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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. III.

MONTREAL, FRIDAY, AUGUST 16, 1867.

No. 31.

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

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

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

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

**SMYTH & EDMINSON,**  
BOOT AND SHOE MANUFACTUR-  
ERS AND DEALERS, 201 and 206 McGill  
Street, Montreal. 9-ly

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

**DAVIE, CLARKE & CLAYTON,**  
WINE, SPIRIT & COMMISSION MERCHANTS.  
40 ST PETER STREET,  
opposite St. Sacrament Street,  
6-ly MONTREAL.

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

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

**S. H. MAY & CO.,**  
IMPORTERS OF STAR & DIAMOND  
STAR WINDOW GLASS, Paints, Oil, Varnish,  
Brushes, Spirits Turpentine, Benzole, Gold Leaf, &c.,  
1-ly 271 St. Paul st., Montreal.

**S. H. & J. MOSS,**  
MANUFACTURERS OF READY  
MADE CLOTHING, WHOLESALE IMPOR-  
TERS OF WOOLLENS, TAILOR FRIMMING, &c.,  
5 and 7 Beccollet Street, MONTREAL.  
Our Spring Stock of Clothing is now complete, and  
is well worth the attention of Eastern and Western  
buyers. 33-ly

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

**THOMAS MAY & CO.,**  
CAVERHILL'S BLOCK,  
No. 63 St. Peter Street.  
Montreal, Sept. 16, 1866. 9-ly

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

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

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

**THOMAS W. RAPHAEL,**  
COMMISSION MERCHANT,  
MONTREAL.  
Consignments of Flour, Grain, Leather, Ashes,  
Butter, &c., receive personal attention. 1-ly

**LINTON & COOPER,**  
MANUFACTURERS AND WHOLE-  
SALE DEALERS IN BOOTS AND SHOES  
524, 526 & 528 St. Paul st., Montreal.  
We invite the attention of Merchants, East and West,  
to our large and varied stock of Boots and Shoes now  
on hand, and in process of manufacture for the Fall  
trade. Goods in every conceivable style will be found  
in our establishment, from the finest Kid or Satin  
Galos, to the strongest Stoga or Hungarian Boot.  
Men's, Boys', Youths', Ladies', Misses' and Children's  
wear, in over 200 different patterns. Special notice is  
requested to the fact that all our goods are hand-made,  
and of the very best material. The introduction of  
Fegging Machines having thrown a large number of  
workmen out of employment, and consequently re-  
duced the cost of labor, we are thereby enabled to  
manufacture neater and more substantial Boots and  
Shoes, at a greater cost than if made by machinery,  
and are prepared to offer the choicest goods at the  
very lowest possible figures.  
Orders personally or by Post, will have our immedi-  
ate and most careful attention. 1-ly

**TIFFIN BROTHERS,**  
GENERAL AND COMMISSION MERCHANTS,  
HAVE in stock and are receiving by  
weekly steamers, and following vessels, viz. —  
Ardenlee, John Bull, Oneda, and Psyche, from Lon-  
don and Liverpool, Queen of the Clyde and Heath-  
park, from Glasgow; Canny Scot, from Tarragona,  
Schrs. Greek, Margaret and Mary, and Constance,  
from Charrente, Trush, from Bordeaux; Courier du  
Canada, from Marselles; Sit, from Havre, and Sea-  
gull, from Antwerp, their usual spring importations  
of

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

Established 1803.  
**LYMANS, CLARE & CO.,**

**CHEMISTS AND DRUGGISTS,**  
MANUFACTURERS OF LINSEED OIL,  
Importers of  
FOREIGN DRUGS, PAINTERS' COLOURS, OILS,  
DYE STUFFS, & AGRICULTURAL SEEDS,  
382, 384, & 386 ST. PAUL STREET,  
MONTREAL, 10-ly

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

**LADIES' STRAW GOODS,**  
By GREENE & SONS.  
See next Page. 1-ly

**TO CHEESE VAT MANUFACTURERS.**  
Large Tinned Iron Sheets 6 x 2½ feet x 24 and 26 Wire  
Gauge.

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

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

**W. J. STEWART, 420 St. Paul St.**  
Sole Agent For FINLAYSON, BOUSFIELD &  
Co—Machine, Shoe, and Linen Threads, Gilling  
Twines, &c., &c.  
W HORNSELI & Co—Seine and other Fishing Twines.  
GEO & WM. WAITES.—Cheap Shop Twines.  
WM CLARKE & Sons—Needles, &c.  
J & F JOLLEY.—Lancashire Files and Tools.  
STEPHENS & Co—Sail Cloth, Twines, &c. 9-ly

**GREENE & SONS,**  
HATS, CAPS, STRAW GOODS,  
[See next Page.] 1-ly

de B. MACDONALD & CO.,  
MANUFACTURERS OF CRINO-  
LINE WIRE and HOOP SKIRTS, FELT  
HATS, STRAW GOODS, &c., &c. Orders person-  
ally or by letter will receive best attention. 1-ly

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

**JOHN McARTHUR & SON,**  
OIL, LEAD & COLOR MERCHANTS  
Importers of Window Glass &c No 18 Lemolue  
Street, facing St. Helen Street, Montreal. 1-ly

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

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

**JULES FOURNIER,**  
IMPORTER OF GENERAL GROCERIES,  
And Sole Agent in Canada for  
Messrs. George Sayer & Co., Cognac,  
" Charles Coran & Co., do.  
" G. H. Mumm & Co., Reims,  
Mr. H. Moro, Avize, Marne,  
Mr. J. Savoye, do.  
31 ST. SULLIVAN STREET.  
(Next door to Messrs. Darling & Co.  
40-Sm Montreal)

**JAMES ROY & CO.,**  
**IMPORTERS OF DRY GOODS,** including TABLE LINEN, SHEETING, &c., No 506 St. Paul st. near St. Peter. 1-ly

**ÆTNA LIFE INSURANCE COMPANY.**

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

**R. CAMPBELL & CO.,**  
**IMPORTERS OF CARPETINGS,** OIL CLOTHS, AND CURTAIN MATERIALS, 208 & 210 McGill Street, Montreal. 9-ly

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

**C. E. SEYMOUR,**  
**COMMISSION MERCHANT,** DEALER IN LEATHER, HIDES AND OIL 607 St. Paul Street. 46-ly  
 Agent for Lyn Tannery.

**FRED ROWLAND,**  
**GRAIN AND COMMISSION MERCHANT.**

Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley, Barrel Pork, Sugar-cured Hams, Bacon, Lard, Cheese, Butter.

LONDON, CANADA WEST.

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

**JAMES ROBERTSON,**  
 128, 128, 180 and 182, Queen Street, Montreal, METAL MERCHANT,  
 Manufacturer of Lead-pipe, Shot, Paints, and Putty. 1-ly

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

**A. CHARLEBOIS & CO.,**  
**IMPORTERS OF HARDWARE, CUTLERY, IRON, STEEL, &c.,** manufacturers of STOVES, CUT NAILS, &c., 438 St. Paul Street, Montreal. 47-ly

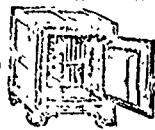
**KINGAN & KINLOCH,**  
**IMPORTERS AND GENERAL WHOLESALE GROCERS,** and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal. Wm. Kinloch. W. B. Lindsay. D. L. Lockerby. 8-ly

**ANDREW MACFARLANE & CO.,**  
 Importers of **STAPLE AND FANCY DRY GOODS,** 268 & 260 St. Paul and 92 & 93 Commissioners Streets, MONTREAL. 1-ly

**JOSEPH BAWDEN,**  
 (Successor to the late Ewen MacEwen, Esq.,)  
**ATTORNEY-AT-LAW,** Solicitor of Patents of Invention, &c. 18 Anchor Buildings, Kingston C.W. 47-ly

**H. JOSEPH & CO.,**  
**TOBACCO,** 823, 825 & 827 ST. PAUL STREET. Montreal, Aug. 30, 1867. 33-ly

**KERSHAW & EDWARDS,**  
 ESTABLISHED YEAR 1838.



**IMPROVED FIRE PROOF SAFE.**

**KERSHAW & EDWARDS,** 1-ly 82, 84 & 86, St. Francois Xavier street, Montreal.

**GREENE & SONS**  
**HATS, CAPS, STRAW GOODS, &c.** SPRING TRADE, 1867.

**THE** Subscribers have now on hand, and are receiving, a complete assortment of **WOOL HATS, LADIES' STRAW GOODS, FUR HATS, MEN'S STRAW HATS, CLOTH CAPS, TWEED HATS, SILK HATS, BOYS' FANCY HATS, HAT & CAP TRIMMINGS, &c.**

Special attention of the Trade is directed to our Stock which embraces all the

**NEW AND LEADING STYLES,** in Men's, Ladies' and Children's wear. Samples sent by Express to parties not visiting the city.

We are also manufacturing the Paris and Cunard CASSIMERE HAT, specially adapted for spring and summer wear.

Orders promptly executed. **GREENE & SONS,** Montreal. 1-ly

**AKIN & KIRKPATRICK,**  
**PRODUCE COMMISSION MERCHANTS,** MONTREAL.

Have removed to those commodious and central premises corner of **COMMISSIONER and PORT STREETS.**

Consignments of **GRAIN, FLOUR, POKE, BUTTER, CHEESE, ASHES, and GENERAL GROCERIES,** receive careful personal attention. Sales and returns made with the utmost promptness. All charges kept at the lowest point, and every endeavour made to avoid incidental expenses. Correspondents kept regularly advised by letter, circular and telegraph on all matters pertaining to the trade.

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

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

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

**HEAVY FORGINGS AND PLATE WORK.**  
**E. E. GILBERT,**  
**CANADA ENGINE WORKS,** MONTREAL,

Is prepared to furnish **WROUGHT IRON PADDLE SHAFTS** at 5½c. per lb. **RAILWAY AXLES** at 4c. per lb. **PLAIN ROUND BOILERS & STRAIGHT GIRDERS** at 6c. per lb., &c.  
 The work warranted to be fully equal to the best imported or manufactured here. 23-ly

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

**J. Y. GILMOUR & CO.,**  
 IMPORTERS OF **BRITISH AND FOREIGN DRY GOODS** WHOLESALE, NO. 316 ST. PAUL STREET, MONTREAL. 62-ly

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

**JORDON & BREWER**  
 Commission Merchants & General Agents, Dealers in **GROCERIES AND HARDWARE,** Nos. 23 & 21 ONTARIO STREET Corner Brock Street, East side Market Square, 33-ly **KINGSTON, C. W.**

**MOORE, SEMPLE & HATCHETTE,**  
 (Successors to Fitzpatrick & Moore)  
**IMPORTERS AND WHOLESALE DEALERS** in Groceries, Teas, Sugars, Wines, Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c. 2-ly No. 4 Lemoiné st.

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

**JAMES MITCHELL,**  
**WEST INDIA AND GENERAL COMMISSION MERCHANT.**  
 In Warehouse and for sale: Hhds Bright Barbadoes and Cuba Sugar, Puns Strong Proof Cuba Rum, Bags Jamaica Pimento, Barrels Extra No. 1 Split Herrings, Barrels Cod Oil. Qtls. Large Codfish, &c., &c. And arrive ex brig "Fawn," 250 hds Choice Porto Rico SUGAR. No. 7 ST. HELEN STREET. 1-ly April 4, 1867.

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

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

**J. C. FRANCK & CO.,**  
 IMPORTERS OF **GROCERIES, WINES, LIQUORS, CIGARS, &c.,** 25 Hospital Street. Montreal, Aug. 24, 1867. 32-ly

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

**MONTREAL.**

**EXCHANGE BROKERS.**

**C**HAS. T. IRISH, *Exchange,*  
11 Place D'Armes.

**N**ICHOLS, ROBINSON & CO.,  
*Exchange, 331 Notre Dame Street.*

**ADVOCATES.**

**S**TRACHAN BETHUNE, Q.C.,  
55 Little St. James Street.

**W**H. KERR,  
8 St. Sacrament Street.

**L**AFRAMBOISE & ROBIDOUX,  
82 Little St. James Street.

**L**H. DAVIDSON,  
41 Little St. James Street.

**CIVIL ENGINEERS.**

**C**HAS. LEGGE & CO., Solicitors for Canadian  
and Foreign Patents, &c.  
48 Great St. James Street.

**COMMISSION MERCHANTS.**

**J**OHAN ANDERSON & CO.

**T**M. CLARK & CO.,  
5 St. Sacrament Street.

**D**ONALD McLEAN,  
97 Grey Nun and 82 McGill Streets.

**P**HILLIPS & CO.,  
Cor. St. Sacrament and St. Nicholas Streets.

**ENGRAVER.**

**T**HOS. IRELAND,  
CARD AND SEAL ENGRAVER,  
72 Little St. James Street.

**FURS—WHOLESALE.**

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

**HARDWARE MERCHANTS—WHOLESALE.**

**B**ENNY. MACPHERSON & CO.,  
392 St. Paul Street.

**INSURANCE OFFICES.**

**B**RITANNIA MUTUAL LIFE,  
JOSEPH JONES,  
41 Little St. James Street.

**C**ITIZENS' FIRE AND GUARANTEE,  
G. B. MUIR, Manager.  
10 Place d'Armes.

**C**OLONIAL LIFE,  
See Standard.

**L**ONDON AND LANCASHIRE,  
SIMPSON & BETHUNE,  
104 St. Francois Xavier Street,

**N**ORTH BRITISH & MERCANTILE,  
MACDOUGALL & DAVIDSON,  
31 St. Francois Xavier Street.

**S**COTTISH PROVINCIAL,  
A. D. PARKER.  
Toupin's Building, Place d'Armes.

**S**TANDARD LIFE,  
W. M. RAMSAY,  
47 Great St. James Street.

**MONTREAL.**

**LEATHER, ETC.**

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

**NOTARY.**

**W**A. PHILLIPS,  
41 St. John Street.

**SHIP CHANDLER, ETC.**

**G**ORDON KINGAN,  
26 St. Peter Street.

**PAPER BOX MANUFACTURER.**

**R**JELLYMAN,  
582 Craig Street.

**WHOLESALE GROCERS.**

**J**A. & H. MATHEWSON,  
1-ly McGill Street.

**L**EWIS, KAY & CO.,  
**I**MPORTERS OF STAPLE AND  
FANCY DRY GOODS,  
1-ly Nos. 276 and 277 St. Paul street, Montreal.

