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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. VI.

MONTREAL, FRIDAY, JANUARY 7, 1870.

No. 1.

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

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

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

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

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

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

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

CRATHERN & CAVERHILL,
61 ST. PETER STREET.
IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES, &c., WINDOW
GLASS, PAINTS and OILS.
AGENTS:—Victoria Rope Walk.
Vieille Montagne Zinc Company, 1-ly

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

THOS. D. HOOD,
FIRST PRIZE
PIANOFORTE MANUFACTURER,
MONTREAL.
Show Room:—79 Great St. James Street.
Factory:—52 Champ-de-Mars Street.

Constantly on hand, a superior assortment of Pianos,
Square and Cottage.
Second-hand Pianos taken in exchange. Repairing
and Tuning promptly attended to.

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

A. GIBERTON,
No. 7 Custom House Square,
MONTREAL,
IMPORTER of GILLING, WRAPPING & SHOP
TWINES, Patent Seamless Hemp Hose, Saddlers'
and Harness-makers' Tools, British and French
Plate Glass, &c., &c. 27

JOHN WATSON & CO.,
Importers of
GLASS, CHINA AND EARTHENWARE
WHOLESALE,
5 and 7 Lemoine Street,
MONTREAL. 2-ly

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

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

KINGAN & KINLOCH,
IMPORTERS AND GENERAL
WHOLESALE GROCERS, and Commission Mer-
chants, corner St. Sacrament and St. Peter streets,
Montreal.
WM. KINLOCH. W. B. LINDSAY. D. L. LOCKBRY.
8-ly

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS,
Importers of
WINDOW GLASS, &c.,
No. 18 Lemoine Street, facing St. Helen Street,
MONTREAL. 1-ly

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

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

HALL, KAY & CO.,
METAL MERCHANTS,
MONTREAL.
Sole Agents in the Dominion of Canada for
following Manufacturers:
Wm Allaway & Sons, Lin and Canada Plates, Works
at Lydney, Parkend & L. B.
Morewood & Co., Lyon Galvanizing Works, B
irmingham.
A. & J. Stewart, Boiler Tubes, Clyde Tube Works
Glasgow.
W. N. Baines, Engineers' Brass Work, Lancelfield
Brass Foundry, Glasgow.
S. H. Dobble & Co., Linned Holloware, Park
Foundry, Glasgow.
Geo Fairbairn & Co, the F Horse Nails, Carmelca
Park, Falkirk.
ALWAYS ON HAND
A large and well-assorted stock of Stamped and
Japanned Hardware and General Furnishings, for
Smiths, Plumbers, and Brass Founders 1-ly

I. L. BANGS & CO.,
MANUFACTURERS OF FELT
COMPOSITION and GRAVEL ROOFING,
and all kinds of Roofing Materials, Office: 783 Craig
Street, (West) Montreal. 25-ly

JOHN H. R. MOLSON & BROS.,
BREWERS and SUGAR REFINERS,
OFFER FOR SALE:
REFINED SUGARS
SYRUPS—Standard Golden and Amber
INDIA PALE ALE } in Wood & Bottle
MILD ALE }
PORTER }
OFFICE:
117 St. Francois Xavier Street, (Opposite the Post
Office), MONTREAL. 18-ly

B. HUTCHINS & CO.,
IMPORTERS OF TEAS & GENERAL
GROCERIES, No 188 McGill Street, Montreal.
B. HUTCHINS. 6-ly FWD LEBURG.

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

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

THOMPSON, MURRAY & CO.
GENERAL
COMMISSION MERCHANTS AND IMPORTERS
42 St. Sacrament Street,
MONTREAL.
Sole Agents in Canada for
J. Dent, Henry Moabit & Co., Bradsca.
F. Matheson & Co. 1-ly

W. & F.J.P. CURRIE & CO.

100 GREY NUN STREET, MONTREAL,
Importers of
PIG AND BAR IRON,

BOILER TUBES,
Boiler Plates,
Gas Pipes,
Horse Nails,
Paints & Putty,
Flue Covers,
Fire Clay,
Fire Bricks.

DRAIN PIPES,
Roman Cement,
Quebec Cement,
Portland Cement,
Paving Tiles,
Garden Vases,
Chimney Tops,
&c., &c., &c.

Manufacturers of CROWN Sofa, Chair, and Bed
SPRINGS. 12-ly

THE STANDARD LIFE ASSURANCE COMPANY

Established 1825.

WITH WHICH IS NOW UNITED

THE COLONIAL LIFE ASSURANCE COMPANY.

Accumulated & Invested Fund - - \$18,909,350
Annual Income - - - - - 3,378,953

This Company continues to do Business under the
Insurance Act lately passed by the Dominion
Parliament.

W. M. RAMSAY,

RICHARD BULL, Manager.
Inspector of Agencies.

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

LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.

Chief Office: Company's Building, Leadenhall Street,
LONDON.

Directors, Canada Branch, Montreal.

WM. WORKMAN, Esq. ALEX. M. DRYSDALE, Esq.
President City Bank. Collector of Customs.
JOHN BERTHIAU, Esq. LOUIS HAZARDY, Esq.
Vice-President Bank of Montreal. Manager New City Gas
Company.

Every description of Life Assurance business transacted
at moderate rates. Claims promptly settled.
Special attention is drawn to the 10 year non-forfeiting
plan on the half loan system.

Office: 104 St. Francois Xavier Street.

1-ly THOMAS SIMPSON, General Agent.

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

MONTREAL BRANCH:

104 St. Francois Xavier Street,
(Up-stairs.)

Risks taken against loss and damage by Fire, and
Marine risks on Hulls and Cargoes at customary rates
of premium. Losses promptly adjusted and paid.

1-ly A. R. BETHUNE, Agent.

PHENIX**MUTUAL LIFE INSURANCE COMPANY, HARTFORD, CONN.**

ACCUMULATED FUND - - - OVER \$2,000,000
ANNUAL INCOME - - - - - \$1,200,000.

ISSUES ORDINARY LIFE,
TEN YEAR NON-FORFEITING LIFE,
AND,

ENDOWMENT POLICIES,

At the rates annually charged by responsible Com-
panies, and returns all profits to the insured, who are
now receiving a return of 60 per cent, or half their
premium.
Parties at a distance can insure from blanks, which
will be furnished on application.
Usual restrictions as to residence and occupation
abolished.

ANGUS R. BETHUNE,
General Agent
104 St. Francois Xavier Street
Montreal, Canada

F U R S .

Fall Styles
1869.

Complete Stock now ready.

NOVELTIES IN

LADIES' FURS, SCOTCH CAPS,
GENTS' FURS FELT HATS,
YOUTHS' FURS. CLOTH CAPS.

BUFFALO ROBES.

BUCK GLOVES, KID MITTS, &c.

WOLF AND COON ROBES.

GREENE & SONS

MONTREAL.

517, 519, 521 and 523 St. Paul Street 1-ly

ST. PETER STREET

WHOLESALE

HAT, CAP AND FUR
ESTABLISHMENT.

HAEUSGEN & GNAEDINGER,

WOULD call the attention of Country
Merchants to their large stock of Hats, Caps
and Ladies' and Gents' manufactured furs.

All of the latest Novelties; also, Buck and Kid
Gloves, Mittens, Gauntlets, &c. &c.

Having made arrangements to meet the still in-
creasing demands for our Ladies' and Gents' Furs, all
of which are manufactured under the special super-
vision of the proprietors.

Our special attention given to all early orders.

H. & G.

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

H. & G.

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

S. GREENSHIELDS, SON & CO.

DRY GOODS, WHOLESALE.

OUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,

Montreal.

5-ly

SUTHERLAND, FORCE & CO.

Importers of

BRITISH & FOREIGN DRY GOODS

480 St. Paul Street,

Montreal.

12-ly

STERLING, McCALL & CO.,

IMPORTERS OF

BRITISH AND FOREIGN DRY GOODS, WHOLESALE,

Corner of St. Paul and St. Sulpice streets,

7-ly

MONTREAL.

J. D. ANDERSON,

MERCHANT TAILOR

AND

GENTLEMEN'S HABERDASHER,

ALBION CLOTH HALL,

No. 124 Great St. James Street,

Montreal.

12-ly

J. G. MACKENZIE & CO.,

Importers of

BRITISH AND FOREIGN DRY GOODS,

231 & 233 St. Paul Street,

MONTREAL.

8-ly

ROBERTSON, STEPHEN & CO.,

MONTREAL.

Are now receiving their

FALL IMPORTATIONS,

which will be fully completed by the

30th INSTANT,

When they will be prepared to exhibit a large and
varied selection of

STAPLE AND FANCY

DRY GOODS.

August 27th.

5-ly

PLIMSOLL, WARNOCK & CO.,

Importers of

STRAW AND FANCY DRY GOODS,

Joseph's Block,

18 St. Helen Street,

MONTREAL.

9-ly

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

WILL HAVE OPENED BY THE 4th SEPTEMBER

their Entire Stock of

FANCY and STAPLE DRY GOODS

Buyers will oblige by an early call.

1-ly

OGILVY & CO.,

Importers of

STAPLE & FANCY DRY GOODS,

435 St. Paul, Corner St. Peter Street,

MONTREAL.

Sayer's Brandies; Bernard's Ginger Wine and Old
Tom; Stewart's Scotch Whisky.

6-ly

THOMSON & CO.,**CANADIAN WOOLLENS**

1 Lemoine Street,

MONTREAL.

Advances made on Con

6-ly

PHENIX FIRE ASSURANCE COMPANY
OF LONDON.

(Established in 1782.)

Insurances effected at current rates.

JAMES DAVISON, Manager.

GILLESPIE, MOFFATT & CO., General Agents
for the Dominion. 6-ly.

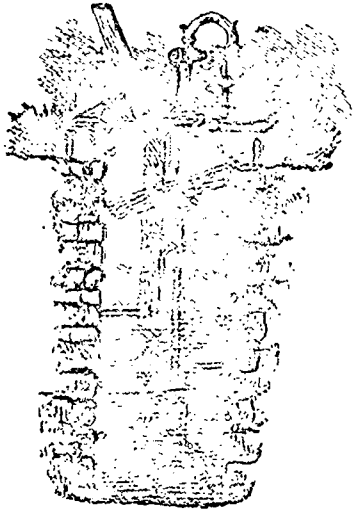
JAMES ROBERTSON.

420, 123, 130 and 133, Queen Street, Montreal,

METAL MERCHANT,

Manufacturer Shot, Lead-pipe, Paints, and Putty
1-ly

THE Submerged Double-Acting, Non-Freezing FORCE PUMP, the simplest and most powerful in use. It is proved to be the cheapest, most effective, durable and reliable Pump; not only for Family use, but also for Flour Mills, Factories, Breweries, Distilleries, Ships, &c. Beside the above-mentioned advantages over the usual style of Pumps, it is particularly recommended by Insurance Companies, on account of its effectiveness in extinguishing fire. The smallest Pump will throw 50 to 75 feet through a hose.



S. B. SCOTT & CO.,

SOLE AGENTS FOR THE DOMINION,

345 Notre Dame Street, MONTREAL.

AGENTS WANTED THROUGHOUT THE COUNTRY.

REFRIGERATORS & ICE CHESTS

MEILLEUR & CO., Manufacturers,

623 CRAIG STREET,

Also IMPROVED COOKING RANGES,

Family and Hotel Sizes. 15-5

W. CLENDINNING,

(Late Wm. Rodden & Co.)

FOUNDER, & MANUFACTURER OF STOVES, &c.

Works, 165 to 179 William Street,

City Sample and Sale Room, 118 and 120 Great St. James Street,

and 632 Craig Street,

MONTREAL, P.Q.

MONTREAL BUSINESS COLLEGE,

Corner of Notre Dame and Place d'Armes.

THE Course includes Book-keeping, Penmanship, Arithmetic, Telegraphing, Phonography and French. The College is connected with the Bryant and Stratton International chain, and the Scholarships issued by the Montreal branch are good either in Toronto, or any of the principal cities of North America.

Circulars sent on application.

J. TASHER,

Principal.

THE CITIZENS' INSURANCE COMPANY
(OF CANADA)

AUTHORIZED CAPITAL \$2,000,000

SUBSCRIBED CAPITAL \$1,000,000

DIRECTORS:

HUGH ALLAN, President.
GEORGE STEPHEN. | **C. J. BRYDGES.**
ADOLPHE ROY | **HENRY LYMAN.**
EDWIN ATWATER, | **N. B. CORSE.**

Life and Guarantee Department.

Office 71 Great St. James Street.

This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and BONDS of FIDELITY GUARANTEE. Applications can be made to the Office in Montreal or through any of the Company's Agents.
EDWARD RAWLINGS, Manager.

RELSON, WOOD & CO.,

IMPORTERS & WHOLESALE

DEALERS in European and American FANCY GOODS, Paper Hangings, Clocks, Looking Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys,

&c. &c. &c.

