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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, MARCH 5, 1869.

No. 10.

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

**H. W. IRELAND.**  
409 St. Paul Street.

**GENERAL METAL BROKER.**

1-ly Agent for Iron and Nail Manufacturers.

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Successors to Maitland, Tyler & Co.,

**WHOLESALE WINE, GENERAL**  
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**WHOLESALE GROCERS,**  
Nos. 20 & 22 St. Francois Xavier st.,  
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**TEAS AND GENERAL GROCERIES.**

Fresh Goods regularly received. Stock and assortment large and attractive.

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292 McGill St. Stores in rear 41 to 47 Longueuil Lane.  
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**IMPORTER of TEAS, 36 St. Peter**  
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**GREENE & SONS—SILK HATS.**  
See next Page. 1-ly

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**IMPORTERS OF HARDWARE,**  
IRON, STEEL, TIN PLATES, &c., WINDOW  
GLASS, PAINTS and OILS.

AGENTS:—Victoria Rope Walk.  
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**DRY GOODS IMPORTERS,**  
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Our Stock of Fall and Winter Goods is now very complete, to which we invite the attention of Western Merchants 8-ly

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**PIANOFORTE MANUFACTURER,**  
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Show Room:—79 Great St. James Street.  
Factory:—82 Champ-de-Mars Street.

Constantly on hand, a superior assortment of Pianos,  
Square and Cottage.  
Second-hand Pianos taken in exchange. Repairing  
and Tuning promptly attended to. 42

**CARGO OF SUGAR FOR SALE.**

THE Subscribers are now receiving, and offer for sale, the cargo of the

Brig "SIX FRERES,"

(Just arrived from Barbadoes)

CONSISTING OF:

Hbds } Choice Bright Barbadoes Sugar.  
Tierces }  
Bbls }  
Puns Molasses.

ALSO IN STOCK.

3,000 packages of new fresh Green and Black Teas.  
With our usual and general assortment of Groceries

**TIFFIN BROTHERS.**

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**A. GIBERTON,**

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**IMPORTER of GILLING, WRAPPING & SHOP**  
TWINES, Patent Seamless Hemp Hose, Saddlers'  
and Harness-makers' Tools, British and French  
Plate Glass, &c., &c. 27

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Importers of

**GLASS, CHINA and EARTHENWARE**  
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5 and 7 Lemoine Street,  
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**ROBERT MITCHELL,**

**COMMISSION MERCHANT AND**  
BROKER, 24 St. Sacrament st., Montreal.  
Drafts authorized and advances made on shipments  
of Flour, Grain, Pork, Butter, and General Produce,  
on my address here.  
Advances made on shipments to Europe.

The sale and purchase of Stocks and Exchange will  
receive prompt attention. 1-ly

**JAMES EGY & CO.,**

**IMPORTERS of DRY GOODS,** in-  
cluding TABLE LINEN, SHEETING, &c., No  
505 St. Paul st. near St. Peter. 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. LOCKERBY.  
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

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**COMMISSION MERCHANTS**

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Consignments of Flour, Grain, Leather, Ashes  
Butter, &c., receive personal attention. 8

**GREENE & SONS—FELT HATS.**  
See next Page. 1-ly

**HALL, KAY & CO.,**

**METAL MERCHANTS,**  
MONTREAL.

Sole Agents in the Dominion of Canada for the following Manufacturers:

Wm. Allaway & Sons, Tin and Canada Plates, Works  
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Morewood & Co., Lyon Galvanizing Works, Bir-  
mingham.

A. & J. Stewart, Boiler Tubes, Clyde Tube Works,  
Glasgow.

W. N. Baines, Engineers' Brass Work, Lancesfield  
Brass Foundry, Glasgow.

S. H. Dobbie & Co., Tinned Holloware, Park  
Foundry, Glasgow.

Geo. Fairbairn & Co., the F Horse Nails, Camelon  
Park, Falkirk.

ALWAYS ON HAND

A large and well-assorted stock of Stamped and  
Japaned Tinware and General Furnishings, for  
Tinsmiths, 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  
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**IMPORTERS in Montreal and Quebec**  
will find it to their advantage to Ship and Insure  
all Goods through

**W. J. STEWART,**

66 South John Street,

LIVERPOOL.

and 420 St. Paul Street,

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**IMPORTERS of TEAS & GENERAL**  
GROCERIES, No 183 McGill Street, Montreal.

B. HUTCHINS. 6-ly EWD. LUSHER.

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1 St HELEN STREET, MONTREAL,

22 COLBORNE STREET, TORONTO.

**TOUGH METAL SCOTCH-FACE TYPE**

PRINTERS MATERIAL OF ALL KINDS.

Books and Jobs Electrotyped and Stereotyped.

23-6m

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See next Page. 1-ly

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**LEATHER COMMISSION MERCHANT,**

9 and 11 LEMOINE STREET,

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**W. & F. P. CURRIE & CO.,**  
 100 GRAY NUM STREET, MONTREAL,  
 Importers of  
**PIG AND BAR IRON,**  
 BOILER TUBES, Boller Plates, Gas Tubes, 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 1826.

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

Accumulated & Invested Fund - - \$18,909,350  
 Annual Income - - - - - 3,376,953

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

**W. M. RAMSAY,** Manager.  
**RICHARD BULL,** Inspector of Agencies.

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

**LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.**

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

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

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

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 1-ly **THOMAS SIMPSON,** General Agent.

**MARINE & FIRE INSURANCE.**

**WESTERN ASSURANCE COMPANY OF CANADA.**

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 (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.

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

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

ISSUES ORDINARY LIFE,  
 TEN YEAR NON-FORFEITING LIFE,

AND,  
 ENDOWMENT POLICIES,

At the rates annually charged by responsible Companies, and returns all profits to the Insured, who are now receiving a return of 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.  
 Active and Influential Agents and Clerks wanted throughout the Dominion. 40

**GREENE & SONS**  
**STRAW GOODS & FELT HAT**  
 MANUFACTURERS.

We are now prepared with our New Styles, in all descriptions of

**MEN'S, BOYS' and CHILDREN'S FELT and STRAW GOODS,**

**SILK HATS, CLOTH CAPS &c., &c.**

Close buyers will find strong inducements to purchase of us.

**TERMS LIBERAL.**

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**PHENIX FIRE ASSURANCE COMPANY OF LONDON.**

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Insurances effected at current rates.

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

**THE YEAR BOOK**

AND

**ALMANAC OF CANADA**

For 1869

IS NOW PUBLISHED.

Contains 161 pages of reading matter, of the greatest interest.

Contains facts necessary for the whole Dominion to know of the separate Provinces.

PRICE 12 CENTS.

Edition on Superior Paper with Cover 25 ct.

Will be sent by post to any address.