**S. GREENSHIELDS, SON & CO.,**  
DRY GOODS, WHOLESALE.  
CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,  
Montreal. 50-ly

**JAMES P. CLARK & CO.,**  
**D**RY GOODS IMPORTERS, 162  
McGill Street, MONTREAL. 9-ly

**J. G. MACKENZIE & CO.,**  
Importers of  
BRITISH AND FOREIGN DRY GOODS,  
351 & 353 St. Paul Street,  
MONTREAL. 8-ly

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

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

**W. & R. MUIR,**  
**I**MPORTERS OF BRITISH AND  
FOREIGN DRY GOODS  
166 McGill street.  
Montreal. 8-ly

**DAVIS, WELSH & CO.,**  
Importers of  
STAPLE AND FANCY DRY GOODS,  
No. 479 St. Paul Street,  
MONTREAL. 8-ly

**McINTYRE, DENON & CO.,**  
**I**MPORTERS OF STAPLE AND  
FANCY DRY GOODS.  
23-ly Lemoine st., Montreal.

**R. C. JAMIESON & CO.,**  
**M**ANUFACTURERS OF VARNISHES, JAPANS,  
and Dealers in Spirits of Turpentine, Benzine,  
Oils, &c., &c., No. 3 Corn Exchange Buildings, St.  
JOHN STREET, MONTREAL. 50-ly

**MONTREAL.**

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

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

**FOULDS & HODGSON,**

**I**MPORTERS OF  
Grey Cottons, Laces, Spools,  
White Shirtings, Blouses, Pins,  
Regattas, Handkerchiefs, Needles,  
Prints, Fancy Dresses, Tapes,  
Bod Ticks, Umbrellas, Buttons,  
Denims, Parasols, Combs,  
Silesias, Shawls, Brushes,  
Cobourgs, Hoop Skirts, Hair Oils,  
Orleans, Table Oil Cloths, Colognes,  
M de Laines, Yarns, Soaps,  
White Muslins, Battings, Stationery,  
Jeans, Silks, Brooches,  
Moleskins, Velvets, Spectacles,  
Flannels, Lincn Threads, Dolls,  
Blankets, Playing Cards, Mirrors,  
Cloths, Jewellery, Razors,  
Tweeds, Tea Trays, Pocket Knives,  
Vestings, Snuff Boxes, Table Knives,  
Hosiery, Pipes, Chaplets,  
Gloves, Toys, Crosses,  
Braces, Bag Purses, Marbles,  
Ribbons, Pencils, Slates.  
And a large variety of other Fancy and Staple Goods  
**WHOLESALE.**  
Perhaps the largest assortment of Goods suitable  
for a General Country Store of any house in the  
Province.  
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 T. G. Soudeman's celebrated Port Wines,  
 Mackenzie & Co.'s (Cadi) Sherry Wines,  
 Jules Mumm & Co.'s Champagne Wines,  
 P. A. Mumm's Sparkling Hock and Moselle Wines,  
 Guinness' Dublin Stout, bottled by Machon & Co.,  
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 CAPITAL.....£1,000,000 Sterling.  
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**HEAD OFFICE IN CANADA—MONTREAL.**  
 9-ly **EDWARD RAWLINGS, Manager.**

**T. JAMES CLAXTON & CO.,**  
 —MAY 1867—  
 Receive weekly additions to their stock.  
**HAVE** just received 1,000 pieces of Grey  
 Cottons.  
 600 pieces of White Cottons,  
 with many other Staple and desirable Goods, which  
 will be sold at lowest market rates. Orders have  
 a careful attention.  
**CAVERHILL'S BUILDINGS,**  
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**AND GLOBE INSURANCE CO.**  
 UNLIMITED RESPONSIBILITY.  
 Capital, Surplus and Reserved Funds..... \$16,271,675  
 Invested in Canada..... 250,000  
 Premiums received in 1866, were..... 5,362,200  
 Daily Premiums, upwards of..... 17,000  
 Shareholders personally responsible for engagements  
 of the Company.—All Directors must be Shareholders.  
**CHAIRMAN—T. B. ANDERSON, Esq.** (Pres. Bank of  
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**DEPUTY CHAIRMAN—HENRY STARNES, Esq.** (Man-  
 ager Ontario Bank).  
**FIRE DEPARTMENT.**—Insurances effected on all  
 classes of Property at Current Rates.  
**LIFE DEPARTMENT.**—Amount of Special Re-  
 serve, \$9,282,463.  
 G. F. C. SMITH, Res. Secretary.  
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**REMOVAL.**  
**WEST BROTHERS**  
 Have removed to 144 McGill Street.  
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**WHOLESALE.** 14-ly  
**JEFFERY BROTHERS & CO.,**  
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 413 St. PAUL STREET, opposite Custom House,  
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 Sole Agents for 'Cootes' celebrated ground  
 Rock Salt, for Table and Dairy use.  
 Montreal, May 30, 1867. 1-ly

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

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**PRODUCE, LEATHER AND GENERAL COM-**  
**MISSION MERCHANTS.**  
 No. 503 St. Paul Street, MONTREAL.  
 CONSIGNMENTS Carefully realised and returns  
 promptly made.  
**ADVANCES**—Cash advances made and Drafts au-  
 thorized on all descriptions of Produce consigned for  
 Sale in this or British Markets.  
**ORDERS**—Personal and careful attention given to the  
 execution of orders for Flour, Grain, Leather, Provi-  
 sions, Oil, and General Merchandize.

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 WHOLESALE MANUFACTURERS OF  
**BOOTS AND SHOES,**  
 29 ST. HELEN STREET,  
**MONTREAL.** 49-ly

**THE TRADE REVIEW**  
 AND  
**Intercolonial Journal of Commerce.**  
**MONTREAL, FRIDAY, AUGUST 16, 1867.**

We are glad to learn from our English exchanges  
 that Mr. Watkins, President of the Grand Trunk Rail-  
 way Company, has been knighted for his services in  
 connection with the Intercolonial Railway.  
 The traffic receipts of the Grand Trunk Railway for  
 the week ending July 27th, 1867, were \$113,120, a de-  
 crease of \$11,354, as compared with the corresponding  
 week of 1866.  
**QUICK DISPATCH.**—A large consignment of malt  
 shipped on the afternoon of the 7th instant, via  
 Grand Trunk to Portland, and thence by steamer to  
 Halifax, N.S., was received by the consignees in that  
 city on the 12th inst. We do not think they have any  
 reason to complain of unnecessary delay on the part  
 of the Grand Trunk Railway Company.

**THE BEST ROUTE FOR THE INTERCOLONIAL**  
**RAILWAY.**

**WE** publish in other columns a letter on the above  
 subject, addressed by Mr. J. W. Lawrence, of  
 St. John, N. B., to the Hon. William McDougall,  
 Minister of Public Works in Canada.  
 We have already expressed opinions in favour of  
 the Western route, for which Mr. Lawrence puts for-  
 ward arguments that to us seem unanswerable, and  
 we trust his letter will receive general and careful  
 consideration, from our readers in all parts of the  
 Dominion. The importance of the subject cannot  
 well be over-estimated; and as all Canadians from the  
 remotest West, to farthest East, are more or less  
 directly interested, they should lose no opportunity to  
 make themselves acquainted with the true merits of  
 a question, which before the end of the present  
 year, must come up for practical settlement, and the  
 wise deciding of which is a matter of such vital im-  
 portance.

**A PETROLEUM INSPECTOR.**  
**WE** see by our New Brunswick exchanges that an  
 inspector of coal and other oils has been ap-  
 pointed for the city and county of St. John. Our  
 Lower Province friends are far ahead of us in this  
 respect, and it might be well, now that the trade in  
 oils is gradually extending, to follow their example.  
 If a sound system of inspection were in vogue in Can-  
 ada, there is not the slightest doubt but that the  
 position of Canadian oil in the British market would  
 improve considerably, and rank with the best Amer-  
 ican. A St. John paper gives the following synopsis  
 of the local Act of Parliament regulating the inspection  
 of oils. Its provisions are very strict—almost unne-  
 cessarily so—but if enforced, must tend to secure life  
 and property.

**MORLAND, WATSON & CO.,**  
 WHOLESALE  
**IRON MERCHANTS,**  
 AND  
 IMPORTERS OF HARDWARE,  
 Offices and Warehouse, 335 and 337 St. Paul Street  
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 Manufactories on Lachine Canal.

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

It is important to those who deal in any way in  
 Burning Oils and Fluid, to observe that the seventh  
 section of the Act to provide for the inspection of  
 Petroleum and Coal Oils, and Burning Fluids, goes  
 into operation on the first of August; that all holders,  
 in every part of this Province, of any such Oils or  
 Fluids, are required by this Act to cause the same to  
 be inspected and marked; and that neglecting so to  
 do they will be subject to six months imprisonment or  
 a fine of five hundred dollars. Other sections of this  
 Act will go into operation on the first day of Septem-  
 ber, when the like penalty may be enforced against all  
 persons throughout the Province who shall sell, or  
 hold for sale, by retail as well as wholesale, any Burn-  
 ing Oil or Fluid that will not bear the required test of  
 one hundred and ten degrees Fahrenheit. Every  
 package of Burning Oil or Burning Fluid which may  
 not meet the standard test of one hundred and ten  
 degrees is to be marked *unsafe for illuminating pur-*  
*poses* and will be prohibited of sale for such purposes.  
 Retail dealers especially should take care that before  
 the first of September they be quit of their stock of  
 such Oils or Fluids as will not bear the standard test.  
 Wholesale dealers may export or sell for re-manu-  
 facture such Oils or Fluids as are prohibited of sale  
 for burning purposes. Archibald Rowan, Esq. has  
 been appointed Inspector in the city and county of  
 St. John.

**OUR COMMERCIAL POLICY.**  
**THE** future commercial policy of the British North  
 American Provinces is one of the most important  
 subjects that will come before the Parliament of the  
 Dominion at its approaching session; for the course  
 pursued will probably influence the character of our  
 legislation on that head for many years, if not for the  
 next generation at least. We should have been pleased,  
 therefore, if the candidates for the House of Commons,  
 who have been so diffuse on every other point, in ad-  
 dressing the electors, had not been so sparing of their  
 views on this question. So it is, however. We have  
 had exultations or jeremiads over Confederation, ac-  
 cording to the leanings of the speaker, for or against  
 the measure; but of the trade of the country, to which  
 it is calculated to give so great an impetus, little has  
 been said, or said to the purpose. There has been,  
 nevertheless, one eminent exception to this general  
 reticence, in the speech delivered by the Hon. A. T.  
 Galt, at the dinner given to him at Lennoxville in the  
 Month of May last. Mr. Galt is now Finance Minis-  
 ter of the Dominion, and the importance of his lan-  
 guage on the occasion cannot be overrated, as we must  
 take it for granted that his sentiments, in connection  
 with the special affairs of the great Department over  
 which he presides, are those of his colleagues. The  
 Hon. gentleman remarked:—"I have said that the  
 development of the trade and commerce of the Uni-  
 on is one of the great points to which we must give our  
 attention, and when I use the word trade, I must not  
 be understood as confining its meaning to that which  
 is carried in ships; for I refer not only to that, but to  
 the great manufacturing interests of the country. I  
 say this because it is well known that my own

views are those of a Free Trader. I am a Free Trader." He then adds:—"At the same time, it is evident that no country is ready at one moment, to adopt its policy to the peculiar theories in which I believe \* \* We must have a revenue; we must raise it in the least burdensome way to the people, and I do not believe that it is possible, in the present state of Canada, greatly to depart from the system we have pursued up to this moment." These are the views of a practical statesman, and we feel persuaded that a large majority of the people of the United Provinces will endorse them. Nay, we are convinced that Free Trade notions will become more and more popular, day by day, as the true principles which ought to govern commerce are better understood and appreciated by the people. Mr. Galt expresses the opinion that Free Trade "is not possible for Canada;" but though duties on imports must be imposed for the purpose of revenue, he contends that they ought to be reduced "as rapidly as is consistent with the interests of the country." To his we fully subscribe; but to attain the object it should be ever kept in sight by the Government and Legislature, in all their commercial enactments, that the people must learn to forego their "ignorant impatience" of direct taxation, without adopting which our fiscal system must always be defective, cumbersome, and expensive. Above all things, we hope our rulers will not fall into the mistake of fostering the manufacturing interest at the expense of every other interest in the country. We are no enemy to that form of commercial speculation, more than to any other industrial pursuit; far from it; but we do object to protection, intended simply for protection's sake. We believe that several articles can be manufactured in these Provinces without the help of the forcing process, and that others derive sufficient aid from the existing duties on those that shall be necessary for the purposes of revenue. But we should remember that notwithstanding all the appliances supplied by science and mechanical ingenuity, labor continues to be a chief element in their production, and that cheap labor is not likely to be found in North America for many ages to come. We can, consequently, only succeed in raising manufactures, to any great extent, by means of the hot-house system of protection, which would be about as wise as the attempt to rear pine apples on the Labrador Coast or in Rupert's Land in the same way.

#### THE MISMANAGEMENT OF COMPANIES.

THE long expected and long promised report of the committee of stockholders, to whom was referred the duty of enquiring into the affairs of the Toronto Linseed Oil Company, has at length been made public, and it does not throw any additional light on the revelations already made, or place the affairs of the Company in any more favorable position than they were before. The committee exonerate themselves from blame in not properly executing their task, on the ground that grave issues have been raised as to the personal liability of the shareholders, which means, in plain language, that a series of law suits have been commenced against them. They append to their report the report of a professional accountant, and conclude with another philippic against Messrs. Gooderham and Worts, regarding the seed transaction. What the committee say on this point is as follows:—

"The committee cannot omit calling attention to the fact that large quantities of seed appear to have been purchased at full market rates, but of very inferior quality, by which serious loss accrued to the Company. Among these purchases were large quantities bought from Messrs. Gooderham and Worts, at the enormous price of \$2.20 per bushel, which seed was delivered at different dates extending over a period of some months, during all which time seed equally good in quality (if not better) was purchased from other parties at much lower rates."