MANUFACTURERS OF

Brooms, Matches, Painted Pails, Tubs, Wash-Boards, and Dealers in

WOODEN-WARE of every description.

29 St. Peter Street, Montreal

AND

74 York Street, Toronto. 30 3m

THE TRADE REVIEW

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, JANUARY 7, 1870.

See Advertisement of Moccasins for sale.

Purchasing Department of the **TRADE REVIEW.**

See Advertisement.

REDUCTION OF OCEAN POSTAGE.

It is a matter for congratulation to everybody—not least to Canadians, that so considerable a reduction of postage on letters crossing the Atlantic has just been effected. Not many years ago the rate was 1s. 2d sterling or 1s. 4d. currency—or nearly 27c. Now it is reduced to 6c., considerably less than one-fourth of the amount. The boon is not a slight one to the commercial world with its multiplied correspondence; although, as a rule, commercial men have been able enough to pay the postage on all the letters they required, or could find time to write. But to the poor immigrant in his first years of residence, which must so often be a period of poverty and hardship, while he must count scrupulously each cent he spends, and pause ere he parts with it, the boon is greater still. It is another encouragement to men to come hither, that the passage is a short and comparatively inexpensive, and postage cheap, than if he purposes he can easily go home or send for friends to join him, if he is in distress or trouble he can speedily and without expense make known his trouble and his wants to those he has left behind him. Mr. Campbell, our Post Master General, has not made an unprofitable vacation trip to the mother country, seeing he has managed to complete arrangements there to secure for Canada, at the same time as was secured for the United States, this boon of cheaper postage—and he was in this more prudent and dexterous than our neighbours—no seems not to have reckoned without his host, i. e. the Steamship Company which performs the Canadian service. The Cunard and Inman lines have refused to take the American mails for the two cents offered, and Post Master General Cresswell has been obliged to make temporary arrangements with inferior lines. The Canadian steamers from

WHOLESALE FUR MERCHANTS.

JAMES CORISTINE & CO.,

Successors to

G. LOMER & CO

471, 473, 475, 477, St. Paul Street.

Specialties of our own Manufacture:

Ladies' and Gentlemen's Furs, Skin Robes, Lined Buffaloes, Buck, Kid, and sheep Skins and Gloves, Cloth Caps, etc.

BUFFALO ROBES

MOCASSINS specially manufactured for the **LUMBER TRADE.**

We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.

TERMS LIBERAL.

Portland, which have offered to carry them, and already have some sort of contract for certain United States mails, will probably carry the greater part of American correspondence, for a time at least, being swifter and better than the lines actually employed.

LABOUR PROSPECTS DURING 1870.

THE demand for all kinds of labour throughout Canada in 1870, promises to be unusually brisk. In fact it is impossible to see how we are going to get labourers and mechanics enough, unless we are largely supplied by means of immigration. Under ordinary circumstances, the Dominion can annually absorb a considerable addition to its population without any difficulty. But this year, we will be able to absorb easily, four or five times the ordinary number. Our Free Grant system is now in full working order, and many settlers will no doubt go in and occupy these lands as soon as spring opens. We anticipate a much larger influx of settlers into these newly settled townships this year than last. Thousands of labourers will be required to make the numerous railways which are in course of construction or about to be commenced. The Intercolonial alone, will absorb large numbers, and it would be a great advantage if the Commissioners could so arrange that these workmen, when the line is finished, would be retained as settlers. We believe these gentlemen have some scheme with this object in view; we hope it will be vigorously and earnestly prosecuted. Besides the Intercolonial, a large number of workmen will be required for the Toronto, Grey & Bruce, the Nipissing line, the Wellington, Grey & Bruce, and other railways. At least two of these roads have been begun, and several others which are projected, will very probably commence operations by the beginning of the summer months. Where are the men to come from to supply this unusual demand? They must be mainly obtained from abroad, for there is no surplus labour in the Canadian market at present. Never was there a better opportunity for our Governments to make energetic efforts to induce British emigrants to throw in their lot with us. We hope the emigration agents in England, Scotland and Ireland, are active in the discharge of their duty. They need have no fears as to the number of emigrants they send to Canada this year. There will be immediate work for all who can be induced to come, and after spending a season or two in making our new railroads, and thus becoming acquainted with the work and ways of the country, they can then settle on our Free Grants with reasonable certainty of success as farmers. Many millions of dollars must be spent on railroads throughout Canada during 1870. This expenditure cannot fail to effect almost every branch of business. During the expenditure on the Grand Trunk and other lines made between 1850 and 1857, and the great demand for labour which then existed, times became unusually brisk—in fact, all classes thought they were getting rich. We don't want any inflation this time; we think we can get along quite well without any attack of "crisis," but it would only be shutting our eyes to past experience, not to expect that the trade of the country will feel the influence of an unusual stimulus. As to the wisdom of all the expenditures on railroads which are to be made, we say nothing at present; but that the effect will be an unusual demand for labour during 1870, and a period of increased business activity seems as certain as that cause follows effect.

GRAND TRUNK RAILWAY COMPANY.

THE report of the recent meeting in London of the Grand Trunk Railway Company, extends to a very great length, Mr. Potter, the chairman having made a long statement respecting the result of his visit to this country, and inquires into the affairs of the company. Some of the points chiefly insisted on by him were the necessity for greater unanimity and hearty co-operation between shareholders and directors, in order to revive the credit of the Company, the need for additional rolling stock, for the expenditure of considerable sums during the next three years upon renewals of the permanent way, and for the completion of their arrangements with the Buffalo and Lake Huron Company and the construction of the Buffalo bridge as a means to complete for through traffic. He defends Mr. Bridges' management as good and energetic *par se*, and as deriving great strength from the fact that all the staff are devoted to him, and willing to work under him as they would do under nobody else. Nor has he found upon examination here, that the staff has been guilty of the wrong doing attributed to them. In reply to this, one of the shareholders declared he could not have countenance in Mr. Bridges' if he secured them dividends, which is hardly a just ground of judgment. The road was undertaken and built at a time, and after a fashion which the traffic of the time did not warrant. Instead of looking that fact in the face and going without dividends till the country grew to it, expending their earnings on the road itself, all sorts of devices have been employed to make things pleasant; among others granting paper dividends, and so increasing the nominal capital, in the hope of good dividends on that nominal capital is well-nigh preposterous.

Mr. Potter declares that the permanent way or railway itself, "is not equal to the Pennsylvania Central, New York Central, or the Baltimore and Ohio, but is equal and more than equal to the permanent way of the Great Western of Canada. It is as good as the permanent way of the Illinois Central, and better than the average permanent way of the railways west of Chicago and St. Louis." This is his opinion after an examination which extended over two months. But he declares it to be in an unsatisfactory state notwithstanding. The life of the iron rails is very short, and it is proposed to replace them gradually with steel and by a more perfect ballasting of the road give the steel rails a fair chance to last. He contends that the rails re-laid at Toronto, have not proved specially defective, but a large proportion of the new sent out from England, have. He explains that he has secured the co-operation of some of the leading capitalists of Montreal in furnishing additional rolling stock—500 new freight cars to be built within the year—an addition very much needed. One Chicago firm alone offered to load 1,000 cars a year for the company, but they could not be furnished. For these new cars they would pay 85 per cent. on the cost, instead of raising money at 7 (which they had found difficult) on the equipment bonds at 7 per cent. They needed the £3,000,000 which they had authority now to raise for the improvement of the track, with new sidings, sheds, &c., for the new rolling stock about to be acquired, and for new locomotives to draw these cars. They had now hired 300 adjustable cars, and the new ones furnished by the Montreal Company would make 800. For these, as saving handling in re-shipping, and the risks from weather &c., consequent upon it, shippers were willing to pay 10 per cent. more, than for those from which transshipment between the West and East was necessary. Without them two transshipments were necessary for all freight which the Company undertook to carry between Chicago and Boston. The board were considering also the propriety of putting on some of Pullman's cars, as those were found to add very much to the popularity of a route for passenger traffic. He was hopeful that better rates might be obtained hereafter, for their traffic, at least by the diminution of the discount on American money or the resumption there of specie payments and he expressed a confidence which any one may well share that the present winter will not cause so much interruption to traffic, and danger to the rolling stock as the last.

Mr. Creak urged on the other side that the present rolling stock had not been thoroughly utilized, that it was rumored that there were a considerable number of cars lost of interest, which could not be accounted for, and that recent increase of rolling stock had brought no corresponding increase of traffic. The

through traffic had been increased slightly, but this was at the expense of the local, which was the more profitable.

The meeting was, however, very decidedly in favour of the President and Board, and the report was adopted by a large majority.

BUSINESS HINTS FOR THE NEW YEAR!

(FIRST ARTICLE)

THE beginning of a new year—the commencement of a new link in the chain of Time—has always been deemed a favorable season to survey the past, take reckoning of the present and form resolutions for the future. This practice is one which it would be well for the man of business to practice. It is one of the wisest of which he will soon find himself a few hours of reflection—if he would only stop to think—might show him why he has been unsuccessful in the past, or where there is danger of wrecking his fortune in the future. One of the great defects of this age, it we are to believe the sage Tom Carville is the neglect of quiet, earnest thinking. Everybody in general, and the devotees of commerce in particular, appear to have no time to think, and many of them are wretchedly engaged in their business career like driftwood on the river's bosom, to fortune or to ruin. With such individuals the beginning of 1870 is an exception. Let them pause, take the bearings of their position, and if success has not perched heretofore upon their business banner, let them adopt and act upon those maxims which will bring different results.

In throwing out a few business hints, which are at least seasonable in the first week of a new year, we lay no particular claim to originality. We will calm any fears on this point, at once, by saying, "we do not intend to patent them." But truth is none the less important because it is not new, and so many simple maxims which have often been repeated, are the open sesame to business success, although they are so familiar to many, that they forget their value, and cease to practice them.

Travellers like Dr. Livingstone, whilst wending their way through solitudes never previously trodden by the foot of civilized man, ever short period halt and take reckonings as to where they are. This is precisely what hundreds of business men throughout Canada require to do at the present moment. Not, of course, by the position of the stars, like the great African explorer, but by a strict and searching investigation into the real state of their affairs. It is a lamentable fact, that there are many who are afraid to make such an examination—who have not courage to look their difficulties in the face. In nine cases out of ten, after a brief season of uncertainty, and possibly a spasmodic effort when too late, such individuals become bankrupts. We are convinced there are scores of men throughout Canada who believe they are making money, but who are really becoming poorer every day! They do, it may be, a large trade; they buy mere goods that they did years before—but there are leaks in the craft—holes in the bag—and as they never earnestly examine into their real position, these leaks and holes widen and widen, until, perhaps the evil is too far advanced to be arrested.

Those persons in business who thus, to use a vulgarism, "go it blind," are not simply foolish—they are criminal. Their negligence is a guilty negligence. Very often, we fear, it is designed. But in either case, it is criminal. Every man should know whether he is solvent or not; and unless he does know this, he has no right to go to the bank, Toronto, Montreal, or any place else, to purchase goods and contract indebtedness. To do so, is simply dishonesty, and the results are generally worse to the foolish or designing trader than to his victims. Our first advice, then, is take the bearings of your position—before January, 1870, expires, ascertain exactly what your business position is.

Having faithfully performed the foregoing duty we can divide the business world into two classes. We do not intend to do this in the arbitrary and rather laughable way of the crazed musician, who always divided all mankind into two classes—those who played the fiddle, and those who didn't. But we can with propriety divide the commercial community into the successful and unsuccessful. For each of these, but particularly the latter, we have some advice, and a few reasonable maxims, worthy, we hope, of their consideration.

To the successful merchant, mercantile, manufacturer or trader, we say: Study the causes of your success, and don't let the sun of prosperity blind you to the

importance of continuing to cultivate them. Those who were at one time successful, who have ended their career in failure! This is a well-attested fact, and the causes are not difficult to discover. In some instances, the sources of first success were forgotten or unemployed, in other cases, dazzled by prosperity, grand residences were commenced, and luxurious and expensive habits contracted, other classes, again, were allured by grand speculations, which, like a will of the wisp, attracted them on and on over the brink of ruin. Many a promising business-career has been blighted by these causes and it is easy to point in any town and city in our Dominion to some who are blindly following the same fatal track. Reader—is it you? Are you throwing away past success, either by neglecting to give that strict attention to your occupation which formerly characterized you, or by extravagantly living above your income? Are you still as energetic and enterprising as when you first hung out your shingle? These are pertinent questions at the close of 1870's "festive season," and even the most successful Canadians among us may not find it unsatisfactory to reflect upon them.

