the ability of banks to discount is concerned. A good caution is doubtless exercised in the selection of paper, but on good business paper, and on undoubted securities of other kinds, there is no difficulty in obtaining money.

STERLING EXCHANGE is entirely unchanged, and is quiet at quotations.

GOLD in New York has been in a very excited state, consequent on the political condition at Washington. The impeachment of the President, &c. It rose to 143½, but immediately fell back one per cent., and subsequently receded to 141½, the closing quotation. Greenbacks have fluctuated here according to changes in gold.

SILVER has been quiet, and rather more abundant, the closing price being 4½ to 4 per cent. discount.

The following are the latest quotations of Sterling Exchange, &c:—

Bank on London, 60 days sight.....	110½ to 110½
Private, " 60 days sight.....	None.
Bank in New York, 60 days sight.....	169½
Gold Drafts on New York.....	par to 1-16 d.
Gold in New York.....	141½
Silver.....	4½ to 4 dis

THE DRY GOODS TRADE.

- | | |
|----------------------------|---------------------------|
| Baker, Popham & Co. | MacKensie, J. G. & Co. |
| Ballou, James & Co. | MacKay, Joseph & Bro. |
| Clark, J. P. & Co. | May, Joseph |
| Claxton, T. James & Co. | May, Thomas & Co. |
| Davis, Welch & Co. | McCulloch, Jack & Co. |
| Dunnell, James | McLachlin Bros & Co. |
| Junn, H., Fish & Co. | McMaster & Co. Wm J |
| Foulds & Hodgson | Moss, A. H., & J |
| Foulds & Mcubbin | Muir, W. & R |
| Gilmour, J. Y. & Co. | Munderloh & Stomcken. |
| Greenhields, S., Son & Co. | Ogilvy & Co. |
| Hingston, Taylor, & Co. | Pittsall, Anhn & Co |
| Hughes Brothers | Ray, Jas., & Co. |
| Johnstone, James, & Co. | Robertson, Stephen, & Co. |
| Lewis, Kay & Co. | Stirling, McCall & Co. |
| Macfarlane, Andrew, & Co. | |

NO business has yet been done, but goods now begin to be received and will soon come in rapidly; but two or three weeks must yet elapse before stocks are at all in a complete condition. Travellers are about to start out on their first trips for the season, and orders will probably begin to be received during the next week or ten days.

Cotton goods are decidedly firmer, and it is probable that, under the influence of the continued advance of the Liverpool and Manchester markets, prices here will also advance slightly. In Liverpool, since our last report, cotton went up as high as 10½d. for Middling Uplands, but receded from the highest point, and is now quoted 1d. lower. The Manchester market was affected in the upward direction, but the advance was less rapid than in the raw material.

THE HARDWARE TRADE.

- | | |
|----------------------|-----------------------|
| Cuthbert & Carehill. | LeBlanc & Bourdon. |
| Evans & Evans. | Morland, Watson & Co. |
| Evans, John Henry. | Mullholland, & Baker. |
| Hall, Kay & Co. | Robertson, Jas. |
| Irland, W. H. | Round, John & Sons. |
| | Waddell & Pearce. |

WE have no alterations whatever to make in the price of goods in this branch of trade, and in the absence of any but the most retail business quotations may for the most part be looked upon as nominal. Holders of heavy goods would be willing to accept lower figures for round lots, but it is very difficult to obtain an offer even for small lots and no transactions are reported as having been made during the past week.

THE GROCERY TRADE.

- | | |
|--------------------------|--------------------------|
| Baldwin, C. H., & Co. | Mathewson, J. A. & H. |
| Chapman, Fraser & Tyles. | Mitchell, James |
| Chapman H., & Co. | Moore, Scoble & Hatcher. |
| Childs, George, & Co. | Robertson & Beattie. |
| Converse, Colson & Lamb | Robertson, David. |
| Davis, Clark, & Clayton. | Rymer, Bro. |
| Duncan & Forster | Thompson, Murray & Co. |
| Frank, J. C., & Co. | Torrance, David, & Co. |
| Gillespie, Moffatt & Co. | West, Bro. |
| Jaffery, Brothers & Co. | Winnung, Hill & Ware |
| King & Kinloch. | |

THE trade of the past week has been very limited and offers nothing to chronicle worthy of note. Some business at very low prices has been done in tea, and there is still some enquiry for uncolored Japans.

Sugars are very low in stock, and are firmly held at about quotations. In other articles, nothing has been done.

THE LEATHER TRADE.

- | | |
|-------------------|-------------------|
| Black & Locke. | Seymour, C. E. |
| Bryson, Campbell. | Seymour, M. H. |
| Hua & Richardson. | Shaw F. & Bro. |
| | Smyth & Edmiston. |

THERE is as yet no marked improvement in the demand for leather, with the exception of rather more inquiry for Waxed Upper, but we learn of no large sales, as views of buyers and sellers are still apart.

Very little news has been arriving recently, owing probably in a great measure to the late storms, there is however a good supply of nearly all descriptions in market, but sales are very light.

MONTREAL PRODUCE MARKET.

- | | |
|-------------------------|--------------------------|
| Akin & Kirkpatrick. | Hannan, M., & Co. |
| Black & Locke. | Holmes, Thomas, & Co. |
| Buck, Robertson & Co. | Laidlaw, Middleton & Co. |
| Converse, Colson & Lamb | Mitchell, Robt. |
| Crawford, James. | Raphael, Thomas W. |
| Dawson Brothers & Co. | Sinclair, Jack & Co. |
| | Seymour, C. E. |

LOUR.—There is no change in the general features of the market to note. Arrivals have been small and irregular, and the demand of a hand-to-mouth character. Holders continue firm, finding that little additional movement could be effected short of concessions to an extent which they are yet unwilling to make, and for the little which has changed hands former rates have mostly ruled. Broken lots of Fancies and Extras for city use go at former quotations. Supers range from \$7 45 to \$7.65 for the several shades of quality. Nothing but the very best finds buyers at outside rates, while there is little doing in such samples as are on the market at inside figures, most sales consist of fair to good ranging brands at from \$7.50 to \$7.60, according to sample. No. 2 and lower grades continue scarce, and meet a fair demand at former rates. Boys are in small supply, and prices well maintained. Rye Flour.—There is little in stock, and sales are restricted to retail lots at about \$6.