It would have been more just and satisfactory to the public if the committee, having mentioned this blunder, which was but one of many that led to the failure of the Company, had particularized all of them. The conduct of Gooderham and Worts is painted in glaring colors, and not a word of explanation has been printed along with the condemnatory report, although a paragraph in the papers tells us that "satisfactory" explanations were given. It is not our intention, however, to dwell on that point. What we wish to speak of is the fact that the Toronto Linseed Oil Company, although composed of the best shareholders, and got up for a most useful and patriotic purpose, was confessedly killed by criminal mismanagement. This was made evident at first, and subsequent investigation has confirmed it. The conduct of Messrs.

Gooderham and Worts in selling seed at a high price to the Company, of which Mr. Worts was President and Mr. Gooderham, jr., Vice-President, was a capital blunder—that would be cheaply atoned for by that firm refunding with interest the difference between the high price they received for the seed and the lowest point for which it could have been purchased during the past year. The other blunders of the directors were equally stupid and blameworthy.

The report of the professional accountant alluded to is not very interesting or intelligible; we gather from it, however, that the books of the Company were not properly kept from the first, in consequence of which the real condition of affairs was disguised. For instance, the construction, or mill account, was debited with \$22,000, nearly \$10,000 of which ought not to have been set down to that account. "From this," says the accountant, "it follows that—at the date of these entries—nearly all, if not all of the subscribed capital had been lost." The feelings of the shareholders at these revelations may be more easily imagined than described—especially as they are now threatened with suits involving large personal liability. On the whole they are to be pitied. They went into the oil business to promote a new and rational industry; they elected a strong, and what they thought to be, an efficient directory; the directory employed what, no doubt, they believed to be a staff of first-class employees; and, strange to say, the result was blunders and bankruptcy. A different result ought to have been achieved. A different result, we believe, would have been achieved if the linseed oil mill had been worked by one intelligent head. As it was, there were so many heads over the concern that the old adage would appear to have been fulfilled, and what was everybody's business became nobody's business. There were not only too many heads, but each person would appear to have had what is known as too many irons in the fire at one time. All the directors were men largely engaged in other and more extensive businesses than the manufacture of linseed oil. How, then, could they be expected to devote the requisite time in managing the new company? Certainly, its affairs were mismanaged from the beginning, and we presume the directors and employees cannot claim to be altogether blameless.

As we said on a former occasion, we trust the fate of the Toronto Linseed Oil Company will be a warning to all existing companies, and to all those that may in future be started. The affairs of a public Company must be carried on with regard to business principles. The overseeing must not be lax, the management careless, the book-keeping indifferent, the transactions reckless, the buying and selling marked by gross blunders. The affairs of a public Company, to be successful, must be carried on with the same exactitude and correctness as those of a private individual. If they are not, no matter how wealthy the stockholders, or high the standing of the directors, the crash will come, and loss of money, and perhaps loss of character, will be the result.

#### LETTER FROM ENGLAND.

##### COMMERCIAL REVIEW.

(Special Correspondence of the Trade Review.)

[PER JAVA]

THE prospect of the harvest in Europe is scarcely so good as it was, owing to the heavy rainfall in July. In England, on the contrary, where the harvest is later, the crops are probably upon an average improved, and the corn markets have in consequence been dull all week. The glut of money still continues, and in the last day or two has produced some little effect upon the funds and public securities. The investing public has, however, so little confidence at present in even the best securities that prices are abnormally low in nearly every department.

Mr Gladstone appeared this week before the Committee of the House of Lords, and advocated the issue of pre-preference stock to enable the North British Railway Co. to work its line efficiently. Notwithstanding the weight which is deservedly attached to any opinion he may express, the Committee of the Lords refused to authorize the issue of said stock. In this judgment, as I mentioned last week, I would be disposed to acquiesce. It is better to sacrifice the interests of ordinary shareholders than to break faith with existing interests and it would be impossible to issue pre-preference stock without so breaking faith. The moral of the whole would seem to be that there

really should be no such difference as at present exists among the parties who own the capital which has made our lines of railway. A line should be made out of the realized capital of the country, and all shareholders in it should be on precisely the same footing. The issue of debentures for the purpose of raising any portion of the permanent capital of the railway should be done away with, and the line should stand or fall upon the merits of its ordinary shares, and not on the dexterity of a few thimble-riggers. The half of the ruinous extensions made of late years would never have been thought of if directors, and solicitors, and contractors had not been able to mortgage the lines which were already in existence.

The Government has promised to take up the question of the Irish railways during the recess, and it is likely that some well matured scheme will be arranged by which the traffic upon these lines can be greatly developed. At present the average dividends of the Irish railways is low, and it is only earned by very high fares, which prevent travelling and the carrying of minerals and farm produce, and even of cattle. It is generally admitted that lower rates of traffic would benefit the public, and at the same time would, in a very few years, pay the shareholders better than the present high rates, but the directors are unwilling to make a reduction which, although ultimately beneficial, would be attended with a present loss. Nor would it be easy for one or two of the best lines to commence the system of reduction. There are so many petty lines in Ireland, and the through-bookings arrangements are at once so numerous and small, that it would be no easy matter to make any important departure from the present rates unless by mutual consent. Whatever scheme the Government may adopt for managing these railways, the experiment will be looked to with much interest. The Belgian railways are worked by the State in the same department as the Post-Office and the Telegraph, and the result is in every way satisfactory. There is, therefore, a good precedent for what may be done in Ireland, and as the entire income of the Irish railways is now only about one-third of that of the London and North-Western, there is nothing too great in them for careful management under one central board.

The prospects of the American cotton crop are naturally exciting great interest at present. No reliable information is, however, as yet attainable, and prices fluctuate with the various rumours which from time to time reach this country. It is to be hoped that the crop will be a good one, and that prices will early settle down to a reasonable figure. The losses which have been sustained for some time in Liverpool have been very great, and "private arrangements" there are of daily occurrence. Should the earlier portion of the American crop be bought too dear, it would only increase the losses of importers and holders, and would be likely to cause such a reaction as would unduly depreciate the price of the portion of the crop which comes later to market. The fall in price has indeed been already so great that the worst is now over; but all trade will be more or less feverish till the price of cotton has settled down to what is to be its normal value in the future.

The following are the returns from the Bank of England, compared with those of the preceding week, and same time last year:—

	July 31, 1867.	June 24, 1867.	Aug. 1, 1866.
	£	£	£
Public Deposits.....	4,898,000	4,697,000	3,190,000
Private Deposits.....	20,594,000	20,776,000	17,789,000
Govt Securities.....	12,831,000	12,831,000	10,128,000
Other Securities.....	17,322,000	17,248,000	26,667,000
Notes in Circulation...	24,183,000	24,003,000	25,620,000
Bullion.....	22,926,000	22,772,000	13,793,000
Reserve.....	13,743,000	13,769,000	3,273,000

The Bank of France returns are as follow:—

	Aug. 1, 1867.	July 25, 1867.	Aug. 2, 1866.
	Francs.	Francs.	Francs.
Treas'y Balance.....	90,446,000	91,246,000	131,488,000
Private Accts.....	279,102,000	281,435,000	844,869,000
Commerc'l Bills.....	492,903,000	496,237,000	679,820,000
Advance.....	212,403,000	212,603,000	166,669,000
Notes in circulation...	1,54,298,000	1,127,632,000	969,662,000
Cash.....	885,488,000	878,688,000	706,876,000

August 3, 1867.

H.

**GASPE ITEMS.**—Our Gaspé correspondent, writing under the date of the 9th instant, sends us the following: Farmers are busy at their hay-making; the crop this season is a failure; a large number of cattle will be killed this fall in consequence of the shortness of fodder—mackerel fishery good—codfishery same as last report.

## GLASS MANUFACTURE.

A RECENT article in the *Montreal Gazette*, makes mention of the establishment in Montreal of the St. Lawrence Glass Works, and puts down the value of the importations of glass into the Provinces of Ontario and Quebec for the year 1866, at \$12,877. It may be interesting to know that in 1865, New Brunswick imported glass to the value of \$11,714, of which \$17,615 came from the United States, and \$13,131 from Great Britain, all paying a duty of eighteen per cent. Nova Scotia probably imports about \$60,000 worth, making the total consumption of the two Lower Provinces about \$82,000 annually, nearly the whole of which could be supplied within the Dominion. The manganese required in the manufacture can be obtained in any quantity both in New Brunswick and Nova Scotia. For some time past manganese ore has formed an article of export to the United States and Great Britain. One of the deposits now being worked is situated at Sussex Vale, close to the St. John and Shediac line of Railway, and could be transported to Montreal with great facility.

## THE SILVER QUESTION

(To the Editor of the Trade Review.)

YOUR insertion of the following, on a subject which the writer believes affects all the people of this Dominion, that is, the discount on American silver, will oblige, and it will probably help to incite others to give their views on the subject, the discussion of which may lead to some feasible scheme for the abatement of the evil which at present exists. Five per cent. off the retailers' profits must eventually be ruinous to him, and through him the wholesale merchant must also suffer. But the evil is not confined to those only who are engaged in trade, the farmer, the mechanic, and all engaged in labouring pursuits, are also affected by it. The banks furnish it to the grain dealers, who pay all they can get off to the farmer; he, in his turn, pays it to the shopkeeper on his account generally at par, or there is a row, and a threat that if he don't, his custom will be transferred to some one else who will take it at par. Well, oftener than not, these accounts run throughout the year. The mechanic, too, can get nothing but silver for his work; he thinks it hard if he cannot pay it off at par, often adding that it is a shame that such good money should not be better than the promises to pay of any Banking Institution. No doubt, Sir, you know these things much better than I can write about them; but if the mention of them will only lead to discussion throughout the country, the agitation of the question might lead to some scheme for getting rid of what is really considered a nuisance, in loss of money, and in loss of time.

Would it not be practicable for the House of Commons to take the matter up. Say the Government bought up all the American silver at five or six per cent. and received it into a currency for the whole Dominion and make it a legal tender to the amount of say fifty dollars, or make some arrangement with the banks to keep it in their vaults and issue notes against it. I don't see why some arrangement of this kind could not be made with safety to all, and the doing away of what is now a serious drawback to all business.

Yours,

Respectfully,

BRANTFORD, Aug. 7, 1867.

BRANTFORD.

[We are ready to admit the evils complained of in the foregoing letter but we have as yet heard no practicable scheme proposed whereby they can be got rid of. Any attempt to do away with the present nuisance of a superabundant silver currency by buying it up or recouling it, would be as silly and ineffectual as the effort to drain a lake well supplied with water from springs or rivers, by constructing a canal from one portion of it to another. In the first place, so soon as the buying up process had reduced the volume of silver to any extent, it would become more valuable the rate of discount would fall, and it would become profitable once more to import silver from the United States where the supply of old silver is still large and where new coinages are continually being minted. In the second place, the re-coinage of the U. S. silver would not reduce its amount to any but an inappreciable extent, and making the new coin a legal tender to the value of \$60, besides being an objectionable policy in itself would not have the desired effect of compelling the banks to receive it on deposit,

We have long been convinced, and we have previously stated our conviction, that until the resumption of specie payments in the United States created a demand for silver throughout that country, we would not be able to secure a general circulation for our own silver coins, nor be freed from the annoyances and losses sustained under the present abnormal state of affairs. We do not, however, consider the evil altogether an unmixed one, and the people at large must eventually be greatly profited. The silver which we complain of was originally purchased at about its intrinsic value, much below its nominal face value. Now, whenever this silver shall be needed by its original owners, it will at once be paid for at its nominal value, and it is not impossible that for a while it should even be at a premium, and a gain to this country of four or five per cent. on the millions of silver in circulation would not be an item to be despised. Again, many a man has paid debts promptly in order to get rid of accumulating silver, which he would have been slow in liquidating had he to pay in current funds. We must only be patient and wait for circumstances to be more propitious. Any present action would be unwise.—*Ed. Trade Review.*]

## THE INTERCOLONIAL RAILWAY.

TO HON WILLIAM McDONNELL, C. B., Minister of Public Works in Canada.

SIR.—The great interests involved in the right location of the International Railway, must be the only apology I have to offer, for again asking you to attend to the subject.

An incorporation was obtained in 1839, from the Legislature of New Brunswick, for the construction of a Railway from St. Andrews to the City of Quebec. It was surveyed by Col. Yale, R. E., under the orders of Lord Gosford, Governor-General of Canada and Sir Archibald Campbell, Governor of New Brunswick. An appropriation of \$40,000 was made for that object, and a short and practical route found. In consequence of the country through which the survey was made being in dispute, the work was not proceeded with.

By the Treaty of 1783, the North Eastern Boundary of the United States was defined. As the character of the country at that time was but little known, the terms of the treaty were ambiguous. Not long after, it was explored, when two chains of highlands were found, between the Atlantic and the St. Lawrence. The question arose to which of the two did the treaty refer. The Americans claimed the chain between the St. Lawrence and the St. John. The British the one between the St. John and the Atlantic. The extent of territory in dispute was 12,000 square miles.

By the Ashburton Treaty, the boundary was settled on the basis of a compromise, New Brunswick receiving the smallest share.

Lord Macaulay opposed the ratification of the treaty in the House of Commons, declaring, "There was ceded not only that which we had a right to keep, but which it would in many respects have been advantageous to us to have retained."

The Hon Mr. Rives, United States Senator and chairman of Foreign Affairs, also opposed the treaty, on the ground of "justice being done to Great Britain, as she was entitled to all she claimed."

One of the proofs brought forward in the American Senate by Mr. Rives, against the Ashburton Treaty, was the following letter from Jared Sparks, the Historian, addressed to him.

"While examining among the papers relating to the American Revolution, in the public Archives of Paris I found in one of the bound volumes an original letter from Dr. Franklin to the Count de Verges, as follows:—

PASSEY, December 6th, 1782.

SIR, I have the honor of returning the maps your excellency sent me yesterday. I have marked with a ERRONEOUS RED LINE, as requested, the limits of the United States as settled by the British and American Commissioners

BENJAMIN FRANKLIN.

This letter was written six days after the preliminaries were signed and if we could procure the identical map it would afford conclusive evidence as to the boundary. You may well suppose I lost no time in making enquiry for the maps, not doubting but it would confirm all my previous opinions respecting the validity of our claims. After a little research in the American division with the aid of the keeper, I came upon a map eighteen inches square, on which

entire boundary of the United States answering precisely to Franklin's description. Imagine my surprise on discovering that this runs wholly south of the St. John, and between the head waters of that river and those of the Perobscot and Kennebec. In short it is exactly the true *n. w.* contended for by Great Britain, except that it concedes more than is now claimed.