Liberal discount to Booksellers. 50

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IMPORTERS AND WHOLESALE CLOTHIERS  
 370 St. Paul Street, Corner St. Sulpice Street, Montreal. 38-ly

**S. GREENSHIELDS, SON & CO.,**

DRY GOODS, WHOLESALE.

CUVILLIER'S BUILDINGS, ST SACRAMENT ST., Montreal. 50-ly

**O'HEIR'S**

WHOLESALE CLOTHING AND OUTFITTING ESTABLISHMENT.

63 AND 123 MCGILL STREET, MONTREAL.  
 23-ly Country Orders executed with Despatch.

**ROBERTSON, STEPHEN & CO.,**  
 MONTREAL,

Are now receiving their

**FALL IMPORTATIONS,**

which will be fully completed by the  
 20th INSTANT,

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

**STAPLE AND FANCY DRY GOODS.**

6-ly

**PLIMSOLL, WARNOCK & CO.,**

Importers of

**STRAW AND FANCY DRY GOODS,**

Joseph's Block,

18 St. HELEN STREET,  
 MONTREAL. 9-ly

**LEWIS, KAY & CO.,**

HAVE JUST RECEIVED

1000 pieces GREY COTTON.

500 pieces PRINTS.

Suitable for early Spring Trade

Also a full assortment of

**SHOE FINDINGS,**

Including Lastings, Linings, Machine Silk and Thread.

And every other kind of GOODS used for the Making up Trade.

January 13th, 1869.

1-ly

**OGILVY & CO.,**

Importers of

**STAPLE & FANCY DRY GOODS,**

485 St. Paul, Corner St. Peter Street,

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

**J. G. HACKENZIE & CO.,**

Importers of

**BRITISH AND FOREIGN DRY GOODS,**

331 & 333 St. Paul Street,

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**STIRLING, McCALL & CO.,**

IMPORTERS OF

**BRITISH AND FOREIGN DRY GOODS, WHOLESALE,**

Corner of St. Paul and St. Sulpice streets.

7-ly MONTREAL.

**JAMES MITCHELL,**  
 IS NOW RECEIVING AND OFFERS FOR SALE:  
 Hhds. Extra Bright Porto Rico and Barbadoes SUGAR.  
 Pans. Choice Demerara MOLASSES (Now Crop).  
 Hls. } Choice Labrador & Canoe HERRINGS  
 Hlf-Brls. } Splits and Round.  
 Brls. Choice Newfoundland Green CODFISH.  
 Bags. } Prime Jamaica COFFEE  
 Brls. }  
 Boxes LOBSTERS, and ARROWROOT, in tins.  
 Hhds. United Vineyard BRANDY. Vintage 1862. Very fine.  
 No. 7 St. Helen Street.  
 Montreal, Feb 25, 1869. 1-ly

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

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

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**EAST AND WEST INDIA, GENERAL AND COMMISSION MERCHANTS.**  
 Agents for  
 The Phoenix Fire Insurance Company of London,  
 The British and Foreign Marine Insurance Company of Liverpool.  
 Hunt, Roop, Teags & Co., Oporto.  
 Bartoloni Vergara, Fort St. Mary's.  
 Otard, Dupuy & Co., Cognac. 4-ly

**FRANCIS FRASER,**  
**HARDWARE COMMISSION MERCHANT,**  
 28 St. Sulpice Street, Montreal.

Agent for French and German Manufacturers of  
 Window Glass, Glass Ware, Fancy Goods, &c., Birmingham Hardware, Sheffield Electro-Plate Goods, Tools, Cutlery, Files, Steel, &c. 83-ly

**WHEELER & WILSON,**  
 Awarded, over eighty-two competitors, at the Paris Exhibition, 1867, the HIGHEST PREMIUM, the  
**GOLD MEDAL.**  
 For perfection of  
**SEWING MACHINES.**  
 S. B. SCOTT & CO., Agents,  
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ALSO,  
 AGENTS for the celebrated **LAMBE KNITTING MACHINE.** 5-ly

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 (Late Wm. Rodden & Co.)  
**FOUNDERS, & MANUFACTURERS OF STOVES, &c.**  
 Works, 165 to 179 William Street,  
 City sample and Sale Room, 118 and 120 Great St. James Street,  
 and 553 Craig Street,  
 MONTREAL, P.Q. 9

**THE CITIZENS' INSURANCE COMPANY,**  
 (OF CANADA)  
 AUTHORIZED CAPITAL.....£2,000,000  
 SUBSCRIBED CAPITAL.....\$1,000,000  
**DIRECTORS:**  
 EDWIN ATWATER, President.  
 HUGH ALLAN. C. J. BRYDGES.  
 GEORGE STEPHEN. HENRY LYMAN.  
 ADOLPHE ROY. 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.  
 The FIRE BRANCH of this Company is at No. 10 Place d'Armes. Applications to be made to GEORGE B. MUIR, Manager. 1

**WM. McLAREN & CO.,**  
 Manufacturers and Wholesale Dealer in  
**BOOTS and SHOES**  
 STORE:  
 18 ST. MAURICE STREET,  
 (In the rear of Joseph Mackay & Bro.)  
 MONTREAL. 83-ly

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

**THE TRADE REVIEW**  
 AND  
 Intercolonial Journal of Commerce.  
 MONTREAL, FRIDAY, MARCH 5, 1869.

We have furnished accounts to nearly all subscribers to the TRADE REVIEW, for arrears to Dec. 31, 1868; and for advance subscription for 1869, at the reduced rate of One Dollar. Many have remitted already. Those who have not yet done so, will confer a favor by remitting the amounts due at their earliest convenience.

**RECENT SNOW-STORMS.**  
 FROM Ontario, we learn that they have had a succession of snow-storms, covering the earth to an unusual depth in many places. About ten days ago, it snowed for a time almost every day, producing good sleighing at the very time most people were beginning to despair of having any more this season. The clerk of the weather seems to have got out of temper in some way, for such remarkable weather as we have had during the past fifteen months was probably never paralleled during the same space of time. Last winter was the coldest and fiercest experienced in Ontario for twenty years, last summer was the hottest for at least a decade; this winter came in fiercely, was almost mild as summer during January, and again changed to keen frosts and heavy snows. Changes are said to be lightsome, but we think such sudden changes in the weather are far from being either agreeable or healthy. Although in some parts the roads have been considerably drifted, the snow has revived business somewhat, and done considerable good. The farmers are congratulating themselves that the fall

**MORLAND, WATSON & CO.,**  
**IRON & HARDWARE MERCHANTS**  
 MONTREAL.  
 PROPRIETORS OF THE  
 Montreal Saw Works,  
 Montreal Axe Works,  
 Montreal Horse Nail Works,  
 Montreal Tack Works.  
 MANAGING DIRECTORS:  
**MONTREAL ROLLING MILLS COMPANY,**  
 Comprising  
 Montreal Rolling Mills,  
 Montreal Nail Works,  
 Montreal Lead Works.  
 AGENTS OF THE  
**COMMERCIAL UNION ASSURANCE CO'Y.**  
 (of London, England)  
 CAPITAL - - - £2,500,000 Stg.  
 1-ly

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

wheat has been covered so thoroughly. The snow is several feet upon the level in some parts and although a thaw must set in soon, (probably before this is printed,) the wheat is likely to remain covered for some time; it is to be hoped until any serious danger from frosts is past. At the time of writing, a good deal of produce is being sold by the farmers, but the season is now so far advanced that the sleighing cannot be expected to last long.