OATMEAL.—There are no wholesale operations to note, rates continue nominally unchanged.

GRAIN.—Wheat.—We are unable to note any transactions during the week, and sales may be regarded as nominally unchanged. Peas.—There are few transactions on the spot to note. A good demand exists for May delivery, and some sales have been effected at about \$1 per 66 lbs. Oats.—Rates continue nominally unchanged, but little movement can be noted owing to the scarcity of cars at the several points of delivery. Barley.—Few sales to note, former rates still prevail.

PROVISIONS.—Pork.—A steady consumptive demand exists for Mess., and prices have slightly improved. Prime, and Prime Mess are virtually nominal, although as the season advances holders advance their views of prices somewhat. We quote \$19.25 to \$19.50 for mess; \$17 for thin mess; \$14.50 for prime mess; and \$13.60 for prime. Dressed Hogs.—Continue in steady demand for consumption, receipts are falling off, and it is likely the whole of the stock will be needed for the local trade at about present rates, \$5.75 to \$6.25 will cover the bulk of transactions; choice heavy in some instances commanding somewhat more. Lard has somewhat improved, and may be quoted 10c to 10½c for fair samples. Butter has been active, even poor from scarcity commands more attention than it has done for a long time past. Choice continues to be sought after, and exceptional prices are paid for strictly desirable parcels. British markets have sympathized with those on this continent, owing to the entire falling off shipments from hence. EGGS.—Fats have been in better demand at a slight advance in price; closing steady and quiet.—Pearls.—A few have been sold at \$3.50 to \$5.85, but the demand is very trifling.

STOCK MARKET.

	Closing prices.	Last Week's Price
BANKS.		
Bank of Montreal	123½ to 123½	127 to 127
Bank of N. A.	103½ to 103½	104 to 104
Commercial Bank	53½ to 53½	53½ to 53½
City Bank	100½ to 101	99½ to 100½
Banque du Peuple	Books closed.	Books closed.
Molson Bank	111 to 112	111 to 111
Morris Loan	97½ to 97½	97½ to 97½
Bank of Toronto	111½ to 111½	111 to 111½
Quebec Bank	90 to 100	90 to 90½
Bank Nationale	103½ to 107½	103½ to 107½
Mechanics Bank	87 to 98	87 to 97½
Banque Jacques Cartier	103½ to 103½	103½ to 107½
Eastern Townships Bank	90 to 100	90 to 110
Merchants Bank	101 to 103½	103½ to 108½
Union Bank	100 to 101	100 to 101
Bank of Montreal	100 to 100	100 to 100
Royal Canadian Bank	31 to 32	30 to 32
Bank of Commerce	100 to 100½	99½ to 100½
RAILWAYS.		
O. T. R. of Canada	15 to 16	14 to 15
A. & St. Lawrence	16 to 17	16 to 16
O. W. of Canada	16 to 17	15 to 16
St. Lawrence	16 to 17	15 to 16
Do. preferential	72½ to 80	73½ to 80
MINES, &c.		
Montreal Consols	\$1.90 to \$2.01	\$1.90 to \$2.00
Canada Mining Company		
Huron Copper Ray	45 to 50	45 to 50
Lake Huron E. & C.		
Quebec & I. K. S.		
A. Montreal Telegraph Co.	131 to 132	130½ to 131½
Montreal City Gas Company	138 to 140	137 to 140
City Passenger R. R. Co.	103 to 110	103 to 108
Nichols Navigation Co.	88 to 90	88 to 90
Canadian Inland Steam N. Co.	105 to 110	105 to 110
Montreal Lumbering Company	100 to 102½	101 to 102½
British Colonial Steamship Co.	50 to 50	50 to 50
Canada Glass Company	95 to 95	95 to 95
BONDS.		
Government Debentures, 5 p.c. 1870	80 to 88	86½ to 87½
" " 6 p.c. 1878, 5 p.c.	92½ to 100	92½ to 100
" " 7 p.c. 1870	101 to 101½	101 to 101½
Montreal Water Works 6 per cent.	91 to 92½	91 to 92½
Montreal City Bonds, 6 per cent.	90½ to 91	90½ to 91
Montreal Harbour Bonds, 7 p.c.	101 to 101	101 to 101
Quebec City 6 per cent.	80 to 80	80 to 80
Toronto City Bonds, 5 per cent. 1860	92½ to 93	92½ to 93
Kingston City Bonds, 5 per cent. 1872	93 to 93	93 to 93
Ottawa City Bonds, 6 per cent. 1869	90 to 91	90 to 91
Champlain R. R., 6 per cent.	70 to 72	70 to 73
County Debentures		
EXCHANGE.		
Bank on London, 60 days	110 to 110½	110 to 110½
Private do	100 to 100½	109 to 110
Private, with documents	108 to 108	108 to 108
Bank on New York	23½ to 23½	23½ to 23½
Private do	23½ to 23½	23½ to 23½
Gold Drafts do.	par.	par.
Silver	37½ to 4	37½ to 4
Gold in New York	141½ to 141½	140½ to 141

CANADIAN SECURITIES IN ENGLAND.

LONDON, Feb. 5th, 1863.

GOVERNMENT SECURITIES.

British Columbia 6 p. c., 31st Dec., 1873.	— to —
Canada 6 per cent. Jan. and July, 1877.	99 to 101
Do 6 per cent. Feb. and Aug.	98 to 100
Do 6 per cent. March and Sept.	100 to 100
Do 5 per cent. Jan. and July.	86 to 87
Do 5 per cent. inscribed stock.	85 to 87
New Brunswick 6 per cent. Jan. and July 99 to 101	
Nova Scotia 6 per cent., 1875	93 to 101

RAILWAYS.