The North line after departing from the source of the St. Croix, instead of proceeding to MANS HILL, stops far short of that point, and turns to the West, so as to leave on the British side all the streams which flow in to the St. John.

There is no positive proof this is the map referred to by Franklin, yet upon any other supposition it would be difficult to explain its agreeing so perfectly with its description, and of being preserved in the place where it would naturally be deposited by Count de Verges.

(Signed) JARED SPARKS."

By that treaty not only has New Brunswick lost a most valuable tract of country, but the Intercolonial Railway from the City of Quebec to the Ocean, will be materially lengthened. The shortest route now practicable between that city and St. John, is 411 miles; if New Brunswick had received her own, 284 would have been the mileage to construct.

The Imperial Government therefore should not only guarantee the interest on the whole cost, but leave the selection of route, with those who have to pay for its construction.

For one of Her Majesty's principal Secretaries of State, to decide the course it should follow, may result in consequences as adverse to the interests of the Dominion, as the mission of Lord Ashburton did, to the just rights of New Brunswick.

The British Government in assenting to the Guarantee, have as yet only laid down one condition, viz.: "That the line is to pass entirely through British territory, and that by no means will they object to its joining with projected railways to the United States." Earl Gray wrote in 1851 that if the opinion which is entertained by many persons well qualified to judge is correct, that a shorter and better line than the North Shore or Major Robinson's can be found through New Brunswick, it will of course be preferred."

Can a route be found to meet the views of the Imperial Government and at the same time the commercial requirements of the country?

## THE NORTHERN ROUTE.

The Bay Chaleur route, for two hundred miles in New Brunswick, would pass through the counties of Kent, Northumberland, Gloucester, and Restigouche, with a population less than the city of Quebec. And for one hundred and fifty miles through Bonaventure and Rimouski, whose population, like that of Gaspe and the above counties in New Brunswick, dwell on the rivers and coast. By this route Gaspe at its nearest point, would be fifty miles from the railway.

Reference to the map will show that steamers would do more for these counties than the railway, as better connecting their ports with the Western section of the Dominion.

A railway of 350 miles in length, through a widely scattered population of 90,000, would fall very far short of meeting its running expenses.

It is from the local traffic of railways, that their income is derived. The New Brunswick and Nova Scotia Railways, passing through a thickly settled section of country, have averaged less than three-quarters of one per cent. on their cost.

The Hon. John A. Macdonald and the Hon. John Rose, wrote the Colonial Secretary in 1858: "That the Northern route was long and circuitous, and would pass through a country but little settled, and could not for many years be expected to make any returns on the cost of its construction."

Its proximity to the Bay Chaleur and Gulf of St. Lawrence, would expose it to the winds and storms which sweep over the bay and gulf, carrying with them clouds of sleet and snow, rendering travelling not only tedious and uncertain, but often causing its entire suspension.

Sanford Fleming, Esq., C. E., in his report on the Intercolonial Railway says, "Snow-drifts, when they happen to occur, are serious obstacles to railway operations, they are found to be the cause of frequent interruptions to the regular running of trains, besides often the necessity of a heavy outlay. Every winter in Lower Canada the trains are delayed for days at a time on account of the drifts, the mails are in consequence stopped, and traffic is seriously interfered with."



The railway from Shediac to St. John, which passes through an open and settled country, has never met with such interruptions.

In 1848, Major Robinson recommended the Northern route on Military grounds, since then, from the revolution in *Naval Armament*, its claim has entirely disappeared. Then it would have been comparatively safe from attack from the water, now, from gunboats, steam frigates, and armour plated ships, for seven months of the year it would be exposed to the enemy.

Treaties and orders in Council since then have thrown open the waters of the gulf and the bay to the world.

There are no grounds for alarm from our American neighbours, their commercial and other interests are so much in common with ours, and like ours all on the side of peace, that should any disturbing element arise, it will be disposed of in the future as in the past, by the pen and not the sword.

One thing is certain, should the time ever come when the American Government wished to intercept communication by destroying a portion of the Intercolonial distance will not defeat their purpose.

Better then accept the situation at once, and build the line on a commercial basis, knowing that as a military work, should war occur, it would be in danger wherever placed. If constructed as a military road, it would invite attack. While as a commercial enterprise, its peaceful mission would be its shield.

#### ONTARIO AND QUEBEC AND THE WESTERN ROUTE

The St. Lawrence is the natural outlet for the products of the West, yet notwithstanding an expenditure of \$15,000,000, on its unrivalled canals, it has attracted but a small portion of its trade.

The chief rival of Montreal and Quebec for the trade of the West is New York, and although labouring under many disadvantages, she has, from her *low freights* been enabled to monopolise nearly the whole.

The question arises, can the Intercolonial Railway secure to the St. Lawrence an increased share of the commerce of the West?

From Lakes Superior and Michigan the Western products for Montreal and Quebec pass through the Welland Canal: those for New York through the Erie or Welland and Oswego.

The Montreal route saves the transhipment from propellers at Buffalo and Oswego: it also uses large vessels the whole of the voyage as well as propellers instead of 350 miles of horse-power on the canals, to which is to be added the saving of towing down the Hudson to New York.

The St. Lawrence route has another advantage over New York. It takes two days to tranship the cargo at Buffalo, and a voyage of twelve days between that port and New York, against three days to Montreal, four to Quebec, and five to River du Loup.

A cargo can be delivered at the latter place by propeller for 60c per ton over the cost to Montreal, and for \$3.50 additional by the *short route* of the Intercolonial at St. John. The Intercolonial can alone extend the commerce of the St. Lawrence, by following a short route to the ocean. *Lengthened mileage* will as effectually injure it by turning the commerce of the West to the American railways, as the *high freights* of the St. Lawrence have diverted the largest share of it to New York.

This is a point of deep importance to Quebec and Ontario, not only on commercial, but on economic grounds, for should a railway cost \$20,000,000, nearly \$17,000,000 of it will have to be paid by those sections of the Dominion.

#### ST. JOHN THE ATLANTIC PORT FOR ONTARIO AND QUEBEC.

The river St. John, although 400 miles in length, is spanned at its mouth by a suspension bridge 600 feet in length, without interrupting navigation.

The city of St. John, at its mouth, has one of the finest harbours in America, and open at all seasons. It is the centre of a large and growing commerce with the Mother Country, the British and foreign West India Islands, the United States, and the British Colonies.

It has a population of 50,000, and is distant from River du Loup 300 miles. From its unrivalled position and advantages it should be the Atlantic port for the commerce of the St. Lawrence. On the 31st December she owned 23,753 tons of shipping, worth over \$9,000,000.

As a shipbuilding port it has no superior, the reputation of her vessels is not surpassed. In proportion to population New Brunswick is the largest shipbuilding country in the world.

The trade of New Brunswick with foreign West India Islands is fast extending. In 1860 there were shipped to Cuba only 31,139 box shooks, in 1865, 433,363, while from St. John alone from Sept. 1st, 1866, to 30th April, 1867, a period of seven months, 749,620. Formerly Cuba was entirely supplied from Maine, now the New Brunswick shooks are preferred. In 1861, New Brunswick shipped to Cuba and Porto Rico 4,663,688 feet of lumber, in seven months ending 30th April 1867, St. John shipped 6,116,906 feet.

This trade offers superior facilities for return cargoes, as the vessels leave St. John and return during the close of the St. Lawrence, so that the merchants of Quebec and Ontario could receive their supplies over the Intercolonial, weeks in advance of the opening of navigation.

The extent and value of the trade of the West India Islands, which has been chiefly enjoyed by the United States, is very large. In 1861 their imports were \$25,689,000, of which only \$3,727,800 was from the British Provinces.

The Commissioners appointed to enquire into the trade of these Islands justly remarked:—“That the trade of British America with countries so commercially active, and having a population of 15,000,000, whose products are so different from ours, and yet as necessary to us as ours to them, ought to be increased.

The unsurpassed facilities which St. John enjoys from a great command of tonnage, low port charges, storage, wharfage and labour, should secure for her a large share of the carrying trade between Canada and these Islands.

For the shipments of grain her lumber carrying vessels are admirably adapted, saving the whole expense of building inside skin and bulk heads, as they are not required.

A line of steamers are now running between St. John and Glasgow, with frequent arrivals of others from Liverpool and London. The Montreal Steam Ships occasionally call at St. John in the winter months.

The certainty of at all times having cargoes, enables vessels to deliver freight at St. John, at lower rates than at any other Atlantic port.

In a late number of *The Trade Review*, is the following:—“The time cannot be far distant when some branches of our manufactures will be seeking still further expansion, and looking for fresh markets in other parts of the world. With two such ports as St. John and Halifax, connected by railway with rich and populous interiors, many an enterprise will become not only possible but probable, and with these ports as a base of operations, we may be enabled to compete with America.

The great advantages possessed by St. John, for an Atlantic port for the commerce of Quebec and Ontario, can be largely neutralised, if not entirely destroyed, by a wrong location of the Intercolonial Railway.

#### ST. JOHN AS A DISTRIBUTING PORT.

The map shows St. John to be the natural distributing point for a large district of country, her position as such is unrivalled. The population dwelling on the rivers and interior, as well as on the New Brunswick and Nova Scotia sides of the bay, together with a large section of the State of Maine, draw their supplies from here.

The railway charges from Montreal to Portland, and from River du Loup to St. John would be the same, the distance by the short route of the Intercolonial being equal.

As the freight by propellers to River du Loup, is 6c. additional per barrel on delivery at Montreal, while the freight by steamers from Portland to St. John is from 20c to 25c there is a gain of from 14c to 19c per barrel, in addition to the saving of one handling and insurance by the Intercolonial short route to St. John.

Produce could be sent from Lewis by railway to St. John, at less cost than from Montreal via Portland.

All of Canada to the West of Rimouski is interested in the selection of the most direct route to the Ocean. If necessary it will be economy to spend on its construction a larger sum than on a longer one, as the saving of freight, running expenses, and maintenance, will more than compensate for the additional cost, to say nothing of the additional trade which its shorter mileage will secure.

#### NOVA SCOTIA AND THE WESTERN ROUTE

The important section of Nova Scotia on the Bay of Fundy, embracing the large and flourishing counties of Queen's, Shelburne, Yarmouth, Digby, Annapolis,

King's and Hants, with a population of 120,000, and with 207,770 tons of shipping, of the value of \$7,500,000, is interested in the most direct route to the Western section of the Dominion.

With a line of steamers crossing the bay in less than three hours, these fine counties would connect with the railway at St. John. By this route Annapolis the ancient capital of Nova Scotia, would be 470 miles distant from the city of Quebec, by the Northern 700 miles.

An examination of the map will remove all doubt, as to what route will be most to the interest of Nova Scotia and especially to its Western section.

Even the Eastern portion of that Province would be as much benefited from the Western route, as from either Central or Northern, for whichever is chosen, the mileage and location in Cumberland and Colchester will be the same.

Halifax the military and naval headquarters should prefer the Western route as it would pass through or connect with *all the military centers* of the Dominion.

It would connect in one chain the military and political capitals of Toronto, Quebec, Fredericton, and Halifax, as well as the military centers of St. John and Montreal. Its people are too PATRIOTIC to sacrifice such an important *strategical point* for any consideration, or to tax the commerce of the two Western Provinces with additional mileage, for any advantage they might derive from the selection of a Central or Northern route.

The position of Halifax will ever command the passenger travel to and from Europe, with a choice of routes, either to go round the head of the bay, or to Windsor, and down the Annapolis Valley Railway, and cross the bay and up the valley of the St. John, through Fredericton, and on to the West.

#### THE DOMINION AND THE WESTERN ROUTE.

Can a route be found which will meet the requirements of the Dominion, and at the same time secure the Imperial Guarantee?

As the Provinces of Quebec and Ontario have to pay *eleven-thirtieths* of the cost of the Intercolonial Railway, and have never made its construction a condition of Union, as New Brunswick and Nova Scotia have done, as set forth in the 15th section of the Act of Union, it is only right that the route to be chosen, be one which will secure to their commerce a short highway to the Ocean.

To ask them to sacrifice this all-important consideration, that the Intercolonial may pass through the wilderness section of New Brunswick, to open up a field for settlement for the benefit of that Province, would be requiring from them altogether too much.

Which route will be most conducive to the interests of the Dominion?

Mr. Fleming's number *Three*. It would be 301 miles in length from the St. Lawrence to the Ocean, and would connect all the Political, Military, and Commercial centers of the Dominion. An objection may be made to it as 'passing for 40 miles close to the Frontier. The question arises will not that be an advantage? Commercially unquestionably so, as it for the most part would pass through a settled country.

On military grounds, this route has its advocates. Sir John A. McDonald in 1858, wrote to the Colonial Secretary, "That it is understood in Canada, that the Western route is not now considered objectionable as a military road; *may there are strong reasons for its selection as such*. Sir Archibald Campbell, the Hero of Burmah must have looked at it in that light, or he never would have recommended its construction in 1859, or made an appropriation of \$40,000 for its survey out of the King's Casual and Territorial Revenue. The number of miles to construct by it in all is 410.

If the objection to it on the ground of proximity cannot be overcome, the one that would next best meet the requirements of commerce, and could not be objected on military grounds, is the Mr. Fleming's Number *Five*. It not only would pass through the cities of St. John and Fredericton as number *Three* would, but would keep as far distant from the American border, as a portion of the railway from River du Loup to Quebec. The distance by it from the St. Lawrence to the ocean would be 328 miles, with 437 miles to construct.

This route, like "Three," would secure to passengers to and from the West a resting place at the end of the day's journey at either Fredericton or St. John, in place of having to pass the night in the heart of the country. In the winter time often storm staid for days, in summer a *dreary journey* at the best, even if there were no black flies or mosquitoes to torment the traveller.

The inevitable consequence of building the railway through the wilderness, away from the centres of population, will be to turn the stream of European and Western travel over the American roads. To carry the Intercolonial for over three hundred miles through an unsettled country, before the St. Lawrence is reached, and passing by the cities of St. John and Fredericton, would destroy it entirely as a passenger route.