Of the unsuccessful in business, we desire first, to ask: Are you fitted for the trade upon which you have entered? The most profound cause of commercial disaster is, undoubtedly, ignorance of, or want of adaptability for, the particular occupation entered upon. Some people seem to think if they can only get into business—no matter what—they are set up for life. Never was there a greater fallacy. How many are there who invest in manufacturing without knowing anything about the business, or allying themselves with those who do? How many think they can "keep store," who know nothing about that calling, and not a few of whom would be much more suitably employed in superintending a— a— horse and cart? How many are there—but we will not multiply instances; it is enough to know, that the bulk of failures arise from this cause, and that no amount of good advice will reserve such from being unsuccessful. In addition to persons not having the necessary business education, there are many who have not sufficient talent—have not the necessary tact and temper—to achieve success, and whose peculiar "idiosyncrasies" so stick out, that they repel instead of attracting public support.

For all these classes who are unsuccessful, there is little hope. The TRADE REVIEW New Year's advice to them is: get out of the business you are in as soon, and with as little loss as possible, and turn "your attention to what you don't understand, and can't make to pay."

To those who have been unfortunate, but combine the necessary elements of business success, we shall have something further to say in our next issue.

FREE TRADE vs. PROTECTION.

No. v.

A PROTECTIVE policy creates a monied oligarchy of wealthy manufacturers, who are able, by combination and the power of the purse, to wield an influence altogether out of proportion to their numbers or their ability, and to secure in great measure legislation favoring their own interests at the expense of the rest of the community.

The direct and immediate result of the protection of any manufacture is the accumulation by the manufacturer of wealth, or if not of very great property, at least of comparative riches. A dozen manufacturers may have together an income over and above their expenditure of a hundred thousand or two hundred thousand dollars, and it is a matter of very special interest to them that nothing should be done by Government which might have the effect of interrupting the current of their prosperity, or of interfering with such—to them—very pleasant state of affairs. And as the interest of each of these manufacturers, in the matter of protection, is exactly in harmony with that of each other, there is nothing to prevent the existence of a very close combination for the purpose of securing certain legislative results, or of preventing contemplated changes. There are no conflicting or clashing interests to weaken the bonds by which these men might be bound together, and their large profits being at stake, they have every reason to work energetically for the common end. And as it is with any dozen, so would it be with any larger number, embracing perhaps all the manufacturers in a country, and when the wealth even in Canada of the protected class is considered, it will be seen at once what a very powerful influence might be

wielded, and an influence which, perhaps, not to its fullest extent, but effectually, has already been exerted on several occasions, when a reduction of duties on certain goods was in contemplation by Government.

To oppose this (possible) powerful combination, what have the friends of Free Trade to look to, and on what can they depend? They have, we believe, justice and right on their side; but the interests at stake are the general interests of the country at large, great interests, looking at the welfare of the Dominion, but practically not appearing to affect the well-being of any particular individual to any appreciable extent. It is easy to combine for one purpose the few whose interests are important and identical; it is exceedingly difficult to get a whole people in unison when they neither have much individually at stake, nor know exactly whether that little is at stake. It takes time to bring about an entire change of feeling; and the Protectionists, by plausible appeals to the people, under the specious plea of fostering home industries, have been able to blind the eyes of the many as to the true effect of their doctrines. If it were possible to get all who would be benefitted by Free Trade (or as near an approach to it as circumstances would allow, the principle being always kept steadily in view,) to work together vigorously to secure it, the protection party would have to give way with scarce a struggle, we hope to live long enough to see something of this kind take place in Canada; such an education of public sentiment as at sometime when the existence of parties is based on the settlement of the tariff question, to give to the representatives of free traders an overwhelming majority both at the council board and in the legislative halls where the fight has to be fought out. Canada was prosperous during the existence of the Reciprocity Treaty with the United States; and the very interests that mostly flourished were those of the grain producer, the stock raiser, and the lumberman, all of whom found competitors in the United States, and from whom they ought according to protective logic have been carefully guarded. Why, if we can compete successfully in one direction, not also learn to compete successfully in another? We believe, if we had free trade in manufactures with England, that in course of time, we would not only hold our own within our own boundaries, but even send goods to England, and there find markets for many articles which we could manufacture more cheaply or of a superior quality to what can be made in England. We are a young country, but we are progressing rapidly, and we have strong hopes of seeing the Dominion making rapid strides during the remaining thirty years of this century, that will place it amongst the foremost of the nations of the world in everything that goes to make up the prosperity of a nation.

SHALL WE LOSE OUR FOREIGN COTTON TRADE.

THE exertions of the English government and the Lancashire manufacturers to obtain an adequate supply of cotton have so far been attended with a degree of success that demands the serious attention of American statesmen and producers. It is indeed still apparent that there must be a deficiency in the supply for the next, and probably for several succeeding years. But the efforts of England, the chief consumer, to fill up this deficiency from other sources besides the United States should not be ignored. It is true, that competent authority in that country decides that the American supply can never be displaced or dispensed with, and must always form an important element in the cotton markets of the world. This may be all apparent. But it is important to consider the conditions under which American producers are probably destined to compete with other nations. To England, the question of cotton supply is almost a life and death matter. Millions of persons are directly or indirectly interested in cotton manufactures. The mere supply of the various wants of the cotton operatives give employment to vast trades. There is no general prosperity in England when the cotton interests are depressed. When Lancashire is busy there is bread and work for all at good wages. The cotton manufacturers control legislation, and have changed the traditions and decided the destinies of political parties. Still more, the prosperity or depression of the English cotton trade is a matter of international importance. America, India, Egypt and Brazil are interested in the Liverpool cotton questions.

Our civil war dealt a staggering blow to the English cotton interests, from which they have not yet recovered. It is true the loss was not confined to that country alone. It cost the United States the price of 12,500,000 bales during the four years cessation of the cotton supply, estimating the aggregate production, during that period, by the crops of the years 1860 and 1861. The total diminution of supply from all sources

in Europe, from 1862 to 1865, inclusive, was 7,098,000 bales.

At the commencement of our civil war the manufacturers and government of England devoted their attention to stimulating production in other countries besides the United States. Special exertions were made to encourage the cultivation in British India and Egypt. This large increase in the market price operated as a bounty to producers, and the total supply of cotton, obtained by all Europe from other sources besides the United States, had increased from 531,000 bales, in 1862, to no less than 2,819,000 bales in 1865, and to 3,071,000 bales in 1869. It will be seen what rapid strides have been made by the competitors of the American producers. But there is still a deficiency in the supply, and it is calculated that this deficiency will continue until the United States can send a three million crop to Europe. How long it will take to do that is an equally important question in Europe, America and India. Until it shall have been accomplished it is apparent that the prices of the staple cannot return to the ante-war rates, it, indeed it is possible that they should ever do so. An exportation of three millions bales of American cotton involves a production of 4,500,000 or 5,000,000 bales, as an average of one-third of the crop is retained for home consumption, and with the increasing tendency in the Southern States towards a more diversified industry, it is not possible that the crop of 1869 can be doubled for a series of years to come. Much may be accomplished under the stimulus of free labor, immigration and increased capital in the South. But an average annual increase of 500,000 bales is the most that can be expected under a favorable combination of circumstances.

In the meanwhile England is pressing forward production in her Indian empire. The Duke of Argyll, Secretary of State for India, under the auspices of the Manchester Cotton Supply Association, has instructed the officials in the various cotton districts in India, to encourage the improvement and extension of the growth of cotton. Choice varieties of seeds are distributed, and premiums offered for its cultivation. As an important means for the growth of cotton in India, short lines of railroads, connecting with the grand arteries of travel, are to be immediately constructed into the centre of the districts in the Punjab, and in the Presidencies of Madras and Bengal. It is stated that as yet the very finest cotton regions are only communicated with by the clumsy and expensive agencies of bullock trains. Immigration is also to be encouraged. As a sample of what is being accomplished, it is stated that the railroad constructions which were to have been suspended, in consequence of a deficiency in the Indian Budget, will be continued, and the funds will probably be supplied by a new loan or grant from Parliament. It is also alleged that it is not so much the extension of the area of cotton lands that is desired, as improvement in the cultivation of the lands already devoted to the growth of the staple. In the United States the average yield is from 300 to 400 lbs per acre, and in choice localities 500 lbs. per acre. When this can be increased to 140 lbs. an acre, as is said to be quite feasible, last year's export of 1,700,000 bales will be at once doubled. India may then be expected to contribute a steady annual supply of 3,000,000 bales to the cotton consumption of Europe, thus entering into very active competition with this country.

Under the financial and scarcely less potent political influence of England, the growth of cotton is also being largely stimulated in the Ottoman empire, Brazil, South America, and Australia. Even without English aid, all these countries have the most potent incentives of self interest to encourage them in the cultivation of the great staple.

When so much is done by the English Government to promote the cultivation of cotton in other countries, it seems surprising that so little should be done by the United States Government for the encouragement of the growth of cotton in our own fertile soil. The partial and satisfactory, but still too limited exertions of the Southern States since the close of the war to recover their cotton trade have been achieved almost in spite of the Federal Government. Under a more liberal national policy there is no doubt that much more could have been accomplished. But it is not yet too late to encourage the growth of our great staple. Some of the present cotton lands in the South are almost as inaccessible to commerce, for want of railroad and water transportation, as the cotton districts of India which the English Government is opening to the world. Let us profit by the example of England, in this respect at least. It is time to adopt a more liberal policy towards the South. As a rule, we are opposed to subsidies in the present condition of the national finances. But in this case a grant of a couple of million dollars for river improvements and railroad purposes would be in accordance with sound principles of economy, and yield large returns in the shape of improved industry towards the national welfare. At least the Southern railroads should be at once relieved from the outstanding claims of the Government. We trust that this subject may be considered by Congress in a liberal manner. It is a matter of national importance that we should not be distanced in the competition for the supply of the cotton markets of the world, in which we formerly enjoyed a supremacy.—*Dry Goods Reporter*.

There is abundant medical testimony to show that the use of the sewing-machine for the purpose of gaining a livelihood, is attended by many and grave injuries to the health of female operatives. An improvement, designed to obviate these evils has been invented in Boston. For the profitable use of the common sewing-machine, 600 to 1,000 stitches a minute are necessary; and to effect this, 150 to 250 movements of the foot are required. With this improvement, it is said, the machine can make 60 or 1,200 stitches a minute, as required, by 30 movements of the foot, as the rate of speed is regulated by the strength of each movement and not by the number of the movements.

THE IMMIGRATION POLICY.

THE vim and vigour that have been thrown into the Department of Immigration if a reflection on the past afford an encouragement for the future. For some cause or other—and it may be well not to inquire too closely into it—the policy of inducing settlers to take up their abode in Canada was for years kept in the background. A few sleepy officials, a few uninteresting reports, a single agent in London, whose authority and expenses were ridiculously restricted, were nearly all that could be shown as the result of very large outlays. A few people came yearly to share our fortunes, it is true, but they came not from any influences that emanated from the seat of Government at Quebec or Ottawa. But that day has happily passed away, and the duty and possibility of bringing in new supplies of skilled, new springs of wealth, to Canada, have been realized. The report of the Commissioner of Immigration (Mr. Carling) is replete with interesting matter bearing upon this important topic, and indicates the thoroughness with which the whole subject has been gone into. In the first place, returns were secured from various municipalities, which indicated that a present demand exists for 24,000 farm labourers, mechanics and female servants in Ontario. The efforts put forward by means of agents, useful pamphlets and maps, were so far effective, that 12,782 immigrants came in last year up to the 1st of Nov. These were received by the Immigration Department at Toronto, and were supplied with food, in cases of necessity, and directed to places of employment. It has been found, however, that the accommodation at present disposal is entirely inadequate, and it is imperative that additional both as regards extent and comfort should be made. The Dominion Government are also moving in this direction, so that in May next the reproach will no longer exist that we invite people as friends, and treat them upon their arrival with a coldness and suspicion due only to enemies. The depressed state of the labor market in Great Britain, coupled with the exertions put forth to convey correct information, leads to the expectation that very heavy arrivals will take place next year. It is not the policy of the Department, however, to send those who may come at once to the free grant lands, but to distribute them among the general population, when, after becoming acquainted with the peculiarities of the country, they can be better prepared to face the labor incident to a novel though independent position. As the immigration of next year is likely to include a considerable number of persons bringing with them more or less capital, the Commissioner will obtain lists of farms on which some improvements have been made, the owners of which are willing to dispose of them, and with improved resources begin again on virgin soil. This will greatly facilitate new comers, and aid also in breaking up new lands, extending the area of agriculture, by putting it within the power of any who may be so disposed to quit farms on which they have already labored, carrying their energy and experience to new centres of industry. But in all these matters, more depends really, upon the existing population itself than upon mere agency, be it that of a government department here or a government agent elsewhere. The commissioner points to this when he says:—

"I trust every Canadian citizen, whether in town or country, will show the utmost consideration and sympathy for the worthy immigrant stranger that he may not feel the loneliness incident to his circumstances, nor the want of suitable employment to enable him to secure the necessary comforts of life for himself and those depending upon him for protection and support. Every benefit conferred upon the worthy immigrant, in this respect, will return four-fold to the Province, and upon its individual citizens."