Atlantic and St. Lawrence	54 to 55
Buffalo and Lake Huron	31 to 31
Do preference	54 to 54
Buffalo, Brant, and Goderich, 6 p. c.	60 to 61
Grand Trunk of Canada	151 to 161
Do equipt. mort. bds., charge 6 p. c.	73 to 82
Do 1st preference bonds	43 to 45
Do 2nd preference bonds	33 to 35
Do 3rd preference stock	27 to 29
Do 4th preference stock	18 to 19
Great Western of Canada	11½ to 11½
Do 6 without option, 1873	98 to 100
Do 5½ do 1877-78	91 to 93
North R. R. of Canada 6 p. c. 1st prf. bds.	79 to 81

BANKS.

British North America	43 to 50
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MISCELLANEOUS.

Atlantic Telegraph	45 to 50
Do do 8 per cents	100 to 105
British American Land	16 to 20
Canada Company	60 to 65
Colonial Securities Company	— to —
Canadian Loan and Investment	2 to 1 dis
Hudson's Bay	141 to 141
Trust and Loan Company, U. C.	1 to 1 dis

WEEKLY PRICES CURRENT.—MONTREAL FEBRUARY 27, 1866.

FEB. 22, 1866. HALIFAX. ST. JOHN.

NAME OF ARTICLE.		CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.
GROCERIES.			Alc.			Glass.			Coffee (in bond.)		
Compos.		8	English	2 50 to 3 00	German	per 100 boxes	1 85 to 1 90	Jamaica, per lb.	0 14 to 0 16		
Laguays, per lb.	0 19 to 0 22		Montreal	1 30 to 1 60	" 7 1/2 7 1/2	"	1 95 to 2 00	St. Domingo, per lb.	0 17 to 0 19		
Rio	0 18 to 0 19		Porter.	2 00 to 2 25	" 7 1/2 8 1/2	"	1 95 to 2 00	Hlo.	0 10 to 0 11		
Java	0 23 to 0 25		London	2 00 to 2 50	" 8 1/2	"	1 95 to 2 00	LEATHER.			
Mocha	0 20 to 0 25		Dublin	2 00 to 2 50	" 10 1/2	"	1 95 to 2 00	Hem. R. A. Sole, No. 1	0 27 to 0 30	0 25 to 0 27	
Ceylon	0 21 to 0 25		Montreal	0 00 to 1 50	" 10 1/2	"	2 05 to 2 10	" Slaughter Sole, No. 1	0 23 to 0 27	0 25 to 0 25	
Cape	0 17 to 0 20		HARDWARE.			" 10 1/2	"	2 00 to 2 10	Waxed Upper (Light), per side	3 50 to 3 00	3 00 to 3 75
Marsalco	0 20 to 0 25		Anvils.	0 08 to 0 08	" 10 1/2	"	2 00 to 2 10	(Heavy & Mod.)	2 50 to 3 00		
Fruit.			Common, per lb.	0 08 to 0 08	" 12 1/2	"	2 00 to 2 10	Kips, Whole, per lb.	0 50 to 0 55		
Herrings, Labrador	4 00 to 4 50		Factor or Wright	0 04 to 0 10	" 12 1/2	"	2 00 to 2 10	Split, per lb.	0 20 to 0 25	0 25 to 0 35	
Prime	4 50 to 5 00		Block Tin, per lb.	0 24 to 0 25	" 12 1/2	"	2 00 to 2 10	Waxed Calf, Light, per lb.	0 60 to 0 65	0 65 to 0 75	
Gubbed	2 00 to 3 50		Copper-Pls.	0 23 to 0 24	" 12 1/2	"	2 00 to 2 10	Heavy	0 80 to 0 87 1/2		
Round	3 00 to 3 00		Cut Nails	0 19 to 0 20	" 12 1/2	"	2 00 to 2 10	French	1 10 to 1 20	1 00 to 1 35	
Mackerel, No. 3	8 00 to 8 50		Assorted, Single	2 00 to 0 00	" 12 1/2	"	2 00 to 2 10	Harnes	0 25 to 0 30	0 25 to 0 25	
Salmon	18 50 to 20 00		per 100 lbs.	3 20 to 3 30	" 12 1/2	"	2 00 to 2 10	Enamelled Cow, per foot	0 10 to 0 15	0 10 to 0 15	
Dry Cod	3 60 to 4 25		Shingle alone, ditto	3 20 to 3 30	" 12 1/2	"	2 00 to 2 10	Patent	0 21 to 0 24		
Green Cod	3 50 to 0 00		Laths and s.d.	3 40 to 3 40	" 12 1/2	"	2 00 to 2 10	Huffed	0 14 to 0 16		
Meats.			Galvanized Iron.	0 06 to 0 09	SOAP AND CANDLES.			Peblled	0 17 to 0 18	0 15 to 0 17	
Halids, Layers	2 25 to 2 30		Assorted sizes	0 06 to 0 09	Candles.			Pulled Wool (washed)	0 30 to 0 35	0 30 to 0 35	
M. H.	2 00 to 2 10		Best No. 21	0 09 to 0 10	Tallow Moulds	0 10 1/2 to 0 11		Hides, (City Slaughter)	0 10 to 0 15	0 10 to 0 15	
Valent	0 08 to 0 08 1/2		No. 23	0 09 to 0 10	Wax Wick	0 15 to 0 18		(Green Salted)	0 7 to 0 8 1/2	0 7 to 0 8 1/2	
Curants, per lb.	0 01 1/2 to 0 06		No. 25	0 10 to 0 10 1/2	Adamant	0 17 to 0 18		PRODUCE.			
Meatons.			Horse Nails	0 22 to 0 00	Soap.			Butter, per lb.	0 16 to 0 17	0 15 to 0 16	
Clayed, per gal.	0 37 to 0 40		Guest's of Griffin's	0 22 to 0 00	Montreal Common	0 04 1/2 to 0 03		Chocol.	0 15 to 0 16	0 15 to 0 16	
Mucovado	0 40 to 0 43		No. 7	0 21 to 0 21	" Crown	0 04 to 0 04		Inferior	0 13 to 0 13	0 00 to 0 00	
Centrifugal	0 34 to 0 35		No. 8	0 21 to 0 21	Steam Refined Pale	0 03 to 0 03		Chesse, per lb.	0 11 to 0 11	0 14 to 0 15	
Rice.			No. 9	0 21 to 0 21	Montreal Liverpool	0 04 to 0 03		Factory	0 11 to 0 11		
Armen, per 100 lbs.	4 10 to 4 35		No. 10	0 19 to 0 20	Family	0 03 to 0 03		Dairy	0 11 to 0 18		
Fatna			No. 11	0 18 to 0 19	Compound Emaline	0 06 1/2 to 0 06		Barley, per 60 lbs.	0 69 to 0 71	0 00 to 0 30	
Salt.			W. or P.	0 18 to 0 19	Pale Yellow	0 09 to 0 09		Oats, per 36 lbs.	0 37 to 0 47	0 70 to 0 75	
Liverpool Coarse	1 50 to 1 60		No. 12	0 18 to 0 19	Honey lb. bars	0 13 to 0 13		Pease, per 60 lbs.	1 10 to 1 20		
Stored	1 80 to 2 00		No. 11	0 18 to 0 19	Lily	0 07 1/2 to 0 07 1/2		Corn, per 60 lbs.	1 07 to 1 12	1 00 to 1 10	
Spices.			Iron.			Boys' Ware.			Wheat, per lb.		
Cassia	0 23 to 0 37 1/2		Pig-Gartherte	31 00 to 23 00	Boys' Ware	1 60 to 3 00		Thin	18 00 to 19 00	21 00 to 21 50	
Clora	0 10 to 0 11		Other brands, No. 1	19 00 to 22 00	Thick Boots No. 1	2 25 to 2 50		Prime	16 00 to 19 00	18 00 to 18 50	
Nutmegs	0 45 to 0 60		No. 4	0 00 to 0 00	Men's Ware	2 25 to 2 50		Thin	14 00 to 15 00	15 00 to 20 00	
Oniger, Ground	0 16 to 0 30		Refined	2 25 to 2 40	Kips	2 60 to 2 80		U. C. Spring	0 9 to 0 10	0 9 to 0 10	
Jamaica	0 23 to 0 25		Sweden	2 25 to 3 00	French Calf	2 25 to 3 75		White, Winter			
Pepper, Black	0 08 to 0 09 1/2		Hoops-Coopers	2 75 to 3 00	Congress	3 25 to 3 60		Chicago Spring			
Pimento	0 08 to 0 09 1/2		Hand	2 75 to 3 00	Knoc	3 25 to 4 00		HAMS.			