It would be another "RIDEAU" upon which the British Government expended \$1,000,000, the income from which in 1863 was \$8,242, while for the same period the expenditure was \$23,231. And like it, "would draw heavily on the public treasury for repairs every year, dragging out a burthensome existence in peace, that perchance it might be useful in war."

If history repeats itself, may it not be on a work of fivefold magnitude, and that, too, entirely at the expense of the Dominion!

The travelling motto of the age is *celerity, certainty and comfort*. Of all the routes, number *Three*, as passing through the most settled sections of country, will best meet these requirements, after that number *Five*.

Sir Francis Hincks's practical eye readily discovered that a Western route was the one the country required. 1st. Because it will be the shortest to the ocean, 2nd. Because it would pass through the military and commercial cities of Fredericton and St. John, 3rd. Because it can be kept, if required, as far distant from the American frontier as a portion of the line from River du Loup to Quebec; and, 4th. Because it was universally admitted to be the first as a commercial line.

The Hon. Thomas Baillie, when Surveyor-General of New Brunswick, recommended the same route. It agrees with Mr. Fleming's number *Five*, and may be called a Western Central.

#### CONCLUSION.

Patriotic, commercial, and economic considerations, all demand one of these two routes for the Intercolonial. If necessary, it will be economy to spend on its construction a larger sum than would be required on a route with less advantages.

Railroads are expensive to maintain as well as to construct, consequently they should follow population and not precede it. They should be located as near the centre of population as practicable, and on such routes as will attract, and not repel traffic and travelling. Testing the claims of the rival routes by this standard, the Western should be chosen. The Union Act declares the object of building the Intercolonial is "to consolidate the Dominion, to conduce to its welfare, and to promote the interests of the British Empire." As the route referred to will better accomplish these ends than either a central or northern, it should be adopted by the Government and Parliament of Canada, and it will unquestionably meet the approval of the *British Government* and secure the *IMPERIAL GUARANTEE*.

I have the honor to be,

Your obed<sup>t</sup>. Servant,

J. W. LAWRENCE.

St. John, N. B., August 12, 1867.

#### GOLD MINING INTELLIGENCE.

THE "developments" at the Richardson Mine, since last week, have been such as will be likely to give a fresh impetus to mining operations in the Quinte Division. Recent blasts have not only brought down masses of rock, of the same character as that previously obtained, rich in gold, but they have exposed a vein of white quartz—resembling the "milk" quartz of California—from which specimens have been taken fully studded with gold. This vein of quartz, we understand, was struck exactly in the position where Dr. Otway had previously informed Mr. Hardin it would in all probability be found.

A number of shafts are now being sunk in the townships of Tudor, Limerick, and Casuel, in the neighbourhood of Wadsworth's Lake. Mr. Joseph Canniff is reported to have found more gold, within the last few days, in Beaver Creek, in the vicinity of his grist mill in Limerick. Some specimens of silver have been taken from a shaft seven feet deep, sunk by Mr. G. Lawrence on lot 5 in the 18th con. of Tudor. Mr. Dalmago's shaft, on lot 5 in the 19th, has reached a depth of thirteen feet, and specimens from it, which he brought in last week to Eldorado to be assayed by Dr. Otway, are pronounced to contain both gold and silver. An offer has been made by American capitalists, who have examined this lot, to purchase it.

MADOC GOLD MINING COMPANY OF TORONTO.—We understand from Mr. T. S. Chandler, Managing Director, that all the shares of this Company are now taken up, and that from an assay made recently by Mr. Weycock, of quartz from one of the Company's shafts, that the yield of gold is at the rate of \$40 to the ton, and of silver \$17.38. We are also glad to learn that it is the intention of the Company very

shortly to erect a crushing mill, on their property and they are now piling up large quantities of ore. It is said that the time it can be put in operation.—*Mail & Mercury*.

GOLD NEWS.—Our Madoc correspondent speaks rather encouragingly of the operations which are going on at several shafts sent to that township. Mr. Hardin, one of the owners of the Richardson mine, delighted the eyes of a crowd at the Dufour House on Saturday by exhibiting a solid bar of the "filthy lucre," worth some \$200. It was a small portion of the production of the "mud," to which certain Western papers alluded so contemptuously not many weeks ago. It turns out to be a precious kind of "mud," and the best of it is there in lots more of the same sort all over the Hastings gold district.—*Bellefleur Intelligence*.

#### TUNNEL UNDER THE ATLANTIC OCEAN.

IT would certainly seem as if the present age was one in which seeming possibilities are made clear and practicable, and that nothing was too vast or intricate for the human mind to grasp and successfully overcome. The Atlantic Cable was treated for a long time as merely the visionary scheme of men whose brains were weak, but notwithstanding the jeers of the great difficulties attending the prosecution of the work, perseverance and application finally won success, and to-day it has become not only a fixed fact, but an actual necessity.

In almost every field of science are rapid strides being made, and daring flights are taken which appear equally as foolish as did the laying of the cable, during the days of its infancy, but steady devotion and experiments witness rapid strides in the direction towards success, and we have made up our minds to be surprised if nothing, however astonishing, that may suddenly be proclaimed as of practical benefit to the world at large. We are certainly progressing along at a wonderful pace, and well may the curious eyes stand one side, with arms akimbo, and gaze in utter astonishment at the many wonders which each twelve month develops.

The last and most gigantic undertaking among the things talked of in speculative circles, is no less than the construction of a tunnel under the Atlantic Ocean, and the connecting of the old and new worlds, by means of a submarine railway. The only difficulty seems to be to devise means for supplying the workmen with fresh air, and even this trouble, the projectors of the enterprise are confident of being enabled to overcome. The project, as we learn, has not been hastily matured, but is the result of years of assiduous though quiet investigation and inquiry. The most eminent engineers, both in America and Europe, have been consulted, and have drawn up a report which is alleged as feasible, and only requires time and money to carry out—while the capital, although stupendous, will be forthcoming, when the ideas are fully placed before the public. So far as calculated approximately, it will require five hundred million English pounds, or two billion five hundred dollars. Plenty of money men are ready to engage in this marvellous undertaking, and as soon as the plans are definitely arranged, the money will be ready. The proposed plans are in themselves the wonder of this skilful age of engineering science, and ere long it is proposed to give the world such information as will serve to afford ample subject for remark and examination.

What does the reader think of a tunnel under the Atlantic Ocean, where a safe passage can be made under the water between Europe and America? It now certainly looks among the impossibilities. A few years may render it not only among the possibilities, but the work may be actually in stage of successful progress. Time will tell.—*Exchange*.

BOSTON WOOL MARKET.—The wool market is weak and prices irregular, under a general pressure to realize consignments, though the transactions for the past week foot up a large aggregate. There is no real demand for staple in the present torpid condition of the goods market. But wool has been forced down to figures which render it very safe to operate, and, with a choice selection offering to consumers, upon exceedingly favorable terms, the temptation is very strong for them to lay in stocks. Sales of domestic for the week have been quite large, and foot up some 1,200,000 lbs., at a range of 31c to 62c for fleeces, and 31c to 60c for the various grades of pulled. Included are medium Ohio fleeces at 53c, low do, 49c, double extra do, 57c, Ohio and Penn unwashed, 32c, medium to fine New York, 50c, double extra do, 60c; medium Illinois, 47c, coarse do, 42c, Western unwashed, 30c; coarse scored do, 62c, tub-washed do, 50c, coarse do, 42c, unwashed do, 30c, extra Michigan, 40c, medium do, 50c, medium to fine do, 48c, fine do, 60c, extra do, 62c, extra and above do, 47c to 50c, medium Indiana, 50c, fine Iowa, 45c, fine Georgia, 35c, Pennsylvania picklock, 62c. In pulled wools there have been small sales only No. 1, 31c; extra, 58c; extra Rochester, 61c, fine super, 47c. In combing wools, sales Maine, at 53c, low Western, 60c. In California wool, sales low at 19c; and good to fine at 28c to 31c. In Texas wool, sales of fine, but burry at 30c. In foreign, there have been some sales of low Mediterranean wools at about previous rates, and a few lots of Cape and Mestiza.—*Com. Bulletin*.

NEW WHEAT.—The new crop is commencing to come in, several loads having appeared on the market yesterday and to-day. A load arrived this morning from the vicinity of Smithville, County of Lincoln, which attracted much attention from its superior quality. It was of the midge proof variety and said to be the finest sample of wheat exhibited in the city for years. The load went for \$1.32, Messrs. H. & W. Morgan, John Street, being the purchasers.—*Hampden Times*.

CHEESE FACTORY.—A meeting was held at Vanwick's Corner, Lake Shore Line, Sutherland, on Thursday evening last, for the purpose of taking into consideration the propriety of establishing a cheese factory in that neighbourhood, and to ascertain what amount of encouragement the undertaking would be likely to receive from the farmers. About fifty persons were present, including in that number many of the best and wealthiest farmers of the township. Hugh Reid, Esq. Reeve of the Municipality, was called to the chair, and Mr. W. Telford appointed Secretary. After briefly stating the object of the meeting, the chairman called upon Mr. Daniel Johnson, of the firm of Vickers & Johnson to explain the course they intended to pursue in conducting the factory. Mr. Johnson referred to the large profits to the farmer arising out of the manufacture of cheese when compared with butter making. The greatest quantity of butter that could be made from the average of cows was six pounds per week, which, at 12½c per lb., amounted for six months to somewhere in the neighbourhood of \$18; while during the same period a cow making six pounds per week, would give three gallons of milk per day, which, at 3c per gallon, the price he was willing to pay for the milk delivered at the factory,—would amount to about \$42, or \$24 more for each cow in favor of cheese making. In this section he thought he ought to be able to get the product of 400 to 500 cows within a convenient distance of the factory, three to four miles being about the greatest distance that it could profitably be brought to the factory. He could see no reason why a factory could not be profitably carried on in this neighbourhood. Cows would be much increased in value, besides the additional profits arising from cheese making. Dairy men from below come in here and buy up the best cows for \$20 or \$30 apiece, when for factory purposes they are worth from \$40 to \$50.

Mr. Johnson then referred to the different modes of operation. In some instances joint stock companies were formed, and a manager and Secretary-Treasurer appointed, and at stated periods the profits were divided amongst the shareholders. Sometimes a manufacturer was appointed to run the establishment, who was usually paid at the rate of two cents per pound; and sometimes the farmer sold the milk to the manufacturer at 9c per gallon when delivered, or 8c per gallon, and the milk was gathered by the manufacturer. He was willing to start a factory on any of these plans, and thought it could be in operation about the middle of September. A first class factory would cost from \$1,500 to \$2,000; but before going into it so extensively, it was desirable to know about what amount of encouragement the undertaking would be likely to receive. He thought a list should be circulated for signatures, together with the number of cows guaranteed. Accordingly a paper was circulated, but many wanted a little more time to think the matter over, and, consequently, only about fifty cows were guaranteed. However, a committee of six or seven was appointed to canvass among the farmers, and were pleased to learn 250 cows have already been guaranteed. The erection of the building has been commenced, and Messrs. Vickers & Johnson assure us that the factory will be in full operation about the 10th or 15th of September.

We sincerely desire the success of the undertaking, convinced that in our New Dominion nothing is at the present time more needed than the erection and successful operating of manufactories for the production of many of the articles of every day consumption for which, at the present time, we are dependent upon foreign countries.—*Open Sound Times*.

THE DIEHL WHEAT.—The Diehl wheat is with us a new variety of winter wheat, and whereas it has been sown the most favorable reports are given as the result. The Genesee Farmer for August, 1865, which the following statements respecting it.—This wheat originated in Indiana. Mr. J. Diehl noticed a single stool of bald wheat growing in a field of Mediterranean, which, on examination, proved to be a beautiful white wheat—which ripens as early as the Mediterranean. He sowed it, and continued to do so till he could furnish seed to his neighbours, and they state that it was by far the best and most profitable variety to raise. The straw is stiffer than the Mediterranean, and the yield fully one-third greater. We have always said that a good variety of white wheat that would ripen as early as the Mediterranean, would be worth millions of dollars to the country, and we hope our readers will try this Diehl wheat and report the result. The American Farmer for August, 1867, says that many farmers in the vicinity of Rochester sowed this variety last autumn, and all speak highly in its favor. A sample, which we noticed a few days since as being very superior wheat grown on the farm of Mr. W. Elliott, of Meadowville was of the Diehl variety. A sample of some wheat was forwarded to Montreal, and attracted a good deal of attention, since which an order has been sent forward for a larger sample. Its beautiful whiteness and the early date at which it ripens, renders it well worthy the attention of agriculturists.—*Daily News*.

THE CROPS IN TEXAS.—Corn, oats, and cotton, even, are now admitted to be very rich. The Houston Telegraph says that the "worm-in-the-cotton" stories are very much exaggerated. If they were not, it would be one of the wonders of our age. After all that has been said of the utter ruin of this crop, the prospect is fair for a full average crop. A intelligent cotton dealer of Memphis, Tenn. long familiar with the trade, and the stories which are told to help the trade estimate the cotton crop of 1867 at about 3,000,000 bales. This would give us a full average crop. If we mistake not, four million bales is about the largest crop ever raised in this country.—*Boston Traveller*.

**ST. JOHN TRADE REPORT.**

St. John, N.B., August 10, 1867.

**T**HE business of the week has been decidedly dull. The depression does not seem to be confined to any particular branch of business, but is pretty equally distributed, with small prospects of present amendment. The prevailing southerly winds have kept the city enveloped in dense fog, but this does not extend far inland; in the interior of the Province the weather has been warm and bright, and the hay harvest has made considerable progress, while the appearance of the other crops is all that could be desired. Accounts that have come in from the upper part of the Bay of Fundy, and from Nova Scotia, represent the storm of last week as being very destructive in its character. At Sackville much damage was done by the bursting of dykes, and the flooding of grass lands. One vessel laden with stones was totally lost and some cattle drowned. At Halifax great injury was done to conservatories and gardens, several vessels were injured, and the damage done to fruit trees generally, is said to have destroyed the prospect which existed of an abundant crop. The plum trees especially were almost completely stripped. The damage in our own harbour was principally confined to the destruction of wrecks and fishing nets, which however will have one good effect, that of giving the salmon a better chance for their lives.

The shipping arrivals have again been quite light. Besides the usual Boston and Portland steamers which have somehow managed to get through in spite of the fog, we have only to report one vessel from Liverpool, with salt and coals; one from London, with general cargo; one from Boston, do; one from Philadelphia with coals; and a small schooner from Portland, with flour.