**SOUR GRAPES.**  
 A GREAT deal of vexation and heart-burning, and not a little litigation, have occurred in the United States, over the point whether a debtor promising to pay his debt in coin, could turn round and do so in legal tender notes. The general belief has been that it was impossible to compel payment in specie, and it is a well-known fact that hundreds of loans made in gold have been paid back in greenbacks, the borrowers shielding themselves under the plea that it was the law, and that no more could be collected. Several cases of the kind have come before some of the lower courts, and in these instances it was held by these bodies that, bargain or no bargain, if payment were tendered in currency that was all that could be demanded. A case has recently come before the Supreme Court of the United States, however, which would seem to show the inferior Courts to be in error, and that thousands have lost money unnecessarily regarding the disputed point. The case brought before the Court, had occurred before the Legal Tender Act was passed by Congress, and it was held in substance by the Judges that the agreement made to pay in specie was valid in law and could be collected. The decision of the Court is so worded that it is understood to apply to contracts to pay in coin whether dating before or after the Legal Tender Act was adopted. This is an important decision, and has caused great interest throughout the Union. Thousands who were compelled, as they thought, to submit to the loss between greenbacks and gold, regret that they did not resist, and bring the matter before the Supreme Court before this late date, thousands, on the other hand, have made large sums, by the losses of their creditors. Millions of dollars have been lost and made it this way since the war began, which, if the Supreme Court's decision goes as far as some contend, might have been prevented, if this tribunal had been earlier applied to. There are some sour faces over the matter among business men across the lines, but it is very doubtful if any redress on past transactions can now be obtained.

### THE UNITED STATES DEBT.

IT has been, for some time a question of great interest, which has been widely discussed, whether the national obligations of the United States should be paid in coin or in Greenbacks. We expressed the opinion that the Americans would preserve their national reputation from any stain which such a questionable transaction would cast upon it. A Bill having this object, has been introduced in the House of Representatives by Mr. Schenck, and was there passed by a large majority. The Senate made one or two amendments, and adopted the bill by a vote of 30 to 16. The bill as passed is as follows:—

An Act relating to the public debt.

Be it enacted, That in order to remove any doubt as to the purpose of the Government to discharge all just obligations to the public creditors, and to settle conflicting questions and interpretations of the laws, by virtue of which such obligations have been contracted, it is hereby provided and declared that the faith of the United States is solemnly pledged to the payment in coin, or its equivalent, of all the obligations of the United States, except in cases where the law authorizing the issue of any such obligation has expressly provided that the same may be paid in lawful money, or other currency than gold and silver.

And be it further enacted That any contract hereafter made specifically payable in coin, and the consideration of which may be a loan of coin, or a sale of property, or the rendering of labor, or service of any kind, the price of which as carried into the contract may have been adjusted on the basis of the coin value thereof at the time of such sale, or the rendering of such service of labor shall be legal and valid, and may be enforced according to its terms.

American securities at home and in Europe have considerably improved since the adoption of this Act.

### THE DOMINION TELEGRAPH COMPANY.

THE Board of Directors of this Company held a meeting in St. Catharines last Friday evening, at which, however were present only of the members of that Board, Messrs. McGiverin and McKenzie of Hamilton, Mr. McCayley, the President, and Mr. Reeve. A few of the Stockholders of the Company were also present.

Mr. Reeve made a statement to the meeting (according to the report of the *Hamilton Times*) in which he demonstrated that the price he got, \$250 per mile, was not more than other lines cost.

Mr. McGiverin thought the price quite reasonable; and also considered the names of the Hon. Mr. McMurrich, Hon. M. C. Cameron, and the Hon. William Cayley a sufficient guarantee of the substantial character of the Company. He thought, too, that Mr. Reeve had proved himself worthy of confidence, having already built the line from Suspension Bridge to Toronto without a dollar being paid to him.

Mr. Neelon was of the impression that \$250 was too much per mile.

Mr. McKenzie said they had failed to get information from the Montreal Company, and it became necessary to get the information from Companies on the other side. He thought they were not paying Mr. Reeve any more than those other Companies had paid. He considered that the Dominion lines as far as constructed were far superior to those of the Montreal; and contended that Mr. Reeve had a right to make something by the job. He also said that the *Trade Review*, he thought, was an advertising paper, and the articles written in that paper were paid for.

After some further speaking to the same effect, Messrs. Neelon and Taylor were elected Directors.

The *Times*, in its remarks on the subject, states that the work of construction is progressing steadily and satisfactorily, and that there is no longer any doubt that it will prove a grand success, and one of the most praiseworthy enterprises ever undertaken in the Dominion.

We wish, before going further, to set Mr. McKenzie, of Hamilton, right as to the position of the *Trade Review*. Those articles to which he alluded were not paid for, and were published not to defeat a praiseworthy enterprise, but to expose what we had reason to believe was a swindle, about to be perpetrated at the expense of those who could otherwise have known nothing of the matter.

We have already, and more than once stated that we desired firstly, that Government should combine the postal and telegraph systems under one management; and secondly, if the Government declined to assume the management of the telegraph, that we should have an opposition line. Our opinions remain unaltered; and we believe we have only done our duty in giving the matter full publicity. We have told the public all that was necessary for them to

know concerning the promoters of the line, and concerning the terms under which the line was to be constructed. Only those who proposed taking stock had any interest in these preliminaries. The rest of the public, who only employed the Company to send their messages, would care nothing about the cost per mile. Those who have money to invest may do well to trust to the assurances of the Directors, and of Mr. Reeve, the contractor; they may find it a profitable investment. Of one thing we are certain, that should the contractor succeed in palming off upon the Company an inferior line, at the price of a very superior one, the Directors will be held to a very strict accountability, and we think they have been sufficiently placed upon their guard to render them cautious to a degree as to what kind of work they accept from Mr. Reeve.

In conclusion, we will say that confidence in the Company would not have been so generally shaken, had the Directors, some of whom are very wealthy, subscribed more liberally for stock than they appeared to have done, and had they backed up with their money, as well as their very respectable names, the Company, whose stock was about to be offered to the public.