Mustard	0 18 to 0 21		Boiler Plates	3 75 to 4 00	Women's Ware	1 00 to 1 25		Plain Unwaxed	0 13 to 0 15	0 11 to 0 12	
Pepper, White	0 20 to 0 23		Canada Piles Staff	3 50 to 4 75	Women's Batis	1 00 to 1 25		Canvassed			
Sugars.			Iron Wire	3 50 to 3 75	Calif Balmores	1 30 to 1 50		Prime	12 00 to 14 00	12 50 to 14 00	
Porto Rico, per 100 lbs.	8 75 to 9 00		No. 6 per bundle	3 50 to 3 80	Duff Congress	1 25 to 1 35		Canvassed	11 00 to 12 00	9 00 to 11 50	
Cuba			No. 7	3 00 to 3 20	Youths' Ware	1 35 to 1 50		Mess	8 00 to 10 00		
Canada Sugar Refinery			No. 8	3 00 to 3 20	Thick Boots, No. 1	1 50 to 1 60		Prime	11 00 to 12 00		
Yellow Refined	0 05 1/2 to 0 09 1/2		No. 9	3 00 to 3 20	PRODUCE.			Canvassed			
Crushed A	0 06 to 0 11		No. 10	3 00 to 3 20	Aches, per 100 lbs.			Mess	13 00 to 14 00	12 50 to 14 00	
Dry Crushed	0 11 to 0 11		No. 11	3 00 to 3 20	Pots, 1st sort.	5 35 to 5 40		Prime	11 00 to 12 00	9 00 to 11 50	
Ground	0 11 to 0 11		No. 12	3 00 to 3 20	Inferior	4 65 to 4 50		Thin	8 00 to 10 00		
Extra Ground	0 12 to 0 12		Lead	0 07 to 0 07 1/2	Peasle	5 60 to 5 85		U. C. Spring			
Loaves	0 11 to 0 11		Bar, per lb.	0 07 to 0 07 1/2	Ensign, per lb.	0 19 to 0 21		White, Winter			
Syrup Golden	0 41 to 0 41		Sheet	0 08 to 0 08 1/2	Medium new	0 15 to 0 17		Chicago Spring			
Standard	0 41 to 0 41		Shot	0 07 1/2 to 0 08	Inferior old	0 00 to 0 00		Flour, country, per qt.			
Barbadoes (11 p.c. tare)	8 75 to 9 00		Twining	0 08 to 0 08	Chesse, per lb.	0 9 to 0 9 1/2		Country	2 00 to 2 00	2 00 to 2 00	
Teas.			Powder	3 00 to 3 50	Dairy	0 7 to 0 8		Oatmeal, do	15 00 to 15 00	15 00 to 15 00	
Twankay and Hyson			Blazing, per keg	4 00 to 4 50	Concess Grains,			Indian Meal	0 0 to 11 3	0 0 to 11 3	
Trankay			FF	3 25 to 3 50	From Farm			GRAIN.			
Medium to fine	0 40 to 0 45		Pressed Spikes		Barley, per 50 lbs.	0 25 to 1 00		Barley, new per mtn.	2 0 to 2 6	2 0 to 2 6	
Common to med.	0 30 to 0 35		Regular size, 11 1/2 lbs.	2 50 to 2 60	Oats, per 33 lbs.	0 46 to 0 47		Per 40 lbs.	4 6 to 5 0	4 6 to 5 0	
Japan uncolored	0 50 to 0 62		Railway	4 00 to 4 60	Pease, per 60 lbs.	0 90 to 0 91		Buckwheat	3 0 to 3 4	3 0 to 3 4	
Common to good	0 50 to 0 62		Tin Plates		Flour, per brl.	8 00 to 8 25		Indian Corn	7 6 to 8 0	7 6 to 8 0	
Fine to choicest	0 55 to 0 70		Charcoal 1C	10 00 to 12 00	Extra	7 90 to 8 30		Flax Seed, per 50 lbs.	6 0 to 6 0	6 0 to 6 0	
Colored	0 50 to 0 60		DC	7 00 to 7 50	Fancy	7 60 to 7 75		Timothy Seed	11 6 to 12 0	11 6 to 12 0	
Common to good	0 50 to 0 60		DX	9 00 to 9 25	Superfine	7 45 to 7 60		FOWLS AND GAME.			
Fine to finest	0 70 to 0 90		10 Terms	7 00 to 7 50	Western Superfine	7 45 to 7 50		Turkeys, per couple (old)	11 0 to 15 0	11 0 to 15 0	
Common and dusty			1X	8 00 to 8 50	Superfine No. 2	7 10 to 7 25		Do. (young)	12 6 to 15 0	12 6 to 15 0	
Kinda	0 35 to 0 40		1X Coco	7 00 to 7 50	Pine Back	6 60 to 6 75		Goesa	6 6 to 9 0	6 6 to 9 0	
Fair to good	0 42 to 0 58		Cordage		Middlings	6 20 to 6 35		Ducks (Wild) do.	0 0 to 0 0	0 0 to 0 0	
Finest to choicest	0 75 to 0 90		Manilla per lb.	0 14 to 0 15 1/2	Pollards	5 25 to 5 50		Fowls	4 6 to 5 0	4 6 to 5 0	
Coling.			DRUGS.			Oatmeal, V brl, 200 lbs.			NEATS.		
Inferior	0 34 to 0 39		Alum	2 50 to 3 75	Per 100 lbs.	3 25 to 3 75		Per lb.	0 3 to 0 9	0 3 to 0 9	
Good to fine	0 50 to 0 60		Acid, Sulphuric	0 44 to 0 53	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 24 to 0 8	0 24 to 0 8	
Young Hyson			Tartrate	0 05 to 0 10	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Common to fair	0 40 to 0 60		Sine Viriol	0 08 to 0 08	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Medium to good	0 60 to 0 75		Campbor	0 08 to 0 10	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Fine to finest	0 70 to 1 10		Cochemical	0 17 to 0 20	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Extra choicest	0 85 to 1 05		Cudbear	0 18 to 0 22	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Gunpowder			Cream Tartar	0 21 to 0 25	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Common to fair	0 60 to 0 70		Chloride Lime	4 35 to 4 50	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Good to fine	0 75 to 1 10		Gum Arabic	0 30 to 0 40	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Fine to finest	1 00 to 1 10		Do. sarsaparilla	0 25 to 0 30	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Imperial			Liquorice, Calabria	0 25 to 0 60	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Fair to good	0 55 to 0 70		Redwood	0 33 to 0 00	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Fine to finest	0 80 to 0 90		Nutralls	0 45 to 0 00	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Hyson			Optics	0 25 to 0 50	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Fair to good	0 65 to 0 70		Opium	0 25 to 0 50	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Fine to finest	0 75 to 0 90		" Clove	0 90 to 1 00	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
TOBACCO.			" Lemon	2 25 to 2 75	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Canada Leaf, per lb.	0 05 to 0 07		" Peppermint	0 60 to 0 60	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
United States	0 04 to 0 11 1/2		" Hotchkiss	0 60 to 0 60	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.	0 4 to 0 6	0 4 to 0 6	
Honeydew, 10%	0 23 to 0 32		" ordinary	1 30 to 1 40	Per 100 lbs.	3 25 to 3 75		Per 100 lbs.			