The advice is good; and if followed up in the spirit of liberality which should be characteristic of a well-to-do population, cannot fail to be followed by excellent results.—*London Free Press*.

MARINE DISASTERS ON THE LAKES.

THE marine disasters on the lakes during the present year have numbered 1,914, and the total loss is upwards of four million dollars. This shows a large increase over the total number last year. The Milwaukee *Sentinel* says the disasters reported in November number 403, involving damage to property valued at more than \$2,000,000—the highest figures reached in any one month since the navigation of the lakes began. This alarming aggregate of loss to shippers engaged in the lake trade calls attention to the importance of the resolution adopted by the National Board of Trade during its recent session, proposing the establishment of a system of meteorological observations and signals, "to give warning of coming storms on the lakes and ocean, for the benefit of commerce." The suggestion is a good one, and should be immediately acted on by local Boards of Trade, with the co-operation of the Navy Department, if necessary. It is probable that on the lakes, at least the large annual loss of life and destruction of property might be in a great degree prevented by an efficient and comprehensive system of meteorological observations, aided by the telegraph and applied by means of the necessary signals. On the British coast the observation and announcement of the changing atmospheric phenomena has been reduced to a working system, with much benefit to shippers. On the great lakes we have a field for a like practical application of science, where but few of the many difficulties to be met with in watching an extensive ocean coast would be encountered. The shipping of the lakes might be in every instance advised of coming storms so effectually that only those who virtually tempted disaster by disregarding the warnings need incur the risk of shipwreck. The plan is in all respects practicable, and should be at once acted on.—*N. Y. Bulletin*.

LATEST ENGLISH COMMERCIAL NEWS.

LONDON, Dec. 18, 1869.

ONE of the more remarkable features of the present week has been the want of animation in the demand for money. Considering the period of the year the inquiry is below the average. There has been a heavy settlement in the Stock Exchange, and yet it has been found difficult to employ the large sums of money which are still lying idle in the market, and in some instances three months' paper has been discounted at a lower quotation. Probably during the next fortnight a large amount of money will be required for temporary use, but apart from that the indications are that the rates will become easier when the current year shall have been fairly passed. In support of this it is a feature worthy of notice that in the Banks of England and France there is an increase this week in the supply of bullion, as compared with last week, of about £1,000,000, while the total in the two establishments is £69,561,950, against £63,922,310 a year ago, showing an increase of £5,639,640. In fact, therefore, the new year is certain to open with the position of the money markets of Western Europe quite as favorable as it was at the commencement of 1868, that is to say, favorable to a continuance of ease for a long time to come. Just as the week closes, an inquiry for accommodation has, however arisen, which it is not unlikely may be continued until the inland bills due on the 4th of January have been met. The following are the quotations:—

Table with columns for Bank minimum, Open-market rates, and Joint stock banks, with sub-columns for 1868 and 1869.

The following are the rates of interest allowed by the joint stock banks and discount houses for deposits:—

Table showing interest rates for joint stock banks and discount houses, including bank rate and open market rate.

In Holland the money market is very firm, and in Germany the recent advance in the quotations is maintained. As regards Paris, however, much ease continues to prevail, and a further accumulation has taken place in the supply of bullion held by the Bank of France. The following are the quotations for money at the leading Continental circles:—

Table showing money market quotations for various cities including Vienna, Berlin, Frankfurt, Amsterdam, Turin, Brno, Madrid, Hamburg, and St. Petersburg.

The foreign exchange, so far as the continent is concerned, continues favorable. There is, consequently, very little demand for gold for export, and a considerable quantity is still here awaiting appropriation. Several parcels have been sent into the Bank during the current week. Silver dull, and is rather cheaper.

In the Stock Exchange this week, business has been restricted. The new Turkish loan for \$12,000,000 of cash, or £20,000,000 of nominal stock, has been introduced here and on the Continent, and the list was closed yesterday. The loan does not appear to have attracted much attention in this market; the highest price of the scrip has been 1/2 premium; but it has since receded to 1/4 of a premium.

In the Consols Market there has been very little business, and prices have remained almost stationary. A colonial Government loan for £100,000 had been subscribed for six times over, and some of the railway stocks are rather less buoyant. The foreign market is firm with an upward tendency in prices. United States 5-20 bonds continue to be absorbed by investors, and there has been consequently continued firmness in the quotations. Erie Railway shares, however, are very dull, and have further declined in price. Illinois Central are rather firm. As was anticipated, there have been numerous failures of late, and several have been reported during the present week. Lan-shire and Yorkshire have been the counties in which the suspensions have been the most numerous; but, so far, the liabilities have not been large. The failure to make a profit for a considerable length of time has severely tested the smaller manufacturers, and it is chiefly among these the difficulties have arisen. But notwithstanding these embarrassments, the remark cannot but be endorsed that a healthier tone exists in the commercial world; that there is more confidence and that merchants are, on the whole, rather more disposed to extend than contract their operations. Of course, at so late a period of the year as the present, the dealings of the mercantile classes are restricted to immediate requirements, but at the same time there is a feeling that as soon as the year shall have been fairly passed, business will increase, for money is certain to continue cheap, and there is no anticipation of disturbance on the Continent.

A good business has been transacted in cotton this week, and prices are rather higher. The following relates to the state of the Manchester market for cotton yarn and cloth:—

The firm, steady tone of this market has been fully sustained to-day, particularly in yarns, many descriptions of which have gradually hardened during the week, and buyers who have now unexecuted orders on hand are obliged either to postpone them or give some advance. The amount of business going on,

however, is not large, although it may be considered equal to that of an average week, but the contracts which producers have on hand are quite sufficient to sustain prices even under any temporary suspension of business, and any renewed demand has a tendency to raise values.

Latest telegrams from Bombay report rather unfavorably of that market, and buyers who have already operated largely are indisposed to go on buying at advancing prices. The cloth market seems to be affected by this, as prices advance very slowly, although stocks are unusually light and manufacturers are well engaged. If they could deliver early, producers could easily go on selling, but they are naturally afraid to engage themselves still more deeply unless they can get some advantage in price to secure themselves against a possible advance in the raw material.

Annexed is the statement showing the imports and export of cotton into and from the United Kingdom from Sept. 1 to Dec. 1:—

Table showing imports and exports of cotton in bales for various countries including American, Brazilian, East Indian, Egyptian, and Miscellaneous.

In the wool trade there has been no feature since the close of the public sales; but prices are firm. Silk has been disposed of at quotations.

As regards iron, the trade is still very firm, especially for railway descriptions.

The weather is very damp, and the condition of the wheat has been materially affected. Dry samples of produce have been scarce, therefore, and have sold at the full prices of last week. In wicker wheat has been difficult to quote, and has been sold at rather less money. There is not only the usual indisposition to transact business, which is peculiar to the closing weeks of the year, but a dull tone is also apparent in consequence of the large stocks and the abundant importations, more especially of wheat, flour and Indian corn, as will be seen in the following statement

FOR THE WEEK ENDING DECEMBER 4.

Table showing weekly trade statistics for wheat, barley, oats, peas, beans, Indian corn, and flour, including import and export figures.

SINCE THE COMMENCEMENT OF THE SEASON (SEPT. 1).

Table showing cumulative trade statistics since the commencement of the season for wheat, barley, oats, peas, beans, Indian corn, and flour.

The following figures show the average prices of English wheat, barley and oats in England and Wales, for last week, compared with the four previous years:—

Table comparing average prices of wheat, barley, and oats in England and Wales for the years 1869, 1868, 1867, 1866, and 1865.

THE HOG CROP AND ITS PRODUCT.

THE commencement of a new season in "pork packing" and the curing of other products of the hog, brings with it the usual amount of speculation respecting the probable supply and demand. These matters are susceptible of being estimated with tolerable accuracy. Packers, through their correspondents at the different points, obtain such information as enables them to state the number of swine which are to come to market with full as much accuracy as the cotton crop may be estimated; indeed, of late years the estimates of the packers have very nearly approximated actual results, they seldom making such a mistake as was made last year in cotton.

There has not been, either, any important obstacle to an accurate estimate of the probable demand. It is, to be sure, subject to some contingencies. The foreign demand depends a great deal upon the state of trade in Great Britain. If manufacturers are active in that kingdom, and her working people are well employed, our exports of bacon will be larger than usual; if otherwise, smaller. The activity of the shipping interest also produces an increased demand, while the state of industry in the Southern States has a considerable influence in the same direction. This was well illustrated in the early part of 1868. An extraordinary advance then occurred in the price of cotton. It was about the season for planting cotton, and the advance in the price was a great stimulant to the work of planting. The increased work of planting cotton was immediately felt in the market for hog products, which were wanted to provide food for hands engaged in that work, and an advance in prices of bacon and lard immediately took place, amounting to about thirty per cent. on the prices previously ruling.

There is a disposition to estimate the number of swine for the coming season at about the same figure as last season; while at the moment nothing is apparent indicating that the demand will be more than an average from any direction. The dull state of trade in England, and the large number of hands in the manufacturing districts unemployed, do not favor a large export demand. The decline in cotton that has taken place does not favor special activity in cotton planting, nor any increased demand for hog products from the South. The shipping interest is so much

interfered with by regular lines of steamers, whose consumption of cured meats is relatively much smaller than that of sail vessels, that but little promise is evident in that direction.

But a comparatively new feature in the trade, and one affecting the course of it very materially, is the practical abolition of what was formerly known as the "packing season," which commenced about the first of November and ended about the first of March. The curing of hog products has for a year or two past been kept up all the year through with the aid of ice. Ice-cured meats have nearly supplanted our local trade for two summers past, and considerable quantities have been shipped abroad. The farmer has discovered that there is a market for his hogs at any time. He is therefore under no necessity of hurrying them to market at a particular season, or in default losing the sale of them. They can be sold in July as well as in December at their full market value. This is a favorable circumstance in many respects. It promotes better curing, by avoiding the haste and carelessness incident to "the season." It facilitates economy in feeding, and preserves the health of the swine. Its commercial effect is to cause the swine to be held back, if prices are low and corn is low. If corn be high, and now, the farmer is disposed to send it to market, and his swine with it half fattened. There is every prospect of corn ruling at a pretty full figure for the coming year, even in the absence of an export demand, the cold and drought east of the Alleghenies having materially reduced the yield this year. This favors an early marketing of the swine which may now be ready, or nearly ready, to come forward. And yet there is reason to believe that the hogs will be well fattened. If corn is scarce and dear, other grains are cheap, which, mixed with potatoes (of which the crop is excessive), make excellent food for swine. There is, besides, the "matt" in Tennessee and Kentucky, said to be never more abundant, and which fattens hogs well.

From this review of the subject, there is little encouragement to expect the high prices which have ruled in the past six years, and it is probable that for this important crop, as in breadstuffs and cotton, it will be found difficult to infuse a speculative spirit into the market, in the absence of which prices are quite likely to rule lower than many anticipate.—Hunt's Merchants Magazine.

STOCKS OF GRAIN.

THE stock of wheat at Milwaukee on the 25th instant amounted to 1,662,300 bushels against 591,000 bushels this day last year, and 534,000 bushels same date, 1867.

The following is the amount of grain in store and afloat in Buffalo on the 27th December, as reported by Mr Wm. Thurstone, Secretary of the Board of Trade, to which are added the figures showing the amount in the preceding week and at the corresponding period last year:—

Table showing stock of grain in store and afloat in Buffalo for Dec 27, 1869, Dec 20, 1869, and Dec 28, 1868, including wheat, corn, oats, barley, rye, peas, and malt.

The following statement shows the amount of grain in store at New York at the dates specified:—

Table showing grain stock in New York for Dec 20, 1869, Dec 20, 1868, and Dec 28, 1868, including wheat, corn, oats, barley, rye, malt, and peas.

UNITED STATES OIL MARKETS.

M. R. F. PEASE, in his last oil circular, makes the following remarks on the present position and future prospects of the market:—

In the general merchandise markets there is but little to note, except the usual dullness incident to the close of the year; there is but little distributive demand for goods of any description. Prices, generally, are weak and unsettled, while the export trade has been curtailed by the decline in gold and exchange. The general shrinkage in values which has been going on for some time past has led to a few failures, but they have been fewer in number than for the corresponding time last year. Business matters will probably remain in a lethargic condition until after the period arrives for the commencement of the spring trade, and a portion of confidence at least shall be restored. Dealers and manufacturers must hereafter look for their profits to a reduced cost of production and importation, rather than to higher prices.

PETROLEUM.—The market has ruled dull generally, and the current demand mostly confined to the wants of home consumption. We quote: Standard oil at 32c 11/2 fire test; prime white, 118 to 120c fire test, at 35c; "Premium petroleum," 150c, for family use, 40c to 50c, packages included.

The foreign exports of petroleum from the United States from January 1 to December 25 have been as follows:

Table showing foreign exports of petroleum from the United States from Jan 1 to Dec 25, listing barrels and gallons for the years 1869, 1868, 1867, and 1866.