### THE HORSE AND CATTLE TRADE.

WHEN the Reciprocity Treaty was abrogated, the large trade which had sprung up between Western Canada and the neighbouring Republic in horses and cattle, fell off largely. This was not to be wondered at. The duties imposed by the wisdom (?) of the statesmen at Washington were by no means light, and all obstructions put in the way of trade must affect it more or less. So far as Canada was concerned, a temporary cessation of this trade was not by any means a loss to the country at large, for many of our best agricultural districts had become almost denuded of surplus horses and cattle, and the prices had risen to quite an unusual degree. Not a few complaints were indulged on this score by those Canadians who had occasion to purchase; but it was no use complaining, whilst American drovers were scouring the Province in every direction ready to pay such high prices, in gold, for all animals they could obtain. Since that time our shipments of animals across the lines have not been so large, and our stock, both of horses and cattle have largely increased. We are glad to learn from the West that there are signs of a partial revival of this traffic with our American cousins, despite the obnoxious duties which are levied on the frontiers. Shipments of both horses and cattle have recently been made across the lines, the animals having been mostly picked up by American purchasers. In one instance known to the writer, the stock purchased was cattle, and the object had in view by the purchasers was to improve the quality of that stock in his neighborhood, in the State of New York. Several thoroughbreds were purchased, with a view to this end. And this leads us to remark, that Canada has now nothing to envy in any one of the American States in regard to the quality of its stock. This is particularly the case in cattle and sheep. We believe Ontario is to-day ahead either of New York, Ohio or Pennsylvania, in this respect, and many Americans freely admit that our stock is not only superior to theirs, but that we are improving more rapidly than they are. This is creditable to our farmers, and speaks volumes for the agricultural capabilities of that part of the Dominion. When the absurd barriers in the way of the trade in animals with the United States come to be thrown down again, we are convinced the traffic will assume larger proportions than ever. There is a large demand for stock—particularly horses and cattle—in the Eastern States, and none sell better there than those raised by Canadians. Even in the face of a high tariff the trade shows signs of revival; if the duties were taken off, transactions on a large scale would immediately commence. American drovers and buyers would become as familiar in the West as they were in 1866, and a great deal of American gold finds its way to our farmers' pockets. We have one satisfaction even if this large trade is only in contemplation—and that is that our farmers have no trouble, even at present, in selling all the animals they can raise, and that at good prices, too. With the American market open, however, the trade would be quickened, prices advanced considerably, and all classes benefitted. And whilst this would be profitable for us, it would be none the less so for the Americans, for they would find it just as beneficial to buy from us, as it would be for us to sell to them.

### KEEPING A SHARP LOOK-OUT.

THERE is in New York a Society for the Prevention of Gambling, on something like the same principle pursued by Mercantile Agencies, for ascertaining the pecuniary standing of individuals who propose to do business. This Anti-Gambling Society numbers four hundred and fifty members, each of whom pays his yearly subscription and gets private information when any of his clerks are found gambling in any of those recognized places for play which are so abundant everywhere. During last year the reports made to members have been upwards of a thousand.—*Exchange*.

We consider this singular New York Society a perfectly justifiable one. There is no denying that in all principal American cities, and in Canadian ones too, gambling is carried on to a very considerable extent. The vice is, of course, to be condemned when indulged by any class of the community; but it is doubly so on the part of employees or other persons whose livelihood is derived from wages. It is a dangerous sign of any young man. If he has not already become dishonest, and begun to commit crime to enable him to gratify the passion for gambling, he is almost certain to do so in the end. Such an Association as that which the New Yorkers have inaugurated, may therefore be said to be a preventive of crime, and whilst protecting employers from being fleeced by dishonest servants, may also draw some from the downward path ere they are hopelessly lost. We understand that when an offender in New York denies the charge, he is brought face to face with his accusers, and as a general rule the first offence at gambling is excused, if amendment is promised for the future; but a repetition of the act is followed by instant dismissal.

If this evil continues to increase in Canada, such a Society might be useful in some of our cities. A clerk who gambles is a dangerous character for a business man to have about his establishment, and any one known to be addicted thereto, should not be retained in employment any longer than is necessary to see him safely out of the door.

### THE NECESSITY OF ECONOMY.

THE wealth of any country can only be increased by the accumulation of individual savings more rapidly in one direction than consumption is going on in another. Production in some shape must exceed the amount of destruction constantly going on; otherwise the State is either non-progressive or else gradually becoming impoverished. Now States are the aggregates of individuals, and are wealthy or the reverse according to the condition of these individuals; the national wealth being that proportion of the general property which the Government can obtain by taxation, and which should represent only a portion of each year's profits. It becomes, therefore, of importance to consider how the greatest number of the members of a community may become productive and add to the national wealth and national power.

We consider that saving is the only way by which any people can steadily and surely accumulate wealth. The days have gone by when one or two maritime towns or republics monopolized the ocean trade of the world, making themselves rich by this commerce. At present the only way open seems to be to produce each year, either of raw material and food or of manufactured goods, more in value than is consumed during the same time. The great difficulty that stands in the way of this is the extravagance of those who acquire property, and who—or their immediate descendants—think it necessary to live in a style of wasteful luxury. Many people really believe that wealth is produced by those who have money, spending it freely in the purchase of luxuries, whereas, the true method to make capital productive is to use it in employing labour alone or in combination with machinery, in such a way as that the capital may be returned with profit, and again available for a similar process. If a man with an income of \$2,000 per annum saves \$1,000 per annum for ten years, investing it even at a low rate of interest, he becomes possessed of a capital with which he can carry on one of the smaller branches of manufactures, giving employment perhaps to a large number of laborers. If on the other hand he buys each year \$1,000 worth of wines, or costly raiment, or anything else that is destroyed by using, he is so much the poorer, and the country is also the poorer by the cost of importing the \$1,000 worth of goods. The importer, it is true, may have made say \$20, and the Government may have retained \$200 through the Customs, but the \$600 paid to the

foreign producer or export merchant is so much dead loss.

We would not pretend to lay down for any one a rule of expenditure, or insist that no man should exceed the minimum sum for which he and his family could exist. There are other things in the world of worth as well as material wealth; but we are, nevertheless, not afraid to state as a general principle our belief that the happiness of mankind would be sensibly increased by the avoidance of unnecessary expenditure, by a frugal mode of living, and by the consequent feeling of independence which, being beforehand with the world, is sure to produce. When a man's income is, though small, still sufficient to supply his wants and leave a trifle over, he is free to enjoy himself, he has no harassing cares, no payments to make of household bills, that cannot easily be made. If on the other hand he does not cut his coat according to his cloth, but lives each year beyond his means, he is constantly in pecuniary difficulties, never has a penny laid by for a rainy day, or to enable him to take advantage of any opening for the profitable employment of capital, and if not led into a course of dishonesty, must end as a bankrupt. How can he enjoy life, with the never ending worry of always owing more than he can pay? And when his credit is entirely gone, he has no longer the means of gratifying his tastes in the way which habit has almost made a necessity of nature.