TORONTO.

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(W. R. BROWN. W. C. CHEWETT.)

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STATIONERY, ACCOUNT BOOKS, &c.

BROWN BROTHERS,

WHOLESALE & MANUFACTUR-
ING STATIONERS, Dealers in BOOKBIND-
ER'S MATERIALS, &c. King Street, Toronto, have
now received a large and complete assortment of
General and Fancy Stationery, selected personally
from the producers, which they can confidently re-
commend, both as regards quality and price. They
continue to manufacture and keep on hand a full as-
sortment of Account Books, comprising all sizes and
styles. Also, Pocket-books, Wallets, Purses, Diaries,
&c., &c. On hand a full supply of Binder's Leathers,
Cloth, Board, and other materials, at low prices.

42-3m

GROCERS.

W. & R. GRIFFITH,

Corner of Church and Front Streets, Toronto,

Are now receiving their Fall stock (*Direct Importa-*
tions) of

GENERAL GROCERIES, WINES & LIQUORS.

Western purchasers are solicited to call and
examine the Goods and Prices before buying their
Fall stock.

All Goods sold at lowest Montreal prices.

37-ly

GEORGE MICHIE & CO.,

IMPORTERS & WHOLESALE GROCERS

Front and Yonge Streets,

TORONTO.

25-ly

JOHN BOYD & CO.,

WHOLESALE

GROCERS & COMMISSION MERCHANTS

61 and 63 Front Street, Toronto.

JOHN BOYD. ALEX. M. MONRO. C. W. BUNTING
37-ly

TORONTO.

DRY GOODS.