THE GRAND TRUNK RAILWAY.

REPORT FOR THE HALF-YEAR ENDING JUNE 30TH, 1863.

Gross receipts including the Buffalo and Champlain lines have been for June half 1868, £646,797, and for June half, 1869, £674,621.

Deduct the ordinary working expenses (being at the rate of 67.59 per cent., against 65.03 of the corresponding half of last year) £455,958, and for June half, 1868, £426,477.

The renewals, &c., of the permanent way and works in the half-year debited to revenue, £77,039, and for June half, 1868, £36,020, from suspense £31,383.

Amount paid on account for loss by fires at Sarnia and Toronto, 1869, Nil, 1868, £4,110. Total for 1869, 497,990, Total for 1868, 532,997.

Leaving an available net balance earned in the half-year of 1868, 148,807, and for June half, 1869, 141,634.

Deduct loss on American currency for half June, 1868, 18,882, and June half 1869, 24,841. Total, for 1868, 129,925. Total, for 1869, 116,783.

2. From this sum of 116,783 has to be deducted the amount of Postal and Military Revenue due for the half-year to the Postal Bondholders of 17,206; leaving the balance of 99,577.

Applicable to the following payment, viz. —	
Interest, &c., paid on lands	£1,930
Do on Mortgage to Bank of U. O.	4,423
Do on Loans, Bankers' Balance, Promissory Notes, European Exchange, &c.	5,411
Do on B. A. L. Land Company's Debentures	616
Do on M. Seminary Debentures	616
Do on Island Pond Debentures	3,700
Half-yearly instalment on Portland Sinking Fund	4,577
	£18,276
Atlantic and St. Lawrence Lease (in full)	32,210
Detroit Line Lease (in full)	11,250
Montreal and Champlain Railway Company	8,305
	51,766
Equipment Bond Interest	10,779
Leaving a Balance (subject to the claims of the Buffalo Company) of	18,754
	£99,576

3 Comparing the results of the half-year's working with the corresponding period of 1868, there is an increase in the gross revenue of £27,824.

The aggregate expenses for half-year, apart from renewals, amounted to £455,958 as against £426,477 for the corresponding six months of 1868. No less a sum than 40,000 dollars was spent in "extra labour" alone in clearing the line from the vast accumulation of snow which had fallen during the storms, and the extra cost to which the locomotive and car departments were subjected, justifies the statement that from these various causes an additional sum of £20,000 was spent beyond the expenditure of ordinary winters. The snow storms are estimated to have cost the Company not only an additional expenditure of £20,000 but an estimated loss of traffic of £4,000 of which latter sum 40 per cent, or £16,000 would have been profit, thus making together an aggregate loss of net profit of £36,000, which would otherwise have been added to the results.

4. The cost of fuel was less by 1,800, although there has been an increase of 132,868 train miles run.

5. The average receipts from passengers was 6s. 9d. per head, against 6s. 8d. and 16s. 6d. per ton of freight, against the same amount in the corresponding period of last year.

6. The charges for renewals amounted to £77,039, against a charge in the corresponding six months £67,403. Included in the above charge was £14,519, for the extra weight of rails as compared with the weight of old rails released. The weight of the rails laid was 75 lbs. to the yard; and the number of miles actually relaid 622.

7. The loss on American currency was £24,841 against £18,882, in the corresponding period of 1868, the proportion of receipts in that currency having been greater than in 1863, and

the rate having fluctuated during the half year between 130½ and 140.

8. The following Table shows the gross and net earnings from 1861 to last June in mixed currency and gold, and also the expenditure in renewals, and the direct loss sustained by the Company by the depreciation of the American currency.

1861.

June, 1,090 miles open; gross earnings, £347,110; ordinary working expenses, £300,324.

December, 1,090 miles open; gross earnings, £419,469, ordinary working expenses, £373,761, yearly revenue balance, 142,492, yearly profit, 142,402.

1862.

June, 1,090 miles open; gross earnings, 382,992; ordinary working expenses, 319,556, loss on American currency, 887, half-yearly Sterling profit after deducting loss on American currency, 62,549.

December, 1,090 miles open, gross earnings, 439,361, ordinary working expenses, 262,308; renewals, 70,256; yearly revenue balance, 170,233, loss on American currency, 13,672, half-yearly Sterling profit after deducting loss on American currency, 33,126, yearly profit, 155,674.

1863.

June, 1,174 miles open, gross earnings, £456,222, ordinary working expenses, £289,970, renewals, £32,962, loss on American currency, £6,589, half-yearly Sterling profit after deducting loss on American currency, £126,700.

December, 1,174 miles open, gross earnings, £510,580, ordinary working expenses, £291,796, renewals, £37,037, yearly revenue balance, £315,036, loss on American currency, £20,033, half-yearly Sterling profit after deducting loss on American currency, £161,714, yearly profit £288,414.

1864.

June, 1,174 miles open, gross earnings, £528,301, ordinary working expenses, £315,031; renewals, £31,489, loss on American currency, *; half-yearly Sterling profit after deducting loss on American currency, £131,791.

December, 1,335 miles open; gross earnings £379,002, renewals, £81,540; yearly revenue balance, 349,487, loss on American currency, 78,413, half-yearly sterling profit after deducting loss on American currency, 89,283; yearly profit, 271,074.

1865.

June, 1,377 miles open; gross earnings, 614,876; ordinary working expenses, 423,739; renewals, † 51,535, loss on American currency, 35,849; half-yearly Sterling profit after deducting loss on American currency, 103,753.

December, 1,377 miles open; gross earnings 714,789, ordinary working expenses, 448,619, renewals, †89,689, yearly revenue balance 316,074, loss on American currency, 58,848, half yearly Sterling profit after deducting loss on American currency, 117,624, yearly profit, 221,377.

1866.

June, 1,377 miles open; gross earnings, £637,425; ordinary working expenses, £405,420, renewals, £26,285; loss on American currency, £14,264; half-yearly Sterling profit after deducting loss on American currency, £193,456.

December, 1,377 miles open; gross earnings, £719,371, ordinary working expenses, £413,698; renewals, £72,592, yearly revenue balance, 441,091 half yearly loss on American currency, 61,828; half yearly Sterling profit after deducting loss on American currency 171,542; yearly profit, £264,990.

1867.

June 1,377 miles open; gross earnings, £609,121; ordinary working expenses, †440,067; renewals 54,973; loss on American currency, 31,654; half-yearly Sterling profit after deducting loss on American currency, 92,527.

December, 1,377 miles open; gross earnings, 704,379, ordinary working expenses 453,470; renewals 85,819, yearly revenue balance, 279,170; loss on American currency, 39,341; half yearly Sterling profit after deducting loss on American currency, 125,704; yearly total profit, 218,231.

1868.

June 1,377 miles open, gross earnings, 646,

607, Ordinary working expenses, *430,587, renewals, †17,403, loss on American currency, 18,882, half yearly Sterling profit after deducting loss on American currency, 129,925.

December, 1,377 miles open, gross earnings, £758,160, ordinary working expenses, 449,487, renewals, 126,772, yearly revenue balance, 360,064, loss on American currency, 43,318, half yearly Sterling profit after deducting loss on American currency, 136,586; yearly total, 266,511.

1869.

June, 1,177 miles open, gross earnings, £674,621, ordinary working expenses, £455,958; renewals, £77,039, loss on American currency, £2,481; half yearly Sterling profit after deducting loss on American currency, £116,783.

Total renewals for seven years, £95,191, Total loss on American currency, £438,362.

9. The experience of the railways on the American continent has proved that iron rails as now manufactured, do not stand the strain of a heavy traffic, and they are of course more severely tried in the northern climate. All the trunk lines are now renewing the heaviest worked portions of their roads in Bessemer steel rails, they having found that the best iron rails obtainable do not last more than an average of five years, and in most cases considerably less.

The Directors have decided in future to relay those parts of the Main Line where the traffic is heaviest and the climate most severe with Bessemer steel, and they will next year send to Canada 5,000 tons of these rails. The other renewals will be continued, for the present, with iron re-rolled in Canada and the United States.

10. The entries in the Capital Statement it will be observed simply bring into the account the discount on Postal Bonds sold, and charges which have hitherto been standing in suspense, and against which the balance of the net revenue account for the 21st December last, viz., £27,877, has been credited. Capital is in debt to revenue and no working capital exists to carry the whole of the stock of stores, fuel, &c. amounting as per the balance-sheet to upwards of £200,000. The completion of the ballasting of the line which is urgently needed, would tend materially to lengthen the life of the rails. The rolling stock is not worked to its full capacity, and large quantities of traffic are every year refused from the inability of the Company to carry it. Until the capital already authorized be provided for these purposes, the Company cannot be placed in the successful position which existing circumstances fully open it.

The weekly returns of gross receipts have consequently shown a less increase in proportion to the quantities carried:—Indeed it may be safely stated, that in consequence of the low rates of the current year, an average increase of above £2,000 per week has been lost to the Company.

12. The Directors referred to the maturing debt of the Atlantic and St. Lawrence Company and they are glad to be able to state that the arrangements of all the questions relating to that matter are progressing in a satisfactory manner, and that the overdue Second Mortgage Bonds mentioned in the last report have been provided for.

13. The Directors are happy to report that an agreement has now been concluded between the Buffalo and Grand Trunk Boards, subject of course to the approval of the Proprietors of both Companies. Special meetings will be held for the purpose of obtaining such confirmation. The terms of the agreement thus recently settled will be circulated in ample time for full consideration by the Bond and Stockholders before the Special Meeting is held, and of which due notice will be given. It has been arranged that the agreement shall be approved by the Shareholders of the Buffalo Company before the Grand Trunk Proprietors are asked to ratify it.

14. The Directors are further happy to announce that they see every prospect of being able to pay the interest for the current half-year on the First Preference Bonds.

15. Mr Richard Potter, the President of the Company, returned from Canada on the 4th inst. and at the adjourned meeting on the 17th instant, will give the Proprietors further information upon the condition and prospects of the undertaking.

* In this half year (June, 1864) there was no loss by discount on American currency as the "Greenbacks" were employed in the purchase

of Portland Bonds maturing in 1866 and sold in England.

† Add to these sums the further account of £76,657 carried in the first instance to Suspense Account, and subsequently paid out of Revenue, making the total amount charged against Revenue for Rentals between 1862 and June, 1869, £984,848.

|| Including £31,333 carried to Suspense account in the previous accounts.

¶ Including the losses by the Toronto and Sarina fires.

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

ST. JOHN, N.B. Dec 28, 1869.

MONEY.—Owing to the settlement of accounts for the year, the money market has been somewhat brisk this week. We hear that the amounts under discount at our Banks have been large for the present week, which is also attributable to the causes referred to.

Sterling Exchange continues in limited demand at former quotations, viz: 169 for 60 days sight drafts; short sight 110.

BREADSTUFFS.—The dullness in our flour market continues. We have only to repeat our last week's remarks. Sales are exceedingly limited. Demand is almost nil. Buyers make their own terms. Holders are anxious to sell, and no doubt concessions would be made from our quotations, which we give as follows:—Superfine \$5 to \$5.75; choice brands \$5.20 to \$5.50. Cornmeal \$4.50.

SUGAR AND MOLASSES.—There have been no arrivals during the past week, and our stock is wearing down slowly at our quotations, which are a repetition of those of last week.

COAL remains about as previously reported. We notice the arrival of two cargoes. Anthracite selling from vessel at \$7.75 per ton.

FREIGHTS.—Deal freights are quiet. A few vessels have been offered from neighbouring ports, owing to the continued low rates for grain and cotton. We hear of the following charters:—

George Walker, 417, Liverpool, 72s 6d; Sarah A. Dudman, 459, Dublin, 75s; L. G. Bielow, 560, Cork Quay, 78s 9d; Fanny Atkinson, 626 Bristol Channel, private terms.

West India Freights have slightly improved the past week. We hear of the following charters:—

Western Star, 317, choice of ports, 20c under and 17c on deck; H. Houston, 297, Cardenas 22c under and on deck; Mary E. Staples, 216, Cardenas, for orders, 19c under and 16c on deck, and 1c additional if second port used; Quoddy, 200, choice of ports, lumber \$7.00 under and \$6.50 on deck; Tropic Bird, 138, Havana, lumber, private terms; Arizona, 124, Matanzas and back to this port; Prairie Bird, 149, Cienfuegos and back to this port; Frigate Bird, 132, Porto Rico and back to this port—all private terms; Capella, 190, Cardenas, 20c under and 19c on deck; W. K. Chapman, 180, Cardenas 20c under and 19c on deck; Leona, 300, choice of ports, if Havana or Matanzas 21c under and 18c on deck, if Cardenas 20c under and 20c on deck; Lena Hume, 158, for north side Cuba, \$7.50 and \$8.50 for boards.