Rapid fortunes may be made in trade, or in lucky speculations, or by profitable inventions: but these fortunes are usually made at the expense of other portions of the community, and do not add to the wealth of the nation. Enterprise in business is commendable, but not that kind of enterprise by which a man enriches himself at the expense of his neighbours; and mere sharpness in buying and selling does not appear to us to be the chief requisite for a trader. His chief object should be to keep his expenses as low as possible, consistently with the proper carrying on of his business; and to secure custom, he should be satisfied with moderate profits and deal honestly and honorably with all. He should be careful to take no money out of his business, until assured that he can well afford to do so, and he should endeavour each year to add to his capital and make it his aim to be independent of credit, and be able to make his purchases for cash. Farmers, as a rule, are disposed to be saving. They make money slowly and by hard work, yet often become comparatively opulent. Those engaged in mercantile pursuits, when they are fortunate in business, are apt to spend freely, and do not lay by wealth in proportion to their annual profits. Thus it often happens that a man who has done well for a number of years, may, nevertheless, through a few bad seasons and the failure of some of his larger customers, become insolvent, and be obliged to close; whereas had he been more saving, he would have possibly lost only his profits, and been still able to go and retrieve his position.

The lesson of economy is particularly needful for Canadians to learn. The resources of the country are great, its productive powers almost unlimited, but capital is necessary to enable these resources to be fully developed, this productiveness to be most extensively made use of. The more capital we have of our own, the more easily will foreign capital be attracted hither, and the more permanent will be its stay here. We have been glad to take note of late years of the increase of home capital, as proven by the ease with which new banks had their subscription books filled, and by the increase in the permanent deposits of the banks, by the sums placed with Government in the purchase of Bonds and in the Post Office Savings Banks; but we know, nevertheless, that there is a growing taste for extravagance, and this should be checked as much as possible. Each one should try to learn the lessons of economy, and while not stingy or miserly, endeavour to make his annual expenses fall considerably short of their expenditure.

**THE FUR TRADE.**—The *St. Paul Press* of the 18th, notes that a quantity of mink fur, from the Red River country, shipped in bond direct from London, was taken out of bond there for American manufacture, and adds:—

"Our dealers are now getting more of the British American fur trade than ever before, and the amount of trade hitherto controlled exclusively by the Hudson Bay Company, that is being controlled by private dealers, and being brought to this market, is rapidly increasing. Instead of the furs being sent to London by another route and then shipped back to the United States, they are now brought directly here from a very large portion of British America."

## NOVA SCOTIA COAL.

A FEW days ago we published a synopsis of a lecture lately delivered in Toronto by Mr. Halliburton, of Nova Scotia, on the importance of Intercolonial trade, and also on the subject of cheap fuel. About a year ago Mr. Halliburton wrote one or two pamphlets on the necessity of developing Intercolonial trade, which attracted a considerable amount of attention at the time, and contained many valuable suggestions. He holds that, by promoting trade between the various Provinces, we are adopting the best possible means to make our newly formed Union firm and stable, and to render the people of Nova Scotia contented and happy. As he very truly says, in a letter which lately appeared in the columns of a Toronto contemporary: "If our Union means anything, it means that we should stand by each other, not 'only in war, but also in peace.'" This is the true doctrine which every patriotic man must hold, and, as Mr. Halliburton points out, in referring to the coal trade of Nova Scotia, it is the duty of the Dominion Government to see that no measure consistent with public policy be neglected, in order to prevent important interests of the Dominion being crushed out by the hostile legislation of our American commercial rivals. The position of the coal owners of Nova Scotia, just now, certainly seems to be a very unfortunate one. Before the abrogation of the Reciprocity Treaty they did a large and highly profitable business with the States. Mr. Halliburton relates one instance in which a gentleman who took an interest in a coal mine in payment of a bad debt of £1,700 drew \$5,000 in one year as his share of the profits. Now the trade of the Nova Scotia coal mine owners is almost entirely destroyed, and the question to be solved is how shall a new market be provided to supply the place of the one of which they have been deprived by the termination of reciprocal free trade with our neighbours. In the letter to which we have referred, Mr. Halliburton speaks more especially of the Pictou coal fields, where we learn that there are fifteen or twenty seams varying from one foot to thirty-nine feet in thickness, the main seam being the largest bituminous seam in the world. He says: "It is much to be regretted that instead of 'putting our best foot foremost,' some of our worst coal was imported into Montreal and Toronto two years ago, and many were the blessings that were heaped upon Nova Scotian coal, and the impression was created that it is not equal to that from Pennsylvania and Ohio; but during the past year Pictou coal from the new mines, only recently opened has been in use in Montreal and Toronto, and Nova Scotian coal now stands in very high estimation among those who have tried the recent importations."

It seems, then, that in quality and quantity the coal produced in Nova Scotia is sufficient for the wants of the Dominion. One gentleman of considerable experience tells us that "good Pictou coal is, in his opinion, worth from \$1.00 to \$1.50 per ton more than the best American coal." So far as regards the question of cost the Nova Scotia coal mine owners are in a very different position to-day to that which they occupied when the Reciprocity Treaty was abrogated. The Coal Companies which are now in existence, and are just getting fairly under weigh, will be able to do business on a much larger scale, and consequently will be able to sell coal at a cheaper rate than heretofore. A company rising 1,000 tons of coal within a given time, can make more money in disposing of that quantity at a profit of 25 per cent. per ton than a smaller concern raising only 400 tons can by charging a profit of 50 per cent. This fairly exemplifies the difference in the position occupied by coal owners to-day to that which they held a few years ago. It is only necessary that the Coal Mining Companies should be organized on real business principles, and go to work in the right way, in order to induce the Canadian public to purchase of them from self-interested reasons as well as patriotic motives.—*Daily News*.

## SUGAR.

THE accounts of the progress of the revolution in Cuba, lately received, again threw our market for raw sugar into a state of feverish excitement from which it had, as noticed in our previous issue partially subsided, trade having been begun to resume its forward usual channels of supply and demand. Buyers come forward freely from all quarters, refiners, the trade, in this and neighboring markets and speculators, each competing for the very small stock, and the still smaller supply offering on the market for sale. The result was a very large business—about half our available stock—and, in the absence of desirable parcels, some cargoes known to be near at hand were taken up for refining purposes at very full prices, the transactions of the day showing a further advance of one quarter of a cent per lb. on refining grades. Since then there has been some additional buying, of parcels to arrive, but the market for the past two days has presented by its quietude a marked contrast with the activity and excitement of Wednesday last. Refiners are now for the most part pretty well supplied, and, as the trade and speculators are doing next to nothing, the business during the time has been comparatively insignificant induced chiefly, perhaps, by the less active inquiry for the refused article and its failure to respond to this last improvement in raw. The consequence is more wariness in the purchase of refining grades, as there is always reluctance on the part of manufacturers to carry accumulated stocks of the refined article, especially when, as at this time, prices have a downward tendency. Wednesday's prices were—for fair refining Cuba, 13½ to 13¾c.; good ditto, 13¼ cts. to 14c.; No 12 Cuba, 13½ cts. &c. but yesterday the feeling of the depression was more decided, with a disposition to sell and little or none to buy, except to keep up assortment and a reduction of one-eighth of a cent was submitted to on refining