A. R. McMASTER & BROTHER,

Importers of

BRITISH & FOREIGN DRY GOODS

And Manufacturers and Dealers in

CANADIAN FABRICS,

32 YONGE STREET, TORONTO, CANADA.

102 Cross Street, Albert Square,
MANCHESTER, } ENGLAND.
Alexandra Building, James Street,
LIVERPOOL, }
37-ly

FIRST ARRIVAL OF

SPRING GOODS

4 Cases STRAW GOODS.

1 " BLACK SKIRT BRAID.

4 " LADIES' & GENTS' MORROCCO BAGS

1 " CLAPS AND BUTTONS.

2 " SHOP TWINE.

1 Bale DRAB JEANS.

JOHN MACDONALD & CO.,

21 and 23 Wellington Street, } TORONTO.
23 and 30 Front Street, }

Toronto, 4th Feb., 1868. 37-ly

NEW FALL GOODS.

JOHN CHARLESWORTH & CO.,

Wholesale Importers of

BRITISH & FOREIGN DRY GOODS,

MILLINERY, &c.,

44 Yonge Street, Toronto. 37-ly

GEORGE BARKER & CO.,

MILLINERY & FANCY DRY GOODS

10 Wellington Street West,

TORONTO.

37-ly

MILLINERY AND STRAW GOODS.

HENDERSON & BOSTWICK,

Importers and Wholesale Dealers in

MILLINERY & STRAW GOODS,

MEN'S FELT HATS,

Manufacturers of Mantles, Hats, Caps, and Straw

Goods.

13 and 20 Wellington Street, Toronto.

COX & COMPANY,

Wholesale Importers of

MILLINERY & FANCY DRY GOODS,

and Manufacturers of

Mantles, Millinery, and Straw Goods,

23 Wellington Street East, Toronto. 44-ly

TORONTO.

DODGSON, SHIELDS & CO.,

Wholesale and Retail

GROCERS

AND

PROVISION MERCHANTS,

And Manufacturers of

BISCUITS, COFFEONERIES, &c., &c.,

Corner Yonge and Temperance Streets,

42-2m

TORONTO.

THE LEADER.

THE DAILY LEADER is published
every Morning at \$6 00 a year in advance.

The **WEEKLY LEADER** is published every Friday
at \$2.00 a year in advance. Contains carefully selected
news from the Daily Edition, with Agricultural
Matter and Market Reports.

THE PATRIOT,

Published every Wednesday, at \$1.00 a year in
advance.

JOB PRINTING executed in all its branches,

JAMES BEATY,

Proprietor,

63 King Street East,

42-ly

Toronto.

THE

SINGER SEWING MACHINES.

NORRIS BLACK,

No. 18 King Street East, Toronto,

Is General Agent for these justly celebrated Machines.
The Manufacturing Company have lately made very
valuable improvements in the

No. 2 IMPERIAL MACHINE,
which places it in advance of every other Machine for
Fine, as well as General Shoe work. Their

NEW FAMILY MACHINE
is the most desirable Machine now offered to the
Public. Their Machines are the best for every pur-
pose for which a Machine can be used.

Norris Black is also Agent for the
NEW ENGLAND WAX THREAD MACHINES.
A supply always on hand.

Address Box 1,101, Toronto.

41-ly

LYMAN & MACNAB,

(Successors to the late JOHN HARRINGTON.)

Wholesale Dealers in all kinds of

SHELF and HEAVY HARDWARE

33 King Street East,

TORONTO.

WILLIAM LYMAN.

JOHN MACNAB.

39-ly

J. GILLESPIE & CO.,

HATS, CAPS AND FURS,

WHOLESALE,

39 Young Street, Toronto. 40-ly

HUED, LEIGH & CO.,

IMPORTERS AND DECORATORS OF

FRENCH CHINA.

Hotels supplied.

72 Yonge Street, Toronto. 33-ly

TORONTO SKIRT FACTORY.

ROBERT H. GRAY,

Manufacturer of

HOOP SKIRTS AND SHIRT MATERIALS,

No. 43 Yonge Street

37-ly

TORONTO.

HAMILTON.

D. McINNES & CO.,

CANADIAN MANUFACTURERS.

WE are now receiving from various Manufacturers throughout the Province large and varied assortment of

CANADIAN SPRING TWEEDS,

which we shall offer at specially low rates.

D. McINNES & CO.

Hamilton, Ontario, 15th Feb., 1883.

SPRING 1883.

EARLY SHIPMENTS.

We have now opened:

- Bales Grey Cottons, all widths.
- " New Prints.
- " White Cottons, all widths, and various makes.
- " Printed Regattas.
- " Fancy Wove Regattas.
- " Jean Stripes.
- " Denims-Ticks.
- " Gingham, various makes.
- " Tapestry Carpet.
- " Two-ply do.
- " Union do.

McINNES, CALDER & CO.

Hamilton, 15th February, 1883. 44-ly

SANDFORD, McINNES & CO.,

Manufacturers of and Wholesale Dealers in

CLOTHING,

87 and 89 King Street East,

Hamilton, Ontario. 44-ly

YOUNG, LAW & CO.,

HAMILTON,

Hold and offer at low prices, a well assorted stock of

DRY GOODS,

including

CANADIAN

- Tweeds, Flannels,
- Hosiery, Yarns,
- Grey Domestics, Twilled Sheetting,
- Cotton Bags, Cotton Yarn.

DUNDAS COTTON MILLS AGENCY. 44

G. H. FURNER & CO.,

Importers of

MILLINERY, STRAW GOODS,

FELT HATS, MANTLES,

&c., &c. &c.,

King Street,

Hamilton. 44-ly

MARTIN & FERGUSON

BARRISTERS AND ATTORNEYS

AT LAW, SOLICITORS IN CHANCERY,

CONVEYANCERS; NOTARIES PUBLIC, &c.

Office—Corner of King and James streets,

HAMILTON, C.W.

N.B.—Collections and Insolvency Matters promptly attended to.