Exchange remains steady at previous rates. Bank rates for Sixty-day Bills, 10 per cent. premium. Sight Bills 11 per cent.

**LUMBER.**—The clearances of the week comprise four vessels with deals for ports in Great Britain; one for Monte Video, with boards; and seven for United States ports. The trade is languishing and without any material change in prices, there is no desire to press operations, the state of the English and United States markets not being by any means satisfactory.

Freights are very quiet, with very little tonnage offering, and very little required. There is no change in rates which remain the same as reported last week.

**FLOUR, &c.**—The market is still in a very exceptional condition. To-day the arrival by schooner of 400 bbls of sound flour, relieved the most pressing wants, but during the week it has been impossible to buy a barrel of good flour. Some small consignments have arrived from the United States, but these have all been of very inferior quality, and have gone into consumption simply because there was nothing better to be had. It is understood that there are ample supplies on the way, but these have been so long delayed, and so much uncertainty is felt regarding its keeping qualities when it does arrive, that people are beginning again to look to the United States for their supplies. We cannot too generally impress upon Canadian millers and merchants that if they wish to retain possession of the markets of these Lower Provinces, something will have to be done to prevent a recurrence of the events of the last six weeks. Never in the recollection of any one, has there been so much *bad* flour in our market, as during the time we have named, and even now, orders have been sent on to the United States, where by paying a price good flour can be obtained. We do not pretend to say what means are to be taken to remedy the evils complained of, we only state what are actual facts, and we think it is quite within compass to say that fully two thirds of all the Canadian flour lately received, has turned sour and hard, indeed more than one lot we know of was so on arrival. There is another point to which it is necessary to call attention, viz., the time occupied in transportation. It is altogether too bad that flour should be 15 or 20 days on the way, and there can be no good reason why it should be so under a proper system of management. Many of our merchants have Bills of Lading, and have accepted for flour despatched nearly three weeks since, not a barrel of which has yet come to hand. All this is very prejudicial to the business, and unless something is at once done to remedy it, the loss to Canada of a considerable portion of the flour trade is absolutely certain. When a man can buy in Boston or New York, and be certain of getting his purchases delivered in three or four days at the out-  
*side he will not be likely to court the vexatious delays*

to which we have lately been subjected. We quote to-day. Strong superfine, \$9 69 to \$9 75 ordinary brands, \$9 25. As we remarked last week these quotations must be considered on account of the scarcity as being to a large extent nominal. The arrival of supplies would cause an immediate decline. Rye flour there is very little demand for, and it is dull at \$6 25 to \$6 50. Corn meal \$4 75 to \$5 00. Oatmeal \$6 75 to \$7 00.

Oats are scarce and higher, 65c bring readily obtainable for good.

**PROVISIONS AND GROCERIES.**—There is but little to note in these departments. Butter is scarcer and has advanced in price to 16c to 16½c for choice. The scarcity, however, is, we are inclined to think, but temporary, and should not advise shipments in the present state of the market, and at this season of the year. Sugar and Molasses are firm; the market is bare of Porto Rico sugar, which has advanced to 6½c per lb in bond.

It may be useful to know that during the last session of the Legislature a law was passed establishing an inspector of all burning oils and fluids. By this act it is provided that the test point in degrees Fahrenheit at which such oils give off explosive vapour must be marked on each package, and it is also provided that on and after the first day of September, each package of burning oil or fluid that will not stand the test of one hundred and ten degrees Fahrenheit, is to be marked *unsafe for illuminating purposes*, and cannot be sold for those purposes either by wholesale or retail, without incurring heavy penalties.

Schooner "Snowdrop," Simpson, from Miramichi for New York, went ashore 2nd inst. at Lock Island, N.S., total loss, crew saved.

Speaking of the late gales, the *Amherst Gazette* says.—"Not only is the hay crop destroyed and the grass rendered worthless for this year, by the mud left by the tide, rendering it impossible to cut it, but it is feared that its growth next year will also be seriously affected."

**BY TELEGRAPH.**

St. John, N.B., Aug. 15, 1867.

**B**USINESS generally quiet. Flour market declining under influence of free arrivals. Receipts since 10th instant 5,000 bbls. Strong Superfine \$9 25; Ordinary do, \$8 00. At auction a lot of unsound flour averaged \$5.50, and cornmeal \$4.35. Provisions unchanged. Oatmeal \$6.50 to \$7.75. No change in Halifax market.

**HALIFAX TRADE REPORT.**

[From the Circular of C. M. Creed.]

**W**E have no change to note since our last report. Business still continues dull. Imports light. Exports moderate.

**BREADSTUFFS.**—Flour: The demand has been languid during the week. The enquiry has been principally for local wants. The tone is firmer for good grades. Receipts come in sparingly, so that good fresh ground is only in moderate supply, and holders are stiff. We cannot advise a change in quotations. No. 1 Canada fresh ground still rates at \$9; old (sound) may be quoted at \$8 40 and \$8 50, but this article is not reliable. Sour and inferior range from \$5 upwards according to quality. Rye in moderate request at \$6 60 and \$6 75. Cornmeal quiet at \$4 70 and \$4 80 for Brandy wine. Imports for the week—From Canada: 1011 bbls flour. Exports to Newfoundland 629 bbls flour, 200 bbls cornmeal.

**FISH.**—The receipts are limited for the season of the year, still the demand is not active. Cod. There is no change to note since our last. Hard cured, large, of prime quality commands \$3 80 per qtl; prime small, \$3.50, good tubal, \$3 29, bank, \$2 80 and \$3. Had-dock sells freely at \$2 20 and \$2 25. Salmon is declining, and No. 1 cannot be quoted over \$17; No. 2 \$15; No. 3, \$11 and \$12. Mackerel in fair request, and prices are firm. It is probable rates will advance when the demand becomes more active. We quote No. 3 large \$6; small, \$5 50. Alewives sell freely at \$2 80 and \$3. Herrin, dull and unchanged. Receipts for the week (coastwise), 353 bbls salmon, 633 bbls mackerel. Exports, To West Indies—105 tes, 220 bxs, 55 hf-bxs codfish, 245 tres scale, 315 bbls mackerel, 160 bbls herring, 75 bbls alewives. To United States: 600 qtls cod, 184 qtls scale, 100 bbls alewives. To Canada: 44 bbls and 3 hf-bbls salmon, 100 qtls cod, 200 qtls scale, To Malaga (Spain); 1000 qtls cod, 425 qtls scale.

**OILS.**—All descriptions quiet. Quotations unchanged. No receipts. Exports: 10 casks cod.

**PRODUCE.**—Oats are not so firm. Large receipts have checked prices. We quote P. E. Island 65c, Canada 60c. Butter still continues dull, the demand inactive. Receipts for the week—From Canada: 7197 bush oats, 71 bbls peas. From P. E. Island—2092 bush oats. Exports—To West Indies: 102 pkgs butter, 92 casks oats.

**PROVISIONS.**—We have no material change to note. Pork continues quiet. There is a slight enquiry for Mess, small lots move off at \$18 and 19. Prime and Primo Mess not enquired for, and may be nominally quoted at \$15 and \$17. Beef dull. Lard quiet. Receipts for the week—From P. E. Island: 26 bbls pork. Exports—To Newfoundland: 15 bbls pork.

**WEST INDIA PRODUCE.**—There has not been much activity during the week, but prices continue firm. We still quote Porto Rico at 6½c and 6½c; Vacuum Pan, 7c and 7½c; Barbadoes, 5½c and 6c; good Cuba, 5½c and 6c. Molasses unchanged, but the tone is firm. Cienfuegos, 29c and 30c, choice Trinidad may be quoted at 25c. Rum in fair request at present rates. Imports for the week.—250 hhd's 20 tres 80 bbls Sugar. Exports—To Canada: 130 hhd's 20 tres 70 bbls Sugar. To New Brunswick: 102 hhd's Sugar, 125 puns Rum, 5 puns Molasses. To Newfoundland: 200 puns Molasses. To United States: 20 puns Rum. To P. E. Island: 10 hhd's Sugar.

Money matters unchanged.

**CHARLOTTETOWN, P. E. ISLAND TRADE REPORT.**

[From the Circular of Carvell Bros.]

CHARLOTTETOWN, P.E.I., August 3, 1867.

**F**REIGHTS.—To Halifax: Oats, 6c to 7c, potatoes, 7c to 8c; oatmeal, 4c. butter per 100 lbs, 35c, fish per bbl 50c, pork per bbl, 50c; oysters, per bbl, 50c. To Boston: Oats, 12c currency, oatmeal, 60c cy, butter, \$1 cy per 100 lbs; fish, \$1 cy per bbl; oysters, per bbl, 75c; eggs, \$1 cy; per bbl. To Shediac: 30c per bbl bulk. To Pictou: 20c per bbl bulk. From Toronto and Hamilton, via Suspension Bridge and Boston and Colonial Steamship Company, upon Through Bills of Lading, \$1 per bbl for flour. Flour from Boston: 40c. Oats to England, 8d to 9d sterling per 45 lbs.

**STEAMERS.**—Leave Charlottetown for Pictou, Canso, Halifax, and Boston every Monday afternoon, and for Pictou every Tuesday, Thursday, and Saturday mornings, connecting with railway for Halifax; and for Shediac on Tuesday and Friday evenings, connecting with railroad for St. John, N.B. They leave Boston on Tuesday, and Halifax on Thursday, of each week, for this port. Shediac every Wednesday and Saturday on arrival of train from St. John; and Pictou every Monday, Tuesday and Friday, on arrival of train from Halifax.

**MONEY.**—Bank rates for discount 7½ per cent. per annum, with a very little business doing. Banks entirely bare of exchange.

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

**FLOUR.**—We have no material change to note since our last review. Prices keep very irregular, with a steady demand for present requirements only. Canadas out of the market entirely. We have no receipts to report since our last. Duty on American flour 1s 6d per bbl, Canadian, duty free.

**CORNMEAL.** Supply continues fully equal to the demand, which is light, the trade only having sufficient for present wants. No receipts since our last. Demand about done. Duty on American meal 1s 6d per bbl Canada, free.

**MOLASSES.**—Is a complete drug. No demand. **ST. GALT.**—Stock quite ample for demand.

**FISH.**—We have again to inform our friends that the catch of mackerel during the week has been absolutely nothing; quite a large number of vessels have left the Bay, and the season is now so far advanced, it is impossible for the catch to equal even that of last year. Since our last the following vessels have landed their fare, *Scls, Cygnus* 20 bbls, *Adina* 44 bbls both of this port, *John Gerard* of Newburyport 120 bbls. The *J. G.* was one of the first vessels in th. Bay this spring.

**LUMBER.**—Spruce continues in good supply, with a slight decline in prices. Good pine wanted. Laths in better demand. Shingles in full supply.

**OATS.**—None to be had.

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

**BARLEY.**—None.

**WEATHER.**—For the most part we have had some showers. Last night we had a heavy S.W. gale, which resulted in some slight damage to the shipping in port, and a schooner with part of a cargo for the port filled and sunk at the wharf.

**MONEY MARKET.**

THERE has been a somewhat increased demand for accommodation at the Banks, but we do not learn that there has been any difficulty in obtaining the required accommodation, nor has there been any advance asked in the rate of discount. Sterling Exchange is quiet at last week's quotations.

Gold in New York has been steady at about 140 during the week, closing yesterday at that figure.

Silver is somewhat less abundant, the buying rate being now 4 1/2 to 4 3/4 per cent discount.

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

Bank on London, 60 days sight .....	169 1/2 to 110 1/2
"          "          sight .....	110 1/2 to 111
Private, "          60 days sight .....	109 to 109 1/2
Bank in New York, 60 days sight .....	to 104
Gold Drafts on New York .....	parto 1/2 prem
Gold in New York .....	140 1/2
Silver .....	4 1/2 to 4

**THE DRY GOODS TRADE.**

Pallie, James, Co.	MacKay, Joseph, & Bro.
Hankins, Frank & Co.	May, Joseph
Johnstone, James, & Co.	Mas, Thomas, & Co
Lark, Jas W & Co	Metulloch, Jack & Co.
Leitch, T. James & Co	McIntyre, Deason & Co
Lyrie, Wm & Co.	Moss, S. H., & J.
Forde & Hodgson	Muir, W. & R.
Gault, Bro & Co	Munderloh & Strecken
Gilmour, J. Y. & Co.	Quay & Co.
Greenhalgh, S. & Co.	Phillips, Aulin & Co.
Hingston, James, & Co.	Robertson, A. & Co.
Lewis, Kay & Co	Roy, Jas., & Co.
Macfarlane, Andrew, & Co.	Stephen, William, & Co
MacKinnon, J. G. & Co.	Striving, McGill & Co.
	Thomas, Thibault & Co.

THERE is still very little to report as to movement in this department. Some few parcels have been made, and those houses who have travellers out are receiving some orders, but it is altogether too early for a general movement.

Reports still come forward that stocks are large in the country, and travellers are sending home only sorting parcels, which shows, as we before indicated, that the early trade would be a light one. The condition of the country, however, is sound and healthy, and crop prospects on the whole are favourable. Still we continue to advise caution, and the giving up on the part of country merchants of the tendency to over trading.

Imports continue to come forward freely, and although they are not up to the receipts at same time last year, they are yet, in our opinion, larger in amount than they should be.

Present appearances indicate that in two or three weeks at latest stocks will be well forward. Some houses are even now opening portions of their stocks, while others, thinking it too early as yet, are putting everything in bond.

There is a little demand for some classes of cottons; we notice some respectable orders for low-priced grey and white cottons, and also for low-priced prints.

Thus far there has been only a very limited enquiry for imported Woollens, which we fear will be again an over supply unless great care be exercised.

In prices Cottons have been very steady, varying but little, sometimes up a farthing per pound, and then again down about the same.

There is nothing special to report about Woollens. Any change will probably be in favour of the buyer. The Wool crop in Australia and Brazil is reported as caomously large, and this must ere long affect prices.

In Linens heavy goods shew a decline from last year, while goods made from all flax and fine goods are about the same.

Silks are not likely to be cheap this season. The supply of raw material last year was insufficient, and should it again fall short this year prices must advance considerably.