Coastwise Freights are dull. Many of the coasting vessels are laid up for the winter. We hear of the following charters:—

Earnest, 39, Boston, \$3.75; R. A. Ford, 114, Philadelphia, laths, \$1.15; Ida J., 93, Boston, \$3.25; Eliza S., Newport, for orders, \$5; N. J. Miller, 115, Philadelphia, 80 tons iron \$6 per ton, balance cargo laths, \$1.12; Unexpeated, 124, New York, potatoes, 11c gold per bushel; Gold Hunter, 104, Holmes Hole, for orders, \$4.75.—News.

BARBADOES PRICES CURRENT.

BRIDGETOWN, Dec. 10, 1869.

ALE.—Duty 100c per hhd 64 galls. English bottled, Duty 60 per doz. Allsopp's & Bass's at \$30 per hhd. New brew.

ALWIGES.—Duty 5c per brl. per 200 lbs.—Lotting at \$3.

BEEF.—Duty 100c per 100 lbs.—H. & Co's, lotting at \$11.124.

BREAD.—Duty 10c per 100 lbs.—Last sale of Treadwell's, \$5.

BRANDY.—Duty 80c per gall. Martell's \$2.60 per gall; Hennessy's \$2.60; Otard's \$2.40; Renault's \$2.40.

BRICKS.—Duty 50c per M.—Last sale by selves of "Blue Fire," at \$22.77; "White," \$28 to \$32; "Liverpool," \$22; "Grey Stock," \$15 to \$18; "Jersey," \$10 to \$12.—Fair supply for present wants.

BUTTER.—Duty 150c per 100 lbs.—French—Lotting at \$29. Irish, \$24. American, last sale \$26.

CACKERS.—Duty 10c per 100 lbs.—Last sale of Wilson's, \$4.13; Treadwell's, \$4.18.

CORNMEAL.—Duty 24c per brl. Last sale of B. W. at \$4.76—weak.

CORN.—Yellow.—Duty 5c per bushel. Last sale of Yellow \$2.30 to \$2.40 Firm.

CHEESE.—Duty 150c per 100 lbs.—No late sales, worth about \$18.

COAL.—Duty 50c per ton.—No late sales, worth about \$6 for Scotch, and \$7 for Welsh—stock in the yards not large and will be wanted as crop season approaches.

CODFISH.—Duty 4c per 112 lbs.—Last sale of Halifax Ketch at \$20.57, and Ragged Island \$20.27—fair demand.

FLOUR.—Duty 84c per brl. Last sale of favourite brands at \$6 to \$6.25.

HAMS.—Duty \$1 per 100 lbs.—"Irish" lotting at 20c per lb.

HAY.—Free.—Nominal, a very large supply on hand, worth about \$1 for American.

HERRINGS.—Duty 8c per brl. Last sale of Round at \$3.56 per brl; Split, lotting at \$4.

HORSES.—Duty \$8 per head. Canadian \$120 to \$135. American \$170 to \$210.

HOOPS (Wood).—Duty 60c per 1200. Long, no late sale; Coiled, last sale at \$40 per bundle.

LARD.—Duty 80c per 100 lbs. Last sale at \$17.29 per 100 lbs.

LUMBER.—Duty 50c per M. White Pine.—Last sale at \$21; Spruce, \$17.25 cash, deliverable at St. Vincent. Pitch Pine.—No late sale, worth about \$30—yards getting unassorted and will be wanted soon.

MACKEREL.—Duty 8c per brl. No late sale.—None in market.

OATS.—Duty 5c per bush. Irish, sale of a small lot at store at \$4.05 to \$4.15 per sack; American \$3.27.

OIL (Kerosene).—Duty 4c per gallon. Last sale at \$40 per 100 gallons.

OIL-MEAL.—Duty 8c per 100 lbs. Last sale at \$13.50 per pud 750 lbs.

PEASE.—Duty 5c per bushel. Last sale of Split at \$7.53 per barrel of 34 bushel; B. E., at \$2.60 per bag; Canada, \$2.88.

PORK.—Duty \$1 per 100 lbs. Last sale of Inspected Mess at \$28.86; Clear worth \$30.76, firm.

POTATOES.—Free. Last sale of American at \$2.57 per barrel.

SALT.—Free. Last sale at \$1.05 per sack.

SALMON.—Duty 8c per barrel. Last sales at \$16 to \$16.07 per brl.

SHINGLES.—Wallaba and Cypress, Duty 50c per M. Other kinds 25c per M. Wallaba in large supply—last sale by selves at \$5.66; Cedar from Gaspe, at \$6; Halifax, \$3.50 to \$4; cypress, 12-inch, \$7.75 and 10-inch \$5.60; Small cedar, deal, and spruce \$1.50 to \$2 as in quality.

SOAP.—Duty 25c per 100 lbs. Last sale of Medlev's Brown, \$3.60; Gossage's, \$3.70 to \$4; Morgan's \$3.80, as in quality.

STAVES.—Duty 60c per 1200 pieces. Late arrivals lotting at \$56 round for Inspected and Cuba's.

SHOES.—Duty 60c per 1200 pieces. Last sale for hhd 95c; pun \$1.17.

SUGAR.—(Refined) Duty 180c per 100 lbs. Raw Muscovado 50c, all other kinds \$1.20; crushed 10c in bond, no late sales.

TOBACCO.—Duty 5c per lb. Manufactured 24c—wanted. Leaf 16c, no demand.

20 per cent additional tax, levied on amount of present duties, since 1st April, 1868.

DA COSTA & CO.

ST. JOHN, N.B., SHIPPING INTELLIGENCE.

(From Cudlip & Snider's Circular.)

ST. JOHN, N.B., Dec. 28, 1869.

FREIGHTS.—The market continues in much the same state as advised in our last, 14th inst.—firm, with very few vessels offering. Two only have been closed within the past fortnight.

We quote:—Liverpool, 72s. 6d.; London, 70s.—nominal; Clyde, 67s. 6d., to 70s.—nominal; Ireland East Coast, 70s. to 82s. 6d., according to port and size of vessel.

The engagements have been:—Ship 646 tons, for Bristol Channel, at rate not transpired—about 72s 6d.; ship 561 tons, to arrive, at 73s 9d., for Cork Quay.

ABSTRACT.

Table with columns: Vessels, Tons, Birch, Pine, Sq. ft. Deals.

There are 7 ships, 4,412 tons, in port, against 8 ships, 2,316 tons, same date, 1868; of which 2 are loading for Liverpool, against none in 1868.

STOCKS OF SUGAR.

THE New York Shipping List states that the year closes upon a larger aggregate stock of raw sugar in that market and neighbouring Atlantic ports than ever before, though large as it is there it seems comparatively small by way of contrast to what it was at the highest point of the year. We subjoin a comparison of the two. The quantity through the country in the hands of traders and consumers is believed not to be in any excess of previous years, as by reason of railroad communication, stocks being easily replenished at all seasons purchases have been almost entirely for immediate use throughout the season.

STOCK IN NEW YORK.

July 21, 1869—Largest Stock.

Table with columns: Hogsheads, Boxes, Bags, Baskets, Melado, hhd.

* The stock of boxes was afterwards larger than this, but hhd's fell off, and the above was the greatest in weight at any time during the year.

* December 28, 1869—Present Stock.

Table with columns: Hogsheads, Boxes, Bags, Baskets, Melado.

MOVEMENTS OF PRODUCE AT NEW YORK DURING THE YEAR.

WE anticipate by a day or two the actual close of the year, as our accounts are kept in even weeks and now present our usual annual statement of the movements of certain leading articles of produce at this port. The following will show the receipts of the produce named or the last fifty-two weeks as compared with the same period of the preceding two years.

Receipts of certain articles of Domestic Produce at New York for the years:

Table with columns: 1867, 1868, 1869. Rows include Ashes, Breadstuffs, Naval Stores, Provisions, etc.

No further explanation is needed to make the above perfectly intelligible to all of our readers. There has been a very striking gain in flour and wheat, and a large decrease in Indian corn. Some of the other items show changes of marked interest. We annex also a comparison of the shipments.

Exports from New York to Foreign ports of certain leading articles of Domestic Produce for the year:—

Table with columns: 1867, 1868, 1869. Rows include Ashes, Breadstuffs, Naval Stores, etc.

Crude turp, brls... 794 517 586

Sperm galls... 84.927 519.851 578.945

Lard, galls... 187.698 134.618 30.871

Linseed, galls... 8,422 54,006 18,890

Pork, brls... 84,221 82,628 73,019

Beef, brls... 17,235 26,430 32,299

B of, tross... 28,603 50,004 56,176

Cutmeats, lbs... 33,034,800 36,388,789 47,914,468

Butter, lbs... 4,479,456 967,382 1,168,147

Cheese, lbs... 53,429,518 41,283,706 58,413,581

Lard, lbs... 51,728,801 44,490,487 30,383,583

Rice, tross... 133 253 323

Do, brls... 13,192 19,352 10,656

Tallow, lbs... 18,285,420 13,252,433 23,394,492

Crude, pkgs... 153,601 86,737 117,224

Manufactured, lbs... 7,027,353 7,880,413 5,723,680

Whalebone, lbs... 642,175 655,626 378,813

Petroleum, galls... 33,531,778 51,247,759 64,244,064

This is a very interesting exhibit, and will repay a careful study.—Journal of Commerce.

The Montreal Herald says:—There are large deposits of minerals here, which have hitherto been useless, among these the oxide of iron, or iron ochre, which has possessed no commercial value. Mr. Thos. Mackie, of Melbourne, Eastern Townships, has discovered a process by which he can convert this into a beautiful blue, a sample of which has been sent us. If it can be produced and sent into the market at as low a price as that imported, there would seem to be no reason why it could not be manufactured to advantage here, where the material is to be found in abundance. It may be added that the same class of deposits exists to a very considerable extent in the township of Williams, Middlesex.

MOVEMENTS OF BREADSTUFFS.

The following are the receipts of flour and grain at Chicago, Milwaukee, Toledo, Detroit and Cleveland, for the week ending December 25, 1869, and corresponding week last year:—

	1869.	1868.
Flour, brls.....	49,864	208,305
Wheat, bu.....	487,967	395,181
Corn.....	86,928	472,107
Oats.....	54,817	178,077
Barley.....	27,120	17,530
Rye.....	5,749	38,398

The following will show the comparative receipts of flour and grain at the ports of Chicago, Milwaukee, Toledo, Detroit and Cleveland, from January 1st to December 25th, inclusive, in the present and preceding years:—

	1869.	1868.
Flour, brls.....	5,078,930	4,266,885
Wheat, bu.....	46,493,827	31,796,521
Corn.....	30,628,281	31,389,100
Oats.....	18,149,102	19,428,172
Barley.....	1,882,848	3,868,249
Rye.....	1,265,713	1,761,915
Total grain.....	91,912,771	87,011,987

The following shows the movement of flour and grain, including the receipts at Chicago, Milwaukee, Toledo, Detroit and Cleveland, from August 1st to December 25, 1869, and for the corresponding period last year:—

	1869.	1868.
Flour, brls.....	2,630,758	2,538,894
Wheat, bu.....	28,931,814	23,588,888
Corn.....	12,213,708	12,322,453
Oats.....	7,105,768	15,079,786
Barley.....	1,916,992	2,269,556
Rye.....	787,522	1,642,770
Total grain.....	49,956,237	55,871,963

SHIPMENTS OF PROVISIONS AT CHICAGO.

The Market Review of the 27th, has the following shipments of provisions from Chicago for the week ending Dec. 23rd, and since Nov. 1st, 1869, also comparative shipments:—

	Pork, brls.	Lard, trcs.	Hams, trcs.
From Nov. 1.....	29,161	11,089	11,140
Same time, 1868.....	32,080	19,698	18,165
Week ending Dec. 23, '69.....	3,878	1,558	2,990
Same week, 1868.....	4,390	2,500	1,995

	Hams, lbs.	Shoulders, lbs.	Middle, lbs.
From Nov. 1.....	202,804	3,109,989	5,586,198
Same time, 1868.....	106,861	8,222,896	8,726,898
Week ending Dec. 23, '69.....	3,063	174,050	593,120
Same week, 1868.....	27,983	416,080	8,146,410

TIMBER CIRCULAR.

MESSRS. Farnworth & Jardine, under date, Liverpool, Dec. 17th, 1869, says:—The arrivals from British North America during the past fortnight have been 11 vessels, 9,497 tons, against 21 vessels, 14,367 tons last year.

The import season is now nearly closed and the stocks held over are likely to be, with a few exceptions, smaller than we have known for many years; the demand, however, is less than usual, which will be still further kept in check by the high prices now ruling therefor, it is very likely there will be sufficient for all requirements until the spring. Canadian woods are exceptionally high in price; good Square Pine is scarce, but at the present prices the trade will buy but sparingly. Wancy Board continues more or less neglected, and has not changed much in value. Red Pine—the stock is quite sufficient for the present limited demand. Oak is more enquired for, and likely to be dearer. Elm and Ash are low in stock, and the late high prices are fully maintained. Staves are in better demand, and slightly improving in value.