R. MARTIN.

J. W. FERGUSON.

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HAMILTON.

KERR, BROWN & MACKENZIE,
Importers of

BRITISH AND FOREIGN DRY GOODS AND GROCERIES,

Have always on hand a full stock of Prints, Cottons, Woollens, Silk and Linen Goods, Hosiery, Gloves, Shawls, Ribbons, Laces, Small-wares, Fancy Goods, &c., &c.

ALSO

Teas, Coffees, Sugars, and General Groceries. 44-ly

JAMES SIMPSON,

WHOLESALE GROCER,

Market Square, Hamilton, Ont. 47-6m

G. J. FORSTER & CO.,

IMPORTERS OF GROCERIES,

Hamilton, Ontario. 44-ly

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BROWN, GILLESPIE & CO.,

WHOLESALE GROCERS,

AND

GENERAL MERCHANTS,

44-ly Hamilton, Ontario.

PERKINS & CLARK,

IMPORTERS AND WHOLESALE GROCERS,

Proprietors of the Excelsior Coffee and Spice Mills,

46-ly Catherine Street, Hamilton, Ont.

SINGERS'

NOISELESS SEWING (NEW YORK) MACHINES.

J. & R. KILGOUR, Agents,

No. 17, King Street, Hamilton, Ontario.

Machines repaired on short notice; corresponding parts always on hand. 46-ly

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Importers and Wholesale Dealers in

SHELF AND HEAVY HARDWARE,

South Side King Street, Hamilton, Ont.

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King Street East, Hamilton, Ontario,

Manufacturers of Stoves, Tin and Spanned Ware. Importers and dealers in Tin-Plate, Sheet-Iron, Wire, Copper, and Copper Bottoms, Zinc, Block Tin, Rivets and Kettle Ears, &c., &c. Also, Tinmen's Tools and Machines. 44-ly

R. JEWELL DUNSTAN & CO.,

Agents for

British and Canadian Manufacturers,

AND

GENERAL COMMISSION MERCHANTS,

Royal Hotel Buildings, Hamilton, Ontario. 44-ly

W.O.O.L.

McKENZIE & MACKAY,

9 King Street, Hamilton, Ontario,

WOOL AND FLAX BROKERS,

AGENTS FOR:

The Queen Insurance Company.

Western Assurance Company of Canada.

Phoenix (Marine) Insurance Co. of Brooklyn. 37-ly

W.O.O.L.

LONG & BISBY,

DEALERS IN FOREIGN & DOMESTIC WOOL

42 James Street, HAMILTON, Ontario.

Consignments solicited, and orders promptly attended to. 36-ly

J. H. DAVIS & CO.,

WOOL DEALERS,

COMMISSION MERCHANTS AND BROKERS,

18 King Street East, Hamilton,

Next Door to the Goto Bank.

J. H. DAVIS.

H. BURKHOLDER.

Cash Advances made on Consignments, 36-ly

HAMILTON.

HAMILTON POWDER COMPANY.

Manufacturers of the following Brands of Powder:

BLASTING F, FF, FEE, in kegs of 25 lbs. each.

CANNISTER POWDER,

in half-pounds, pounds, and six pound cannisters, of the following celebrated brands, D S, C R.

EXTRA SPORTING AND DIAMOND GRAIN.

Office No. 2 King Street,

Hamilton, Ontario.

BENJAMIN CLARKE,
44-3m

JAMES WATSON,
Secretary. President.

FOSTER & GALBRAITH,

Manufacturers of

HATS, CAPS, AND FURS,

HAMILTON, Ont. 44-ly

W. H. GLASSCO,

Importer and Wholesale Dealer in

HATS, FURS, & c.,

46-ly King Street, Hamilton, Ont.

KINGSTON.

GROCERS—WHOLESALE.

GEORGE ROBERTSON & COY

Importers and Wholesale dealers in

GENERAL GROCERIES.

Special attention of buyers is solicited to our large stock of TEAS. 39-ly

JOSEPH BAWDEN,

(Successor to the late Eben MacEwen, Esq.)

ATTORNEY-AT-LAW, Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston

C.W. 47-ly

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ROWLAND & JOHNSON,

OIL WAREHOUSEMEN and Agents

for the sale of Oil. Office.—Richmond Street,

opposite City Hall London, Ontario.

FREDERICK ROWLAND.

JAMES JOHNSON,
Sunnyside.

FRED. ROWLAND,

GRAIN AND COMMISSION MER-

CHANT, Flour, Oatmeal, Cornmeal, Split Peas,

Pot Barley, Barrel Pork, Sugar-cured Bams, Bacon

Lard, Cheese, Butter. London, Ont. 43-ly

BRANTFORD, ONT.

VICTORIA FOUNDRY,

CEDAR STREET, BRANTFORD.

STOVES, PLOUGHS, &c., &c., in great

variety. Prices very low. Send for Illustrated

Catalogue and Price List. Address,

WILLIAM BUCK, Victoria Foundry, Brantford. 43-ly

BRANTFORD ENGINE

ENGINES OF ALL SIZES

FOR RIGGING AND PORTABLE STEAM SAW

MILLS, CRIST MILLS &c.

C.H. WATEROUS & Co. BRANTFORD, ONT.

43-ly

PORT HOPE, C. W.

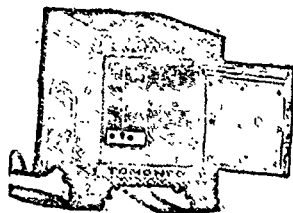
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J. & J. TAYLOR'S

PATENT

FIRE & BURGLAR PROOF SAFES

MANUFACTORY:

No. 198 and 200 Palace Street,
TORONTO.

Price List Free

6

OTTAWA.

DEPARTMENTAL NOTICE.

DEPARTMENT OF INLAND REVENUE.

OTTAWA, 10th February, 1868.