grades, closing at 13½ to 13¾ for fair to good—the latter now an extreme quotation. Box sugars, on the contrary having been relatively much cheaper than refined, have advanced, and our revised quotations show an improvement of ¼ to ½c. and in some instances of ¾ to 1c. per lb. Refined is decidedly less active, the trade now buying sparingly partly owing to unfavourable weather, and, though there is as yet no accumulation of stock, prices close a little lower, but almost identically the same as on Tuesday last, notwithstanding the advance in the raw article since that time. We quote hard, 20½ to 20¾c.; soft white, 18½ to 19½c.; yellow, 17½ to 17¾ and extra C, 13½. The sales of raw arrive 4984 hds Cuba at 12½ to 15c., including 1569 to arrive, fair to fully fair at 13½ to 13¾c.; 50 clarified do, 15c.; 285 Porto Rico, 14½ to 15½; 756½ bxs Havana, part to arrive, 12½ to 17½c.; 75 hds Melado, 10½c. 4 mos., and 398 bags China, on private terms.—*Boston Advertiser*.

## THE FRENCH ATLANTIC CABLE.

THOSE who recall the incidents of a few years past, will remember the incredulity and doubt with which the idea of a submarine cable connecting Europe and America was received by a majority even of those who were best informed with regard to the possibilities and probabilities of the case. The predictions of these doubting philosophers seemed to have been literally fulfilled when the first cable, after three weeks of uncertain working, failed altogether, and proved a total loss. Most persons doubted whether it had ever worked at all, and believed that the messages published from time to time were concocted in the offices of the company. It needed no little enterprise and confidence to find funds for another cable after all; but they were forthcoming, and the second, well made and well laid snapped in midocean in 1865. Like the spider's web, the huge thread was spun again in 1866, and with what results the world now knows. Not only was the cable of 1866 laid most perfectly, but from the tenacious depths of the mid-Atlantic the broken wire of the previous year, after lying more than a twelve-month beneath nearly three miles of stormy water, was searched for, found, raised, and re-united to its broken half, and a second submarine line to America completed. It was thought that the two lines would never pay, as they were not likely to work long. One has now been down three years and the other four, yet the electrical tests show them to be rather more than twenty times better as regards conductivity and insulation than on the day on which they were submerged. As regards the business transacted through them, it has steadily continued to increase and the two lines now have about as much as they can well do, and their earning averages about £700 a day. It is not strange under these circumstances, therefore, that another candidate comes into the field for a share of the convenience, the profit, and the honor, and that the French wish to have an independent line for themselves. This will make the third line to America, and we would almost venture to say that before ten years are past there will at least be half-a-dozen wires laid to that great continent.

From an elaborative account of the new enterprise published in a recent issue of the *London Times*, we learn many facts that will prove of interest to our readers. We learn from this that, owing to the monopoly which granted to the Anglo-American companies the sole right of landing cables on Newfoundland for 100 years, the course which the French line will take differs much from that of the English cables. For the same reason, arising from the necessities of the different depths, the new cable may be called "com" poste in all but its conductor and its insulation, which are alike throughout. To either extremity there is a dist. net shore end, and from this to the deep sea cable there is an intermediate length of peculiar manufacture.

The greater part of the line is, as we are told, almost precisely similar to the two present Atlantic lines. In principle of construction they are all exactly the same. The conductor of the Atlantic cables is formed of one strand of seven copper wires, and it weighs 800 lbs to the mile. The French conductor will be twisted in the same way, but it will weigh 400 lbs to the mile, which is certainly an advantage. Round the conductor come four folds of gutta percha, interlaid with four coatings of Chatterton's insulating compound, which is found to work well. Round all come 10 galvanized homogeneous iron wires done up in strands of Manila hemp. In the present cables this hemp was plain, in the French cable it is saturated in tar, which is another advantage for preservation, though perhaps a disadvantage in paying out. Its weight is 15 cwt. a mile in water, and 31 cwt. a mile in air. Its breaking strain is a little over 7 tons, so that it can support a length of nearly 10 miles in water without much danger; and as the greatest depth in which it will have to be laid is not more than two miles and a half, the risk from breaking may be said to be small. The shore ends are the same as the shore ends of the old Atlantic cables, and weigh nearly 20 tons to the mile. Their breaking strains are supposed to be about 60 tons, but really it would be almost impossible to break them. They would moor the *Great Eastern* herself. About twenty miles of this tremendous bar-wire—if one can apply the term wire to metals which are almost as thick as poker—will be laid on each side of the Atlantic. To those shore ends which taper gradually away, is to be joined a length of about 70 miles each way of what is called intermediate cable. The core of this cable is, of course, constructed in precisely the same way as the rest. It is only the outer covering which differs. This, as much of it rests in not more than 100 or 150 fathoms of water, is made much stronger, to guard against chafing on rocks. Instead of ten wires done up in hemp strands therefore it is covered with twelve much thicker wires of plain galvanized iron, and then coated to a thickness of some half an inch all round with Latimer Clark's silica

compound, which has been found to answer with marked success in the Persian Gulf cable. At the termination of these so-called intermediate portions, the deep sea cable was already described in continued act at the Atlantic to near St. Pierre.

It is in the nature of all practical sciences to advance, and, in spite of all improvements which seem to leave nothing to be desired to keep advancing every year. In nothing is this great truth more strongly exemplified than in the manufacture and working of submarine cables. Every new one is better than that which preceded it. In the Malta and Alexandria cable it was thought that at last true perfection had been attained, but the next one or Persian Gulf was better still. The Atlantic cable of 1856 was better than that again the cable of 18 3 better still, and this last French cable is likely to be the best of all. The standard of the manufactured value of a cable is judged by what are called its units of resistance. There is always a certain amount of resistance to the passage of the electric current through the conductor and the more perfect the insulation of the cable the greater that resistance will be. This amount of resistance is measured by the galvanometer and is counted by millions of units. Thus, a cable which gave a resistance of only one million of units would at once show that it was defective, and by some kind of leakage allowed the current to escape and so of course, allowed it to enter the wire faster than it could have done had it been so carefully insulated that all the electricity must have passed all the conductor and along that only good materials, which absorb the current will also give rise to a low rate of resistance and a low rate of resistance is only a scientific term for a bad cable. The Indian Government insisted on the Persian Gulf cable having a uniform standard of resistance of 50,000,000 units and this pitch of excellence was thought to be almost unattainable yet it was done and more than done. The standard for the Atlantic cable of 1856 was then raised to 10,000,000 units and that too was accomplished. The cable of 1833 the standard of resistance was raised to 150,000,000 units and now in this French cable the contract standard is that it must have 200,000,000 units of resistance and no less and this is actually being done, and in this high electrical condition it will be laid. After it is laid every day will improve its insulation. Thus the two Atlantic cables have gained so much in insulation since they left the factory that often during last year it is said, they gave a resistance as high as 4,000,000,000 units.