In Spruce Deals there has been a little improvement, though they are rather slow of sale; the stocks are likely to be quite sufficient for the winter demand. Pine Deals are more inquired for, owing to the scarcity and high price of Quebec Deals.

In Vitch Pine there has been a little more doing, buyers no doubt turning their attention more to this article on account of the high price of Quebec woods, but at present we cannot quote any improvement in value.

The sales have been as follows, viz:—Elm—A fresh parcel by auction 2s 4d per foot. Oak—No sales reported. Ash—By auction, realized 2s per foot for good quality. Birch—Of the parcel of 811 logs, ex Beacon Light, from St John, 200 logs of the larger sizes, were sold at from 19d to 2s 1d per foot. Mastas and Spars. No sales reported. Quebec Deals are in good demand, and prices ruling high; by auction 1st quality broad have been sold at £20 per standard, and 3rd quality at £9 15s per standard, 2nd quality being worth from £13 to £13 5s per standard. Lathwood—With the cargo at £3 per fathom. Quebec Staves—Several parcels of Fine Staves have been sold to arrive at £60 per standard mill.

STATEMENT OF BANKS

Acting under Charter, for the Month ending November 30th, 1869, according to the returns furnished by them to the Auditor of Public Accounts.

NAME OF BANK.	CAPITAL.		LIABILITIES.					TOTAL LIABILITIES.
	Capital authorized by Act.	Capital paid up.	Promissory Notes in circulation not bearing interest.	Balances due to other Banks.	Cash deposits not bearing interest.	Cash deposits bearing interest.		
ONTARIO AND QUEBEC.	\$	\$	\$	\$	\$	\$	\$	
Bank of Montreal.....	6,000,000	6,000,000	236,993	194,570	9,086,692	11,735,911	21,253,244	
Quebec Bank.....	3,000,000	1,478,900	869,850	8,354	779,306	1,062,583	2,791,777	
City Bank.....	1,200,000	1,200,000	452,059	86,114	511,129	768,073	1,922,297	
Gore Bank.....	1,000,000	485,584	59,417	903	11,043	15,233	86,761	
Bank of N. America.....	4,866,666	4,866,666	1,476,094	31,413	1,496,910	2,069,885	5,194,287	
Banque du Peuple.....	1,600,000	1,600,000	9,169	2,772	410,267	227,730	739,979	
Niagara District Bank.....	400,000	38,114	261,191	21,662	158,567	119,849	561,264	
Molson Bank.....	1,000,000	1,000,000	134,118	247,951	193,183	466,347	1,034,600	
Bank of Toronto.....	2,000,000	800,000	1,121,980	40,312	3,843,651	4,399,098	3,068,637	
Ontario Bank.....	2,000,000	2,000,000	1,340,043	78,800	969,140	1,195,290	3,450,674	
Eastern Townships Bank.....	400,000	400,000	197,843	7,984	76,304	57,908	364,650	
Banque Nationale.....	1,000,000	1,000,000	174,726	17,439	230,671	427,310	844,176	
Banque Jacques Cartier.....	1,000,000	1,000,000	114,654	2,551	294,994	641,965	1,034,600	
Merchants Bank.....	6,000,000	4,440,912	2,224,917	167,303	1,311,634	2,607,571	6,333,377	
Royal Canadian Bank.....	2,000,000	1,291,875	401,637	19,137	218,581	274,950	541,726	
Union Bank.....	2,000,000	1,047,537	158,138	255,702	327,562	3,075.	1,072,544	
Mechanics Bank.....	1,000,000	312,504	18,046	416	38,046	160,109	208,563	
Bank of Commerce.....	2,000,000	1,549,948	1,681,369	75,66	1,148,862	1,362,813	4,208,701	
TOTAL	38,466,666	30,881,906	10,766,543	1,273,897	17,675,067	25,610,750	55,326,268	
NOVA SCOTIA.								
Bank of Yarmouth.....	.....	.....	.....	.....	.....	.....	.....
Merchants Bank.....	.....	.....	.....	.....	.....	.....	.....
People's Bank.....	.....	.....	.....	.....	.....	.....	.....
Union Bank.....	1,000,000	400,000	154,580	4,767	211,372	369,015	733,631	
Bank of Nova Scotia.....	.....	.....	.....	.....	.....	.....	.....
NEW BRUNSWICK.								
Bank of New Brunswick.....	600,000	600,000	647,118	68,220	667,347	1,077,062	2,459,749	
Commercial Bank.....	.....	.....	.....	.....	.....	.....	.....
St. Stephens Bank.....	200,000	2,000,000	111,399	27,708	10,366	63,761	813,175	
People's Bank.....	.....	.....	.....	.....	.....	.....	.....
Total Liabilities.....	.....	.....	.....	.....	.....	.....	.....

NAME OF BANK.	Coin, Bullion and Provincial Notes.	Landed or other property of the Bank.	Government Securities.	Promissory Notes or Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted.	Other debts due to the Bank not included under the foregoing heads.	TOTAL ASSETS.
ONTARIO AND QUEBEC.	\$	\$	\$	\$	\$	\$	\$	\$
Bank of Montreal.....	5,503,193	350,000	2,860,701	548,776	4,243,000	16,269,496	146,764	23,961,842
Quebec Bank.....	507,531	66,388	148,133	142,514	468,232	2,851,962	290,166	4,469,418
City Bank.....	349,697	14,741	168,539	160,737	51,944	2,370,651	85,545	3,211,230
Gore Bank.....	28,713	14,741	83,738	5	57,408	3,942	120,850	811,170
Bank of N. America.....	871,939	243,333	75,440	159,618	27,529	6,011,567	125,804	8,191,079
Banque du Peuple.....	318,123	55,217	160,364	45,677	33,151	1,940,346	42,556	2,493,636
Niagara District Bank.....	102,433	12,879	46,730	11,322	89,879	500,571	83,436	902,112
Molson Bank.....	275,49	86,347	1,01,253	140,717	158,863	1,348,738	10,004	2,110,493
Bank of Toronto.....	508,433	429,911	147,165	73,361	2,807	3,167,907	57,274	4,324,297
Ontario Bank.....	631,055	151,492	298,818	144,232	316,268	4,411,261	88,553	5,871,062
Eastern Townships Bank.....	62,340	16,750	67,833	36,101	15,070	537,514	12,500	6,924,919
Banque Nationale.....	106,190	23,518	108,520	.....	89,000	1,439,186	199,600	1,966,135
Banque Jacques Cartier.....	56,640	101,226	101,226	29,886	61,31	1,952,684	2,459,899	2,459,899
Merchants Bank.....	1,869,786	362,711	593,508	2,821,8	291,968	7,983,435	1,205,499	11,543,148
Royal Canadian Bank.....	315,861	18,367	128,866	79,96	1,495,830	.....	33,933	2,045,279
Union Bank.....	110,993	121,906	67,833	79,135	95,270	1,847,079	24,576	2,243,611
Mechanics Bank.....	3,894	5,896	162,066	37,319	8,296	868,558	.....	545,603
Bank of Commerce.....	1,431,112	4,988	162,066	190,074	237,576	3,879,353	.....	5,985,109
TOTAL	12,965,028	1,619,184	5,886,220	2,020,067	6,655,624	57,812,849	3,707,164	80,786,706
NOVA SCOTIA.								
Bank of Yarmouth.....	.....	.....	.....	.....	.....	.....	.....	.....
Merchants Bank.....	.....	.....	.....	.....	.....	.....	.....	.....
People's Bank.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Bank.....	286,707	24,000	83,000	10,421	40,997	596,679	211,138	1,205,499
Bank of Nova Scotia.....	.....	.....	.....	.....	.....	.....	.....	.....
NEW BRUNSWICK.								
Bank of New Brunswick.....	470,512	13,133	.....	23,073	526,136	2,310,552	92,374	3,436,689
Commercial Bank.....	315,861	18,367	.....	28,276	.....	.....	.....	.....
St. Stephens Bank.....	17,901	4,204	.....	.....	.....	325,076	67,194	455,742
People's Bank.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Assets.....	.....	.....	.....	.....	.....	.....	.....	.....

* It is not clear by the statement whether the amount should be in this or the preceding column.
NOTE—Blanks are left opposite to the names of those Banks from which statements have not been recd.

AUDIT OFFICE, Ottawa.

JOHN LANGTON, Auditor.

RAILWAY TRAFFIC RETURNS.

NAMES OF THE RAILWAYS.	Passen- gers.	Mails and sundries	Freight	Total.	
				1869.	1868.
Great Western Railway.....	120,891	8,636	208,874	839,405	295,890
Grand Trunk Railway.....	188,081	22,500	447,054	667,635	614,466
London and Port Stanley Railway.....	1,782	164	2,492	3,648	3,422
Welland Railway.....	901	685	8,398	9,974	9,627
Northern Railway.....	11,400	989	28,912	41,301	37,487
Port Hope, Lindsay, & Beaverton Rail- way and Peterborough branch.....	8,691	273	14,164	18,128	13,834
Cobourg and Peterborough Railway.....	.....	.....	.....	.....	.....
Brookville and Ottawa Railway.....	6,689	148	11,331	15,168	17,871
St. Lawrence and Ottawa Railway.....	5,181	619	5,166	10,868	8,662
Carillon and Grenville Railway.....	.....	.....	.....	.....	.....
Stanstead, Shefford, & Chambly R.R.t.....	.....	.....	.....	.....	.....
St. Lawrence and Industry Railway.....	308	.....	876	1,183	1,207
New Brunswick and Canada Railway.....	1,267	.....	8,747	9,994	9,353
European and North American Railway.....	6,812	1,037	10,966	18,515	17,264
Eastern Extension Railway.....	260	60	134	694	.....
Western Extension Railway.....	.....	.....	.....	.....	.....
Nova Scotia Railway.....	10,244	1,092	15,076	26,412	27,298
Windor & Annapolis Railway.....	.....	.....	.....	.....	.....
Total.....	353,787	36,183	761,848	1,151,768	1,068,256

JOHN LANGTON Auditor.
* Road closed.
† No Returns.

IRELAND'S LINE FOR THE SEASON OF 1869.

The Line for LAKES ERIE and HURON, is composed of Propellers

CITY OF LONDON and **GEORGIANA**, which will run regularly on the route.

The Line for LARE ONTARIO is composed of five first class Propellers, between

MONTREAL, TORONTO, HAMILTON and **ST. CATHERINES.**
H. W. IRELAND, & Co.
Agents.

MULHOLLAND & BAKER,
Importers of

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

McINTYRE, DENON & FRENCH
Montreal

HAVE RECEIVED BY LAST STEAMER
SILK MANILE VELVETS, 24 27 and 30 inch.
PARIAN and IRIAN TOPPINS
Which they offer to the trade cheap.
And **KNITTED WOOLLEN GOODS** of all descriptions
November 3, 1869.

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

KINGSTON.

JOSEPH BAWDEN,

(Successor to the late Eben MacEwen, Esq.,)

ATTORNEY-AT-LAW, Solicitor of Patents of Invention, &c. 10 Anchor Buildings, Kingston
C.W. 47-ly

LONDON—ONT.

ROWLAND & JOHNSON,

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

FREDERICK ROWLAND, JAMES JOHNSON,
43-ly Sunny-side.

BOSTON.

W. C. WILLIS,

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

PORT HOPE, C. W.

E. S. HOWELL,

Forwarder, General Commission Merchant, and Shipping Agent,

WALTON STREET, PORT HOPE, C. W. 3-11

BRANTFORD, ONT.

BRANTFORD ENGINE
OF ALL SIZES, PORTABLE STEAM SAW MILLS, CRIST MILLS &c. &c.
C.H. WATERHOUSE & Co. BRANTFORD, ONT.
42-ly

N. S. WHITNEY,

IMPORTER of Foreign Leather, Elastic &c., P. Mellas, Ludwig, &c.

14 St. Helier Street,

MONTREAL.

1-ly

AKIN & KIRKPATRICK,

GENERAL COMMISSION MERCHANTS

COR. COMMISSION STREET

MONTREAL

EXCLUSIVE application is given to the COMMISSION BUSINESS, and personal attention bestowed on each transaction. The utmost promptness in sales and returns is uniformly observed. The lowest scale of Commissions consistent with responsibility is adopted, and due care taken to avoid incidental charges when practical. Consignors are kept regularly advised by letter, circular and telegram, of all matters of commercial interest. Consignments designed for sale in any of the several British or American markets will be forwarded to strictly reliable agents and advances granted without expense beyond actual outlay.