HIS EXCELLENCY the GOVERNOR-GENERAL has been pleased by an Order in Council, dated on the 31st ultimo, to authorize that the 35th Section of the Act 31 Vict., Chap. 8, be so far modified as to place

M A L T

IN THE SAME POSITION AS

M A L T L I Q U O R

Formerly occupied, and as

S P I R I T S A N D T O B A C C O

Now occupy, viz.: Of having the privilege of being sold and transferred in bond, removed from one bonded warehouse to another bonded warehouse, or from place to place, where Officers of the Inland Revenue are stationed, and of being exported free of duty, under the regulations provided and approved by an Order in Council of the 17th May, 1865, for the Warehousing and Exportation of Spirits, Malt Liquor and Tobacco.

By command,

THOS. WORTHINGTON,

8-3 Commissioner of Inland Revenue.

DEPARTMENT OF INLAND REVENUE,

OTTAWA, January 31, 1868.

NOTICE.

ON and from the First day of February, 1868,

ALL REQUISITIONS FOR

S T A M P S

FOR

BILLS AND PROMISSORY NOTES.

To be used in the Dominion of Canada by the various persons entrusted with the distribution thereof, will have to be addressed to this Department.

THOS. WORTHINGTON,

For the Minister of Inland Revenue.

7-3w

HENRY GRIET,

OTTAWA, Canada,

PATENT SOLICITOR AND DRAUGHTSMAN,

Drawings, Specifications, and other documents necessary to secure PATENTS of INVENTIONS, prepared on receipt of the model of invention. Copyrights and the Registration of Trade Marks and Designs procured. Established 1853. 48-3m

ST. STEPHEN, N. B.

JOHN BULLAN,

SHIP BUILDER AND MERCHANT.

10 King Street, St. Stephen, N.B.

ENGLAND.

BY ROYAL  COMMAND

JOSEPH GILLOTT'S

Celebrated

STEEL PENS.

Sold by all Dealers throughout the World. 45-ly

THOS. MEADOWS & CO.,

36 MILL STREET, CHEAPSIDE, LONDON, AND

60 and 61 THE ALBANY, LIVERPOOL,

GENERAL COMMISSION, SHIPPING, INSURANCE, AND FORWARDING AGENTS,

Agents for { The British Colonial Steamship Company (Limited)—London to Canada and U.S.
The American Steamship Company—Liverpool to Boston, U.S.
And Canadian Express Company. 4-3m

ANDREWS, BELL & CO.,

COMMISSION MERCHANTS

AND

SHIPPING AND INSURANCE AGENTS,

7 INDIA BUILDINGS, Fenwick Street,

LIVERPOOL. 42 ly.

J. LYONS & SONS,

MANUFACTURERS OF CLOTHING, CARPET-BAGS, &c.,

Wilson Street,

Finsbury,

LONDON.

MANCHESTER 6 Short St., Tib Street.

GLASGOW 46 Buchanan Street.

LIVERPOOL 19 Canning Place.

8-3m-2-11

HALIFAX, N. S.

COMMISSION MERCHANTS.

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

HOWLAND & JOHNSON;

OIL WAREHOUSEMEN, and Agents for the sale of Oil. Office—Richmond Street, opposite City Hall, London, Ontario.

FREDERICK ROWLAND. **JAMES JOHNSON,** Sunnyside. 43-ly

FRED. ROWLAND,

GRAIN AND COMMISSION MERCHANT. Flour, Oatmeal, Cornmeal, Split Peas,

Pot Barley, Barrel Pork, Sugar-cured Hams, Bacon, Lard, Cheese, Butter. London, Ont. 43 ly

JOHN B. CAMPBELL & CO.,

GENERAL COMMISSION MERCHANTS

AND

WHOLESALE GROCERS

ANDERSON'S BUILDING,

(Old Merchants' Exchange,)

Corner Bedford Row and Prince Street,

HALIFAX, N. S.

MAYFLOWER TOBACCO FACTORY.—Celebrated Prize Medal Mayflower, and other choice brands, Flat and Twist Tobacco.

JOHN B. CAMPBELL & CO.,

Proprietors, Halifax. 17-ly

ST. JOHN, N. B.

STEPHENSON & MCGIBSON,

COMMISSION MERCHANTS,

Are prepared to receive Consignments of Flour, Pork, and Canadian Produce, realizing the highest market rates for such, and prompt returns made. Drafts authorized.

41-ly

No. 8 North Wharf, St. John, N.B.

* **THOMAS HOBSON & CO.,**

486 & 488, ST. PAUL, & 427 COMMISSIONERS STREET MONTREAL,

PRODUCE AND COMMISSION MERCHANTS,

ATTEND personally and promptly to the proper disposition of all Consignments of FLOUR, PORK, ASHES, TALLOW, LARD, BUTTER, and all other descriptions of Produce.

Salts effected with every possible promptitude, consistent with the solid interests of our consignors, and returns made at the earliest moment.

If long experience in the Produce Trade, and careful personal attention to the interests of our friends, will avail us, we are confident that every satisfaction will be given. 1-ly

HUGHES BROTHERS,

DRY GOODS IMPORTERS,

491 ST. PAUL STREET. 33-ly

CANADA GLASS COMPANY,

(Limited)

MONTREAL,

And Works at Hudson on the Ottawa. Office corner of St. Paul and St. Nicholas Streets. 36-ly A. K. LUCAS, Secretary.

BUCK, ROBERTSON & CO.,

COMMISSION MERCHANTS,

FOR THE SALE OF

Butter, Cheese, Flour, Grain, Oatmeal, Dried Apples, Fruits, and all kinds of Country Produce.

CORNER OF M'GILL AND WILLIAM STREETS,

Opposite St. Ann's Market,

MONTREAL. 35-6-m.

BOSTON.

W. C. WILLIS,

COMMISSION MERCHANT, SHIP- PING AGENT, &c., No 11 City Exchange,

BOSTON. 11

OSHAWA.

BLACK WALNUT LUMBER.

THE Subscriber has a limited quantity of Choice BLACK WALNUT LUMBER for sale.

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