Fancy goods are beginning to arrive, but few have as yet been opened out; from this forward stocks will rapidly improve in assortment, and be quite complete by the end of the month.

**THE HARDWARE TRADE.**

Brash, George.	Hall, Kay & Co.
Charlton, A. & Co.	Ireland, W. H.
Craib & Cameron.	Kerrah & Edwards.
Currie, W. & F. P., & Co.	McIntosh, Watson & Co.
Dunn & Frame.	McIntosh, & Baker.
Evans, John Henry.	Robertson, Jas.
Forsyth & Co.	Robtson, John & Sons.
Gibson, P.	Robertson, Thos. & Co.
Gilbert, E. E.	Waddell & Pearce.

TRADE continues dull, with very little doing except in leading articles.

Pro IRON.—Considerable sales have been made of lots just arrived at a trifle under our quotations, but

principal holders are now holding for full rates, and some asking even more than this. The summer fleet having all arrived, prices are now pretty certain to advance. By end of next week, all large lots will be stored.

BAR IRON—Some large lots have been sold at £12 per ton. Leading holders are now asking £12 10s. and inclined to hold rather than sell at less prices. There is by no means an over stock.

CUT NAILS—Are firm as quoted, no less price will be taken this fall. There is already a scarcity, and orders for five hundred tons have been received within the past few days for Cuba. Further orders are now offered for Australia. It is anticipated the mills will be kept fully employed.

CANADA PLATES.—Are firm at quotations.

TIN PLATES—Are dull and prices favour buyers.

SHELF GOODS.—Are in full supply. Prices are rather firmer than they have been.

**THE GROCERY TRADE.**

Baldwin, C. H. & Co	Anderson, John & Co.
Chapman, Fraser & Tyler.	King & Kitchin.
Clayton, H. & Co.	Leeming, Thomas & Co.
Childs, George, & Co.	Mitchell James
Coates, Wilson & Lamb.	Phelan, Joseph
Davies, J. & Clayton.	Robertson & Beattie.
Edwards, J. & Moore.	Robertson, David.
Fountain, J. W. & Co.	Sinclair, Jack & Co.
Frank, J. C. & Co.	Tiffin, Jos., & Sons.
Gilchrist, Moffat & Co.	Thompson, Murray & Co.
Jeffery, Brothers & Co.	Torrance, David, & Co.
	West, Bro.

WE have a quiet week's business to report, with very little doing except in teas.

SUGAR—Has had some enquiry, but we do not hear of any transactions beyond retail amounts. Prices are steady, and if anything, favour holders.

MOLASSES.—Quotations are quiet and unchanged, but are firmly maintained for Centrifugal and Muscovado. Refined Syrups without change.

TEAS.—Have been in request for Twankays, Young Hysons and Uncolored Japans, and transactions to a considerable extent are reported at about the range of our quotations.

COFFEES.—Are quiet and prices are unaltered.

FRUIT.—Raisins, both bunch and layer, are neglected, but prices are nominally without change.

FISH.—There is little demand, and transactions are only in retail lots at previous quotations.

SALT.—Liverpool Coarse is in rather better request, and prices are stiffer, but as arrivals to a considerable extent are shortly expected, no marked advance can well be looked for.

RICE.—Is inquired for, but holders are asking more than buyers appear willing to give, and transactions consequently are limited.

**THE LEATHER TRADE.**

Hua & Richardson.	Seymour, M. H.
Seymour, C. K.	Shaw F. & Bro.
	Smith & Edmonson.

WE are unable to report any particular change during the past week, unless, perhaps, a slight falling off in the demand for stock, the receipts, however, have not been excessive, and there is no glut in the market.

SPANISH SOLE.—Rules very steady, with sales fully equal to receipts.

SLAUGHTER SOLE.—Continues neglected, there being little or no demand, prices are weak.

HARNESSES.—Is inactive, but prices remain as last quoted. The stock is not large.

WAXED UPPER.—Has been in better request, and sales of all arriving are freely made at quotations.

GRAINED UPPER.—Is quiet, the demand the past week having been limited.

BUFF AND FERRIED.—Have moved off more freely, considerable sales of choice stock having been made at full prices.

PATENT AND ENAMELLED.—There is no improvement in the demand for these stocks.

CALFSKINS.—Some little call has existed for small parcels, but apart from this there is no change.

SELTS.—Are still in good demand, with only a limited quantity offering.

SHEEPskins.—Light are in moderate request, with less demand for medium and heavy.

HIDES.—We notice a slight decline in the New York market, which, if continued, may cause a declension in prices here. at present prices are firm and stocks low.

**MONTREAL PRODUCE MARKET.**

Akin & Kirkpatrick.	Lalshaw, Middleton & Co.
Cameron & How.	Leeming, Thomas & Co.
Converse, Colson & Lamb.	Mitchell, Robt.
Crawford, James.	Hughes, Thomas W.
Hobson, Thomas, & Co.	Sinclair, Jack & Co.
Kirkwood, Livingston & Co	Seymour, C. E.

LOUR.—Receipts have been light and transactions unimportant. Small and gradually diminishing stocks keep the market firm and steady, but purchases are made sparingly, no disposition shown to lay in except as actually needed. We have no improvement in demand or prices to note in the higher grades. Superfine has maintained an almost unbroken uniformity throughout the week. The city demand falls mainly on Strong Supers, from Canada wheat; price ranging from \$7 75 to \$8, according to strength and sponging qualities, the preference being given to the better samples, even at extreme prices. Ordinary ranges down to \$7.50. Some few parcels of Welland Canal have been taken for Quebec at \$7.50 to \$7.55. The low grades are in full supply, and have engaged little attention; rates may however be quoted as nominally unchanged. Rye Flour, though now in small compass, is a slow and increasingly precarious sale, only a few limited transactions at \$5.90 to \$6.95 from wharf and store can be noted, Bag Flour is quiet but steady, the demand is small, and though the supply is almost wholly from the local mills there is ample for the restricted demand of the trade.

OTMEAL.—There is very little offered, and those holding good brands demand from \$6 to \$6 10, but few if any sales over \$6 can be noted.

GRAIN.—Wheat.—Receipts have almost wholly ceased, the few straggling cars coming forward being mostly direct to millers, which, with last week's advance in Flour, has aided prices, and rather more, say \$1.55 to \$1.57, is now obtainable for U. C. Spring. Pease.—The supplies continue small, but as the engagements of shippers have been mostly completed, there is less competition, and though rates are not quotably lower, former prices are now difficult to secure. Oats.—Are scarce, and for city consumption command in a retail way 46c to 47c; 45c is still the ruling figure for round parcels.

PROVISIONS.—Pork.—Little business can be noted; the market is firm, and full rates secured for the little changing hands, but beyond the merest consumptive wants, there is no disposition to accumulate stock. Lard.—Continues quiet, only retail sales taking place.

Cutmeats.—Are yet in overstock, and rates are relatively low, and most irregular, owing to the great diversity of style, quality, condition, &c. Butter.—Continues neglected. British advices, except for choice and in prime condition, are most discouraging, and rates said to rule can only entail loss and disappointment at any price obtained. Liverpool advices report late sales of New Canadian at 48s 6d to 50s per cwt, and a couple of small lots of primo at 51s, while old is reported abundant, and a difficult sale at 28s. to 40s.

ASNES.—Pots.—Have ruled steady, and with small receipts competition has forced prices up a few cents per hundred. Pearls.—Show such heavy receipts of late, that buyers fear to continue operations, and there being only one or two buyers in market, prices have continued to decline, closing, however, rather more steady; latest sales have been at \$6.50 to \$6.90 for light to heavy tares.

Of the grain trade of the lake ports the Toledo *Bl. de* remarks: "The early shipments of wheat from this point created quite a furor among eastern millers, and the rapidity with which orders have since arrived betoken a very active trade during the fall. The quality of the grain is the best ever shipped from the west, and not a particle inferior to the best ever grown on the continent—in fact, it could not be better. The splendid quality, together with the prolific yield through the country tributary to Toledo, will make this a favourite point with eastern buyers, and this city will, to a great extent, monopolize the trade in winter wheat for the next twelve months at least." The wheat crop of the country, now generally harvested and mostly in good condition, is estimated in the aggregate at not far from 210,000,000 bushels for the wheat product of 1867—about 60,000,000 more than that of 1866.

ANOTHER DISCOVERY.—In digging a well on his farm a few miles above this town, Mr. J. J. Wright, of the Huron Hotel, has discovered a sulphur spring, the water of which is pronounced to be very similar to that from the famous St. Catharines mineral springs. Steps are being taken to have the water properly analyzed. If it proves to be what is expected, it will be a discovery of very great importance to Goderich, as we have every other requisite for a great watering place. Goderich seems to be favored by nature even beyond what was ever anticipated.—Signal.

COUNTRY CATTLE FAIR.—The Aurora Observer has great hopes of the next monthly cattle fair, to be held at that place on the 14th Aug. inst.

WOOL.—A letter from Buenos Ayres says: the wool crop this year will be 100,000,000 lbs., and that the result also in the tariff of the United States has produced great dismay among the wool-growers.

THE COTTON CROP IN THE SOUTH-WEST.—A despatch from Louisville says: "Advices from the lower river parishes of Louisiana and several counties of Mississippi, in reference to the cotton crop, are quite unfavorable."

THE FUTURE OF COTTON.—A correspondent writing from Manchester, England, to a commercial firm in this country thus states his conclusions in reference to the future supply of cotton:

- 1. The immense losses of the past two seasons have caused those that still stand up, to be more cautious, and have completely used up the wild speculators and their special supporters (the several banks) on both sides of the water.
2. The supply of raw material is larger than was at first expected.
3. The probability that there is now on this side a fair prospect of 2,500,000 for next year.

THE SEASON AND CROPS.—Since our last issue, the weather has been, for a Canadian season, unusually sultry; rain has been partial and less abundant than was hoped. In many districts it is much needed.

ASSIGNEES APPOINTED.

Table with columns: NAME OF INSOLVENT, RESIDENCE, NAME OF ASSIGNEE. Includes names like Bergerson, J. B., Chamberlain, Maitland, etc.

APPLICATIONS FOR DISCHARGE.

Table with columns: NAME, RESIDENCE, DATE. Includes names like Allan, William, Jr., Bell, Joseph, etc.

CANADIAN SECURITIES IN ENGLAND.

Table listing Canadian securities in London, August 1st, 1867. Includes Government Securities, Railways, and Banks.

Table listing British North America securities in London, August 1st, 1867. Includes Atlantic Telegraph, British American Land, etc.

Table listing Havana prices current. Includes various goods like Butter, Yellow, Kegs and firkins, etc.

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers,) Havana Prices Current of Imports, dated August 2, 1867:

Table listing Havana prices current for various goods like Butter, Yellow, Kegs and firkins, etc.

Table listing prices for various goods like Flour, Superior Extra, etc.

Table listing prices for various goods like Tea, Coffee, etc.

Table listing prices for various goods like Sugar, etc.

Table listing prices for various goods like Oil, etc.

Table listing prices for various goods like Beans, etc.

Table listing prices for various goods like Pork, etc.

Table listing prices for various goods like Beef, etc.

Table listing prices for various goods like Mutton, etc.

Table listing prices for various goods like Butter, etc.

Table listing prices for various goods like Cheese, etc.

Table listing prices for various goods like Eggs, etc.

Table listing prices for various goods like Honey, etc.

Table listing prices for various goods like Wax, etc.

STOCK MARKET.

Table showing stock market prices for various banks, railways, and bonds in Montreal and London.

RECEIPTS OF PRODUCE.

Table showing receipts of produce for the week ending Wednesday, August 14, 1867, compared with the previous week.

PRICES OF GRAIN.

Table showing average prices of grain for the week ending August 10, 1867, compared with the previous week.

IMPORTS.

The following is a table of the imports at Montreal for the week end. g Aug. 10, 1867; with the figures for corresponding period of last year:

Table showing imports at Montreal for the week ending August 10, 1867, compared with the previous year.

There is some doubt as to whether the Government will continue to collect the 1 per cent "balancing" If collected, then on above duties (and not on valuation) 1 per cent must be added.

Table showing exchange rates for London, Paris, and New York.

WEEKLY PRICES CURRENT.—MONTREAL AUGUST 15, 1867.

AUGUST 10, 1867. HALIFAX. ST. JOHN.

Main table containing weekly prices for various goods including Groceries, Fish, Fruit, Hardware, Soap and Candles, Boots, Shoes, Produce, and Drugs. Each section lists items with their current rates in Montreal and other locations.

MARKET PRICES OF COUNTRY PRODUCE. MONTREAL, August 15.

Table of market prices for country produce, categorized by Grain, Fowls and Game, and Dairy Produce. It lists items like flour, wheat, and butter with their respective prices.

**CAMERON & ROSS.**

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

Trusting that the attention given to the interests of our consignors and which has brought our trade to its present magnitude, will merit us a still larger share of the patronage of our friends in the country Parties writing or telegraphing for market quotations will be attended to, and our reports found reliable.

N.B.—All consignments carefully attended to, all charges as low as is consistent with a view to responsibility. Drafts accepted for two thirds value of consignment, when bill of lading is attached.

CAMERON & ROSS.

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

REFERENCES:

CHARLOTTE TOWN.—The Hon. T. H. Haviland, President Bank of Prince Edward Island; Charles Palmer, Esq., President Union Bank of Prince Edward Island.

St. JOHN, N. B.—Messrs. Daniel & Boyd, Merchants, George Thomas, Esq.

BOSTON.—Messrs. Wise and Russell, Merchants; Messrs. Franklin, Snow & Co., Merchants.

HALIFAX.—Messrs. Maclean, Campbell & Co. 15-6

W. C. WILLIS,

COMMISSION MERCHANT, SHIP-  
PING AGENT, &c., No. 41 City Exchange  
BOSTON. 11

**JAMES CRAWFORD,**  
PRODUCE COMMISSION MERCHANT,  
and Agent for the Purchase of TEAS,  
SUGARS, AND GENERAL MERCHANDISE,  
18 ST. JOHN STREET.  
8. MONTREAL.

SULPHURIC ACID.

THE Subscriber as Agent for THE  
CANADA CHEMICAL MANUFACTURING  
COMPANY is now prepared to execute orders for  
SULPHURIC ACID at lowest market rates.

H. W. IRELAND.  
25-6

Montreal, June 29, 1867.