About 1,600 miles of the French cable have already been made, and more than 600 are already on board the "Great Eastern." As the rope is being manufactured at the rate of 200 miles a week the contract is well in hand, and all will be ready by the first of June. Commandeur Halpin the former chief of the "Great Eastern," will on this occasion go in command of her. Sir Samuel and Mr. Henry Clifford have charge of the all-important work of laying the line, and Mr. Willoughby Smith and a large staff of electricians have electrical charge of the cable and signals. Messrs. Clark, Ford and Jenkins are the engineers to the whole work and Sir William Thompson and Professor Varley are the electricians. Three ships belonging to the company will go with the "Great Eastern"—two with the St. Pierre section and one with the shore ends. Two or three French frigates will also convey the great ship so that the whole expedition will make a little flotilla.

A NEW RAILROAD PROJECT.

IN a late issue of the *Stockholder* a new railway scheme is announced, that, for brilliancy of conception and improbability of realization, claims a high place among the large schemes with most uncertain issues of the country is so proud. That paper says it is understood that the Chicago and Northwestern and the Milwaukee and St. Paul Railway companies will build a new railroad on an air line from Chicago to New York, making no connections with existing lines, but building a road wholly new, deviating from a straight line only to turn the southern extremities of Lakes Michigan and Erie. This, says the *Stockholder*, will make a road only 720 miles long, that is 180 miles shorter than the shortest existing route, and 24 miles shorter than the routes via Niagara Falls and Buffalo. It adds:

I would and thoroughly equip the new line \$50,000,000 a mile is estimated, which makes the cost for the 720 miles \$36,000,000, though the capital of the new company will probably be fixed at \$40,000,000. The cost of leading railways of the country, as represented in stock and bonds, has been about \$50,000 per mile including equipments, stations, depots, machinery, &c., but as most of them have suffered from expensive financing, the real cost should in fact be set down at a much less figure. The financial strength of the eminent capitalists engaged in the new plan will enable them to build a road for cash, thus saving all sacrifices in stocks and bonds such as have swollen the construction accounts of the roads now in operation.

The road for the whole distance can be completed in one year, the construction by sections simultaneously going on. Double track will be laid the entire length.

This is certainly a very fine project and looks remarkably well on paper, but in carrying it out the projectors would experience some difficulty. Supposing the estimate of the lifting cost of such railway to be correct and that the financial strength of the eminent capitalists engaged in the new plan would enable them to build the line, there remains the difficulty of obtaining the legislative consent of six different States to construct the railway in opposition to existing powerful companies. Such an "air-line railway" must cross New Jersey in opposition to the New Jersey Central, must get into New York against the combined efforts of the Central and Erie, must traverse the entire length of Pennsylvania, in spite of the powerful

opposition of the Pennsylvania Central, and must encounter similar opposition in crossing Ohio and Indiana, in order to get into Illinois and reach Chicago. Considering what it would cost in currency, to buy up six legislatures, against the combined opposition of powerful and wealthy railroad corporations whose interests it would directly injure, we doubt if even the most sanguine friends of the scheme would ever seriously undertake the task of carrying it through.—N. Y. Bulletin

EMIGRATION.

THIS subject has been so long before the public, and so frequently and forcibly urged on the attention of both the Federal and Local Legislatures, that it seems almost superfluous to bring it up again for consideration. We cannot account for the indifference manifested on this question. At first a reasonable excuse was found in the number and importance of the measures that, owing to Confederation, demanded the attention of the General and Local Governments. These are to some extent disposed of. Still emigration that measure of all others most vital to us is put off from day to day as one of those things that can wait, while a mass of local legislation, affecting only individuals or incorporated companies meets with prompt attention. We believe that some scheme of emigration has been devised between the Federal and Local Governments, allotting to each certain duties and responsibilities. Of that scheme we know almost nothing, as it is still in the womb of official reticence. But we know that while our legislators are consulting, debating and portioning out the duties of each Government, others are reaping a rich harvest of emigrants; that while we are waiting on concurrent action concurrent administration and concurrent division and allotment of duties the American Republic, the Australian Colonies, and some of the South American States, are actively attracting to themselves the redundant and valuable labor of Great Britain and Europe.

While we admit that some delay was unavoidable, and while we are willing to concede that it required much time, patience and ability to initiate our new system of government, and adapt its machinery to our new position, we cannot admit that so important a measure as emigration can longer be put in the background and made to wait on other questions of infinitely less importance. Since the demise of the late Mr. Buchanan, the Executive of that branch of the Department, something less than nothing has been done to promote emigration. This absence of effort may be owing to some legitimate cause, unknown to the public, and we are content to be satisfied with even this shadowy excuse. But, in the meantime, what has been the result? If we were satisfied to wait patiently for other executive or legislative action the absence of which has paralyzed the old system of emigration, such as it was, other countries were industries to gather in the emigrants, and give them an asylum and employment. From an official return issued recently by the American Government, it is estimated that, since the close of the civil contest, the direct advantage to the United States was \$80,000,000, and the indirect or collateral benefit \$500,000,000. In fact, during the four years which followed the close of the war, about one million of new subjects, owing to emigration, were added to the subjects of the Republic a population nearly equal to that of the Province of Quebec.

Theoretically, economy is an excellent thing; but when carried to an extent that cramps or prevents development, it becomes vicious in policy, and obstructs public progress. Last year the pruning-knife was applied to the Emigration branch of the Department of Agriculture with no very sparing hand. This may have been necessary, as the finances of the Dominion were not methodized, nor the revenue closely ascertained. We do not cavil at this policy of retrenchment, nor refuse to our financial reformers the merit of doing what they considered the best for the public service, but we refer to it as showing that good policy and economy are not always consistent, and that the one may sometimes be in antagonism to the other. We have always regarded the publication of the *Emigration Gazette* as almost an indispensable auxiliary to the success of emigration. The issue of that paper ceased since last November twelve months, and the result is contained in the following letter of Mr. Dixon, the Canadian Agent in England. We should notice the fact that at no previous period in England was labor more redundant than now, and that not only the poor, but the wealthy are looking to emigration as the only agency that can afford relief to those out of employment and those miserably paid for their labor, to relieve or lessen a destitution that threatens to become chronic in Great Britain. Under this pressure the leaders of the emigration movement, who naturally look to the colonies and dependencies of the Crown as the more natural localities in which to transfer their superabundant population, applied to Mr. Dixon, our accredited Agent, to ascertain what facility or encouragement the Dominion afforded or offered to emigrants. His reply is this:—

WOLVERHAMPTON, Jan 29, 1863.