AKIN & KIRKPATRICK,

GENERAL COMMISSION MERCHANTS

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CORNER CHURCH and FRONT STREETS,

TORONTO

To afford extended facilities to our numerous correspondents, we have opened a branch of our business at the above central stand. Consignments of the several descriptions of Country Produce will have prompt and careful attention. Sales will be effected with all prudent despatch, and returns made with promptness and regularity. Commissions will be on the most liberal scale, and all needless expenses carefully avoided. Advances made in the customary form. Orders for Grain, Flour, Provisions, &c. are respectfully solicited, for the judicious execution of which our experience and standing afford the amplest guarantee. Reliable information respecting markets, &c. regularly supplied.

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Consignments of the several descriptions of Leather carefully realized to best possible advantage, and returns made with promptness and regularity. Commission-charged are the lowest adopted by any of the responsible houses of the trade.

THE ETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.

RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1850.—Commenced business in Montreal in 1850.

Accumulated Funds, over	\$10,000,000
Policies issued in 1867	15,251
Amount insured in 1867	44,733,322
Receipts for 1867	5,123,447
Surplus Fund (over all liabilities)	1,884,768
Deposited with Canadian Government	100,000
Daily income in 1868, nearly	20,000

The best facilities for the Insurance of Healthy Lives.

Head Office for the Dominion—20 Great St. James Street, Montreal, with Agencies in very city and town.

S. PEDLAR & CO., Managers.

Montreal, 15th August, 1869. 28-ly

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LEATHER COMMISSION MERCHANT

507 St. Paul street, Montreal.

References:

- Wm Workman, Esq., Montreal, President City Bank.
- Henry Starnes, Esq., Montreal, Manager Ontario Bank
- Hon. L. H. Holton, Montreal.
- Messrs. Thomas, Thibaudeau & Co., Montreal.
- " James, Oliver & Co., Montreal.
- " Thibaudeau, Thomas & Co., Quebec.
- Hon. Wm. McMaster, Toronto, C. W.
- Messrs. Denny, Rice & Co., Boston, Mass.
- Austin Gardner, Esq., Boston, Mass.
- Henry Young, Esq., 22 John street, New York.
- Samuel McLean, Esq., Park place, do.

FERRIER & CO.,

IRON & HARDWARE MERCHANTS

St. Francois Xavier Street,

MONTREAL.

Agents for—

Windsor Powder Mills.

La Tortu Rope-Walk.

Burrill's Axe Factory.

Sherbrooke Safety Fuse.

1-ly

A. RAMSAY & SON,

IMPORTERS OF WINDOW GLASS,

Linseed Oil, White Lead, Paints, &c.,

37, 39 & 41 Bascolet street, MONTREAL.

And Agents for

A. Fourcault, Frison & Cie, Glass Manufacturers, Dampremy, Belgium

Joseph Lane & Son, Varnish Manufacturers, Birmingham and London

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Hainemann & Steiner, Patentees of Magnesia Green and Manufacturers of Colours, New York and Germany. 1-ly

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(ESTABLISHED 1825.)

CHARLES GARTH & CO.,

Manufacturers and Importers of

PLUMBERS, ENGINEERS & STEAMFITTERS,

BRASS, COPPER & IRON WORK.

GAS FITTINGS, &c., &c.,

EVERY DESCRIPTION OF WORK FOR

SUGAR REFINERIES, DISTILLERIES,

BREWERIES, GAS, WATER WORKS, &c., &c.,

Warming of PUBLIC and PRIVATE BUILDINGS,

CONSERVATORIES, VINETTES, &c., &c.,

By Hot-Water, Steam, or Warm Air.

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MONTREAL.

1y-17

EAGLE FOUNDRY, MONTREAL.

GEORGE BRUSH, Proprietor.

Builder of Marine and Stationary

STEAM ENGINES,

STEAM BOILERS of all descriptions

MILL and MINING MACHINERY,

All kinds of **CASTINGS** in BRASS and IRON

LIGHT and HEAVY FORGINGS, &c.

PATTERNS AND DR. WINGS FURNISHED.

28-ly

LAF. VIERE & CIE.,

IMPORTERS OF SHELF AND HEAVY HARDWARE, PAINTS, &c.,

Agents for the Longneil Stove Works, the Montreal Bolt and Latch Factory, and Lariviere & Eicard Patent Churns.

Good terms to the trade.

WAREHOUSE AND OFFICE.

263 AND 265, ST. PAUL STREET,

and

12 & 14 St. Amable Street.

MONTREAL

WEEKLY PRICES CURRENT.—MONTREAL, JANUARY 6, 1870.

Main table of weekly prices current for Montreal, January 6, 1870. Columns include Name of Article, Current Rates, Name of Article, Current Rates, Name of Article, Current Rates. Categories include Groceries, Fish, Fruit, Molasses, Rice, Salt, Spices, Tea, Tin Plates, Cordage, Drugs, Oils, Paints, and various other goods.

MARKET PRICES OF COUNTRY PRODUCE.

Table of market prices of country produce for Montreal, January 6, 1870. Columns include Name of Article, Current Rates, Name of Article, Current Rates. Categories include Flour, Grain, Fowls and Game, Vegetables, Sugar and Honey, Meats, Dairy Produce, Havana Prices Current, Duties, and Fairs.

HUDSON'S BAY BUFFALO ROBES.

GREENE & SONS, MONTREAL.

The subscribers have received their supply of FRESH SKINS, which they offer at

LOWEST MARKET PRICES.

As the stock is small it will be necessary to send orders early.

TERMS CASH.

GREENE & SONS, MONTREAL.

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OF THE

TRADE REVIEW.

THE Proprietors of the TRADE REVIEW AND INTERCOLONIAL JOURNAL OF COMMERCE have decided to establish, in connection with their Journal, a Department through which merchants may make their purchases in the Montreal market on the best terms, when it would be inconvenient to come to this city to make such purchases in person, or when, from the small quantity of goods desired at any one time, travelling expenses would be too heavy a charge.

Attention will especially be given to purchasing goods at the Trade Sales of Groceries, which take place from time to time, and at which prices are generally below ordinary market quotations.

Every care will be taken in the selection of goods, competent judges of the various articles being employed, and the aim will always be to furnish the buyer the best possible goods, at the lowest market price.

Special arrangements may be made by Western shippers for consignments of flour and provisions, sale of which will be immediate and returns prompt.

Orders taken for the purchase or sale of Stocks and Bonds, Sterling and New York Exchange, Greenbacks, Silver and other uncurrent funds, for execution of which this Department has special facilities.

Satisfactory references given on application.

All communications should be addressed

THE TRADE REVIEW,

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58 St. Francois Xavier Street,

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Small orders can be filled most advantageously when made for cash. Buyers are therefore recommended when buying in small quantities to make their remittances at the same time, as a saving to them can generally be effected by so doing.

Information concerning the Montreal markets will be furnished at any time without charge, on application personally, or by letter; and it is hoped that all intending purchasers will not scruple to avail themselves of the services offered.

TORONTO.

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THE DAILY LEADER is published every Morning at \$8 00 a year in advance.

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

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

JOB PRINTING executed in all its branches,

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Proprietor,

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THE MERCANTILE AGENCY,

Established 1811.

FOR THE

PROMOTION AND PROTECTION OF

TRADE

DUN, WIMAN & CO.,

Proprietors.

Toronto Office, 4, 5 & 6 Merchants' Exchange

TORONTO AUCTION MART.

Established 1831.

F. W. COATE & CO.,

Manufacturers' Agents,

AUCTIONEERS & COMMISSION MERCHANTS,

KING STREET,

Toronto.

HAMILTON.

YOUNG, LAW & CO.,

HAMILTON,

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

DRY GOODS,

including

CANADIAN

- Tweeds
- Flannels,
- Hosiery,
- Yarns,
- Grey Domestic,
- Twilled Sacketing,
- Cotton Bags,
- Cotton Yarn.

DUNDAS COTTON MILLS AGENCY.

TORONTO.

GROCERS.

DODGSON, SHIELDS & CO.,

Wholesale and Retail

G R O C E R S

AND

PROVISION MERCHANTS,

And Manufacturers of

BISCUITS, CONFECTIONERY, &c., &c.,

Corner Yonge and Temperance Streets,

42-2m

TORONTO.

GEORGE MICHIE & CO.,

IMPORTERS & WHOLESALE GROCERS

Front and Yonge Streets,

TORONTO.

26-1y

S. W. FARRELL,

GRAIN AND COMMISSION MERCHANT,

73 FRONT STREET

TORONTO.

43

TORONTO.

RIDOUT, AIKENHEAD & GROMBIE,

(Late Ridout Brothers & Co.)

Corner of King and Yonge Streets, Toronto

Importers of and Dealers in

IRON, STEEL, NAILS, COPPER, LEAD, TIN, CUTLERY, PAINTS, CORDAGE,

Fishing and Shooting Tackle,

And every description of

British, American, and Domestic Hardware

42-3m

ROCK OIL.

PARSON BROTHERS,

PETROLEUM REFINERS

and Wholesale Dealers in

LAMPS, Etc.,

37-1y

Toronto, C.W.

JOHN FISKEN & CO.,

ROCK OIL

AND

GENERAL COMMISSION MERCHANTS

.. Corn Exchange,

MONTREAL,

AND

65 Yonge Street,

39-3m

TORONTO.

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WHOLESALE STATIONERS,

ACCOUNT BOOK MANUFACTURERS,

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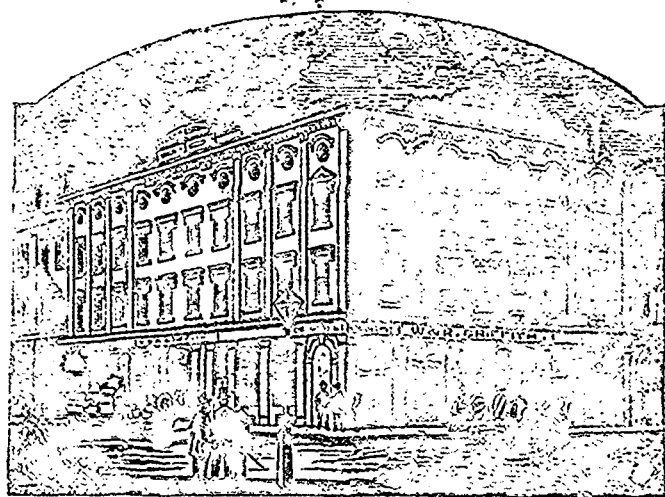
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A large stock of Account Books, Wall-ts, Banker's Cases, Pocket Books, &c, made of the best materials constantly on hand.

A complete assortment of Bookbinders' materials always kept in stock.

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IN BOND,

NEW TEAS!

EX STEAMSHIP "NESTORIAN."

Special Inducements given to Prompt Paying Purchasers.

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ONTARIO CHAMBERS,
Corner Front and Church Streets,

13-1y

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FOR SALE.

100 doz.

EXTRA FINE, LARGE SIZE,

MOOSE MOCCASINS

SHEEP TOPS, SELECTED QUALITY,

Suitable for Lumber Trade.

\$12.50 per doz.

100 doz.

EXTRA FINE, LARGE SIZE,

MOOSE MOCCASINS

BUFFALO AND BUCK TOPS,

\$13.00 per doz.

The above, direct from best manufacturers,

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5 per cent discount from above quoted prices will be allowed for cash.

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Importers of East and West India Produce, General Groceries, Wines, Brandies, &c., &c.

ST. ANTOINE STREET, between GIBB & HUNT'S

Oct. 23. Wharf, QUEBEC. 41-17

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GENERAL MERCHANTS, 40 St. Paul Street, Quebec, dealers in Domestic and Foreign Paper and Stationery, Roofing Felt, Paper and Oakum Stock, Pig and Scrap Metals, Oakum, Pitch, Tar, Rosin, Shtp Varnishes, &c. 41-17

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No. 3 North Wharf, St. John, N.B.

41-17

PICTOU, N. S.

JOSEPH F. ELLIS,

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AND

Agent Royal Insurance Company,

PICTOU, N.S.

Having a spacious warehouse for the storage of Produce and Merchandise, respectfully solicits consignments. Best prices realized and cash advances made when necessary.

Good references given if required. 30-17

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

OTTAWA.

HENRY GRIST,

OTTAWA, Canada,

PATENT SOLICITOR AND DRAUGHTSMAN

Drawings, Specifications, and other document necessary to secure PATENTS OF INVENTIONS, prepared on receipt of the model of invention. Cop rights and the Registration of Trade Marks and Designs procured. Established 1859. 43-3m

HALIFAX, N. S.

COMMISSION MERCHANTS.

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

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Popular Paper at Popular Prices

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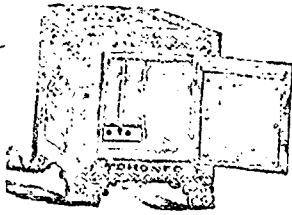
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Thursday, 23rd September, 1880.

PRESENT:

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ON the recommendation of the Honourable the Minister of Customs, and under and in virtue of the 8th Section of the Act 31 Vic, Cap 6, intituled: "An Act respecting the Customs."

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

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

WM. H. LEE,

Clerk Privy Council.

3-42

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