THE MONTREAL  
PRINTING & PUBLISHING CO.

PRINTING DEPARTMENT.

(Late M. Longmoore & Co.)

Every kind of work done in the very best manner promptly, and at reasonable rates.

Orders from the country filled without delay, and forwarded by mail or express

LEGAL,

MUNICIPAL,

and ASSESSMENT FORMS,

On hand, and Printed to order.

Special attention given to RAILROAD and STEAM-  
BOAT Printing.

COUPON TICKETS, Printed on one of Sandford,  
Harrison & Co.'s Presses—the only one of the kind in  
Canada.

Orders for Printing to be addressed to the

Manager of the Printing Department,

Montreal Printing and Publishing Co.

THE GAZETTE.

NEW SERIES

A JOURNAL OF THE DOMINION OF CANADA.

PRICE ONE PENNY.

Delivered in the City by Carriers—in Advance... \$6.00  
Sent by Mail ..... do. ... 5 00  
Tri-Weekly Edition, by Mail..... do. ... 3 00  
Weekly Edition, do. .... do. .... 1-00

THE GAZETTE is now Published by  
the Montreal Printing and Publishing Company,  
and no expense is spared to make it what it claims to  
be—"The Journal of the Dominion of Canada."

It contains all the latest news by mail and telegraph.  
It contains mere reading matter than any other  
daily paper in the Dominion.

It contains correspondence from all parts of the  
world.

Read what other papers think about it. The Quebec  
Nevs says:—

*The Montreal Gazette.*—Our cotemporary comes to us clothed in a new dress, and in a complete change of typographical appearance. The proprietorship has lately been merged into a joint-stock company, though Messrs. Lowe & Chamberlin remain the leading spirits of the enterprise. It is now, as it has been all along, one of the ablest conducted sheets in the Province, and is, without exception, the only newspaper in the proper sense of the term, that we can boast of. Its typographical appearance is really beautiful, and the very large quantity of reading matter it contains will make it most acceptable to its patrons. We doubt, however, if Montreal has sufficiently advanced in wealth and intelligence to make such an enterprise a success. We have been anxious to try the experiment all along but found it wouldn't pay. We wish our cotemporary every prosperity, and hope it is the beginning of a new era in journalism in the Dominion.

The London Evening Advertiser is very nearly as complimentary, thus noticing *The Gazette* in its new form:—

The Montreal Gazette appears in an entirely new dress, and is, we think, the handsomest sheet in the Dominion of Canada. As the type is small, though sharp and distinct, a very large amount of reading matter is given in each issue. Placard types are eschewed, the advertisements being set up in a neat, compressed style. The typography of the paper has a thoroughly English appearance. We have often thought of adopting a stringent rule with regard to the hand-bill advertisements which disfigure newspapers, and probably shall do so ere long. Where all announcements are displayed in black letter, what advantage has one merchant over another? Where all the advertisements are neatly and compressedly displayed, no person can complain, and the advertisements are certain to be more widely read. The Gazette is about the size of the Evening Advertiser, which is another proof—if proof were needed—that a superfluity of waste paper is no indication of influence or status. The Gazette is published under the auspices of a joint-stock company, numbering among its members leading capitalists, literary men, heads of the mechanical departments, etc. The Gazette has long been the leading paper of Montreal, and under the present arrangements will take a first place among the press of the Dominion. We wish our cotemporary every success, and we hope its enterprise may prove abundantly remunerative.

The Dundas Courier wishes success to the new enterprise in the following handsome terms:—

*Montreal Gazette.*—Quite a transformation has lately taken place in the appearance and general conduct of this well-known journal. In the first place, the hand-bill form of displaying advertisements is entirely discarded, and the old country style adopted, of condensing them in the smallest space, and, at the same time, so classifying them that they are much easier found out. By this means more room is given for general reading matter. In the second place, it is published on the co-operative system, under the name of the "Montreal Printing and Publishing Company." The company comprises the firms of Lowe & Chamberlin, Longmoore & Co., together with "assistant editors, reporters, the heads of the printing and press departments, a number of literary men and a few friends." By this combination the Gazette must become a power in the new Dominion, and will, in all probability, prove to be in Canada what the Times is in England, the leader of public opinion. In addition to all these advantages, the price has been reduced to a penny, and arrangements are to be such that the paper can be had at all the principal points in the Dominion. To mail subscribers, the advance price of the Daily has been reduced to \$5. The Gazette has always, in dealing with public questions, taken a higher tone than most other leading journals in the Province, and we doubt not that under the new order of things no falling off in this respect need be feared. We wish the new enterprise the greatest possible measure of success.

These are only a few of the notices which have appeared in the papers all over the British Provinces, but may be taken as a sample of the others.

Registered letters at the risk of the Publishers.

All business communications to be addressed to the Secretary of the Montreal Printing and Publishing Company, Montreal.

All newspapers copying this advertisement for three months will be furnished with the Daily Gazette for the same time as an exchange, on receipt of the paper containing the notice.

**A. B. McMASTER & BROTHER,**  
(Successors to Wm. McMaster & Nephews)  
IMPORTERS OF GENERAL DRY GOODS and  
Dealers in all Canadian Manufactures,  
33 YONGE STREET, TORONTO.  
Established in 1844. 13-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

**BLACK WALNUT LUMBER.**  
THE Subscriber has a limited quantity of  
Choice BLACK WALNUT LUMBER for sale.  
Address, EDWD. MALL, JR.,  
24 Oshawa, C.W.

**C. & W. WURTELE,**  
ST PAUL STREET, QUEBEC,  
IRON AND GENERAL MERCHANTS.  
Importers of Tin and Canada Plates, Sheet Lead,  
Pig Iron, Chains and Anchors, Wire Rope, Paints  
and Window Glass, &c. Manufacturers of Cut Nails.  
19-ly

**JOHN B. GOODE,**  
WHOLESALE IMPORTER OF ELECTRO  
PLATED WARES, JEWELLERY, FANCY  
GOODS, CUTLERY, &c., No. 57 St. Sulpice Street  
MONTREAL. 9-ly

**CAMPBELL BRYSON,**  
LEATHER COMMISSION MERCHANT,  
9 and 11 LEMOINE STREET,  
MONTREAL. 18-ly

MONTREAL, 16th May, 1867.

IRONMASTERS' PRICE LIST  
MONTREAL CUT NAILS.

In 100 lbs. kegs inclusive, a fair assortment with not  
over one-quarter, Shingles, under 25  
tons.....\$3.22 per keg.

25 tons and over.....\$3.12 per keg

Shingle Nails, when sold alone, EXTRA  
over assortment ..... 20c. per keg.

2 lb. and 5 lb. Nails, when sold alone (five  
per cent being allowed in assortment) 40c. per keg.

Terms 4 months, or 3 per cent for cash.

H. W. IRELAND.  
18 BROKER.

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

**GEORGE P. BLACK,**  
COMMISSION MERCHANT,  
DOMINION WHARF, HALIFAX, N. S.,

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

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

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

He refers to Honble. Benj. Tyler, Agent of Grand  
Trunk Railway at Halifax. 25-6 1867

**JOHN HENRY EVANS,**  
Importer of  
**IRON & GENERAL HARDWARE,**  
SADDLERY AND CARRIAGE HARDWARE,  
No. 463 and 465 St. Paul Street,  
and 12, 14, 18, 20, 22, and 26 St. Nicholas Street,  
MONTREAL.

**JOHN HENRY EVANS,**  
Sole Agent for Canada  
For the TROY BELL FOUNDRY. 11-1y

**McCULLOCH, JACK & CO.,**  
WHOLESALE IMPORTERS OF  
FANCY AND STAPLE DRY GOODS,  
426 & 428 ST. PAUL STREET,  
corner St. Francois Xavier Street.  
MONTREAL. 3-1y

**ROBERT MILLER,**  
(late R. & A. Miller)  
WHOLESALE MANUFACTURING STATIONER,  
PUBLISHER AND BOOKBINDER.

Importer and Dealer in  
SCHOOL BOOKS, WINDOW SHADES & WALL  
PAPERS,  
AGENT FOR Lovell's Series of School Books, Cana-  
dian School Slates.  
Printing and Wrapping Paper and Strawboard  
Manufacturer.  
397 NOTRE DAME STREET,  
MONTREAL. 10-52

**LIDLAW MIDDLETON & CO.,**  
Commission Merchants and Shipping Agents,  
Montreal.

**DUNCAN & FORSTEE,**  
IMPORTERS OF EAST & WEST  
INDIA PRODUCE AND GENERAL GRO-  
CERIES, 12 & 14 St. John Street, Montreal. 9-1y

**THE "MORNING NEWS,"**  
A FIRST-CLASS  
POLITICAL, COMMERCIAL, AND GENERAL  
NEWSPAPER,  
Established in the year 1839, and printed in St. John,  
New Brunswick, is furnished to Subscribers on the  
following cash terms:—  
Tri-Weekly Edition, per year..... \$2.50  
Weekly Edition, " ..... 1.00  
The "NEWS" contains the latest intelligence,  
foreign and domestic, and affords to the general reader  
an invaluable source of information.

The "NEWS," being without a successful rival in  
New Brunswick in point of circulation, etc., offers to  
Canadian Merchants, Manufacturers, and others, an  
excellent medium of advertising, by means of which,  
to a certain extent, now that Confederation may be  
regarded as accomplished, an extension of trade to the  
Maritime Provinces, may be secured.

TERMS MODERATE.

**WILLIS & DAVIS,**  
Proprietors.  
82-6m.

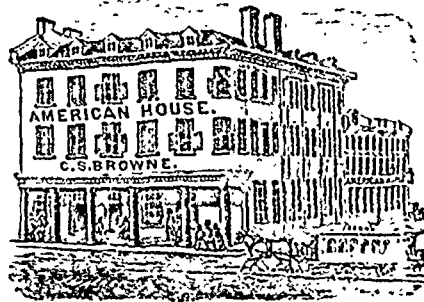
A MARITIME ADVERTISING MEDIUM.

**THE MORNING JOURNAL,**  
ST. JOHN, N.B.  
A COMMERCIAL, POLITICAL AND GENERAL  
NEWSPAPER,  
PUBLISHED TRI-WEEKLY.

Terms of Subscription,—\$2.50 per Annum, in advance,  
Advertisements inserted at usual rates: Brief Busi-  
ness Cards \$10 to \$14 per annum.

The Colonial Presbyterian, issued weekly from the  
same Office, is an excellent Advertising medium.

**WILLIAM ELDER, A.M.,**  
Editor and Proprietor.



**AMERICAN HOUSE,**  
Corner of St. Joseph and St. Henry Streets,  
MONTREAL.  
C. S. BROWNE, Proprietor.

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

**JESSE THAYER,**  
WHOLESALE GROCER AND COMMISSION  
MERCHANT,  
540 ST. PAUL STREET,  
(opposite Albion Hotel)  
MONTREAL.

Orders for Flour, Oatmeal, Tobacco, Cheese, Hams,  
Brooms, Fells, Leather, or any description of Mer-  
chandise, promptly attended to.  
Consignments of Fish, Cod and Seal Oils, Wool, &c.,  
respectfully solicited and returns promptly made.

References kindly permitted:

**HENRY STARNES, Esq.,** Manager Ontario Bank.  
Messrs. Greene & Sons, | Messrs. J. L. Cassidy & Co.  
" Starke, Smith & Co. | " Rimmer, Gunn & Co.  
" Henry Joseph & Co. | " L. Chaput, Son & Co.

**JOHN RHYNAS,**  
COMMISSION AND SHIPPING MERCHANT,  
MONTREAL.

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

**DAVID E. MACLEAN & CO.,**  
PRODUCE AND GENERAL COMMISSION  
MERCHANT,  
Shippers and Ship Agents,  
MONTREAL, C. E.

**DAVID E. MACLEAN.** | **BENJAMIN HAGAMAN.**  
**THOMAS C. O'HISLOM.**

**E. D. TUCKER & CO.,**  
SHIPPING AND COMMISSION MERCHANTS,  
Boak's West India Wharf  
HALIFAX, N. S.

REFERENCES:  
Messrs. R. Simms & Co., } Montreal.  
Joseph Hill, Esq., }  
Messrs. Henry Chapman & Co. }  
Messrs. Cudlip & Snider, St. John, N.B.  
Messrs. Harvey & Co., St. John, N.F.  
The Union Bank of Halifax, Halifax. 2-6m

**DAVID TORRANCE & CO.**  
**EAST AND WEST INDIA**  
MERCHANTS,  
Exchange Court,  
1-1y MONTREAL.

**THOMPSON, MURRAY & CO.**  
GENERAL COMMISSION MERCHANTS AND IMPORTERS  
42 St. Sacramento Street, Montreal,  
Sole Agents in Canada for  
J. Denis, Henry Mounie and Co., Brandies,  
Wolfe's Schiedam Schuapps.  
1-1y

1867 IRELAND'S 1867  
**FREIGHT AND PASSENGER LINE**  
FROM

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

ON opening of Navigation the following First Class  
Steamers will form a Line for the Transportation  
of Freight and Passengers, viz:

OSPREY.....Capt. SMITH.  
AMERICA....." MOORE.  
BRANTFORD....." HANNA.  
(new composite steamer now building at  
Hamilton.....Capt. MALCOLMSON.  
CITY OF LONDON....." FOLLOCK.

The above steamers, having first class accommoda-  
tion for passengers, will afford to families during the  
summer months, a cheap and comfortable mode of  
travelling, and give merchants quick dispatch in the  
transportation of Freight.

THE STEAMER CITY OF LONDON,

will be continued as last year in the Lake Erie trade,  
viz — From Montreal to Ports Dover, Burwell, Ryeport,  
Bruce, and Stanley, calling at Hamilton and Toronto,  
as the trade may require.

Freights as Cheap as by any other Line.

For Freight or Passage apply to

**E. D. MacKAY**.....(MacKay's Wharf), Hamilton.  
**S. F. HOLCOMB**... Exchange, Toronto.  
**NORRIS & NEELON**... St. Catharines.  
**WM. BOWMAN**..... London.

**H. W. IRELAND,**  
409 St. Paul Street,  
MONTREAL.  
13

**FERRIER & CO.,**  
Wholesale Dealers in  
**HEAVY AND SHELF HARDWARE,**  
IRON, STEEL, &c.,  
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