"Dear Sirs,—I have not got emigration papers of any description, nor do I know when I shall have any. The demand for them this winter has been enormous, even without my name appearing in public. The last information I had from Canada was that they hoped shortly to have the Department in working order. I am truly, yours,

WM. DIXON."

There is one result of an economy, however judicious, a year or two ago, that cannot now be defended. The Government of Ontario boasts of a large surplus of revenue that of Quebec gives a promise equally flattering and satisfactory, while the Dominion or Federal finances seem to yield a surplus over the expenditures. We regard the general debt as a pleasant signment,

neither interest nor principal gives an uneasy thought. All this is highly encouraging. But if economy has helped to this pleasant result, and we do not deny it, will any thoughtful man caring for the future, assert that this rigid economy ought to be continued at the expense of the development of the resources of the country? That for the sake of some thousands of dollars, the savings from the Departments, we should forego the benefits of sharing in the rich harvest of labor seeking employment, and let our waste lands remain barren and unproductive?

Mr. Dixon can do nothing in England, while other countries are eagerly appropriating the emigrant. He is ignorant of the measures of our Government, waiting for instructions which never can reach him. The *Emigration Gazette* so eagerly sought for in Great Britain, and which has done more than any other agency to direct the attention of the emigrant to this country is asked for and denied, because not published. The Treasurer of this Province may look with complacency and pride at the amount he may be able to place to our credit. But we would ask him to place as an offset the unclaimed lands, to be counted by millions of acres, which abound in every section of the Province. We would ask him, and the Government, what better or more profitable investment could there be, than that of settling these large tracts with an industrious population which would increasingly, year after year add largely to the revenue, and aid with a strong arm and a stout heart to give permanency to the new constitution.

The most prolific possession the Government can have is a country without inhabitants, or with a sparse population. We sometimes think our rulers have not fully re-considered the position in which we are placed. They have been occupied, and properly, with the first grave duties which our new position presented. They have worked wisely and well to give stability to that position. We require now something more than from a hand-to-mouth legislation, something that looks into the future on whose shadow we are entering, and makes provision for that future. Have our legislators fully recognized the fact, and weighed its vast importance, that the acquisition of the Hudson's Bay Territory, including the present limits of the Dominion, assuming that all the Maritime Provinces will have joined it, with Vancouver Island, British Columbia and Labrador, will give us an area close on four millions of square miles? Assuming the present population to be four millions, and this is its utmost extent, then we have one person to each square mile, or one family to five square miles, or \$200 acres. The weightiest problem of the day is how to fill up this vast territory with population, and not a source of weakness, which it must remain so long as it is unpeopled. We suppose that the Federal and Local Governments have entered on its solution. At least report has it that some preliminaries are arranged allotting to each its portion of the task. This question is one, however that cannot be shelved or longer postponed, and if not taken up at once earnestly and successfully on some broad and effective basis, than the Hudson's Bay Territory had better, and even that of the Red River had better, for a few years, remain outside the Union.

We have waited with patience the action of the Committee on Immigration, struck last session by our Legislature. Nothing, so far as we can learn, has yet been done by that Committee to solve, or assist in solving the grave question it was appointed to discuss. A few witnesses have been examined, but the practical results are yet to be discovered. That Committee has an important duty to perform. More superficial inquiry will not satisfy the public. Its investigation must, to be useful, be both extensive and critical. Of course the action of this Committee will be confined to this Province. In this Province the average population is about one family of five to the square mile or 640 acres, a sparseness of settlement which demands a prompt remedy. The very interest, as a Province, in the question is paramount, and those who wish to study it, and ascertain the issues it involves, would do well to peruse carefully the speech of the Hon. Mr. Langervin at the opening of the present session.—Quebec Chronicle.

POOR-PACKING IN THE WEST.

IT was variously estimated by good judges that the hog crop of 1863 would, without doubt, reach from two to two and one-half million head. But almost in the height of the season, and during the period of the greatest activity among packers, the cry of "short crop" was suddenly raised. While some believed it to come from farmers operating for a rise, others thought it proceeded from those who were operating for a "corner." But when the number of hogs packed in Chicago was ascertained it had fallen off some 150,000 head from the number packed last year at the same period, with a corresponding falling off at other packing points. The "short crop" question became pretty well settled. It was then too late in the season for the packers to make up the deficiency, and much less to reach the anticipated limit of 1,000,000 head, which they had set down at the beginning of the season as the probable number that would be salted down in Chicago alone. The facts now reached in regard to the hog crop show, as a rule, that the crop is poor in quality and below an average in quantity, and it is now pretty well settled that the number of hogs packed during the present season throughout the country will fall half a million behind the amount packed during the previous year.

At the commencement of the packing season the supply of barreled pork had not been reduced as it was for many years. Not only in this country, but also in Europe, the markets were bare of stock. The acute demand to supply this actual necessity and to maintain values, but also stimulated large operations for future delivery, which kept the market in

an excited an anomalous condition, and packers of Chicago went into the market and operated for an advance, in order to keep out buyers from other sections. The speculation thus induced culminated in one of those phases of trade technically called "corners," for which Chicago has an unfortunate reputation. The movement commenced in the early part of November, and a week or two since it was known over 150,000 barrels had been contracted for for future delivery, while only 25,500 barrels had been sold for cash. These figures only include city packing; sales made for outside towns or country lots delivered at Chicago are not included.

We learn from the Chicago *Journal of Commerce* that the shipments of barreled pork of all kinds from that city, from the 1st of November up to the 8th of January, when the packing season was virtually closed, was 36,726 barrels, while the stock on hand, as reported by packers, was 45,974 barrels, which is about 13,000 barrels less than was held in the same period last year. The number of hams shipped as above were 148,916 pieces, and 15,822 lbs. do. of shoulders, 3,818,274 lbs. of middles, 14,743,544 lbs., and of lard, 23,614 tons. The following are the amounts shipped to some of the leading points in the country: To New York—15,167 barrels pork, 13,143 tierces lard, 4,210 tierces and 2,789 pieces ham, 589,501 pounds shoulders, and 7,358,006 pounds. To Philadelphia—1,070 barrels pork, 954 tierces lard, 7,095 tierces and 2,790 pieces hams, 776,825 lbs. shoulders, and 364,142 pounds middles. To St. Louis—574 barrels pork, 14,393 pieces hams, 340,444 pounds shoulders, and 2,228,813 pounds middles. To Baltimore—2,660 barrels pork, 414 tierces lard, 903 tierces hams, 1,534,459 pounds shoulders, and 1,440,389 pounds middles; and the remainder to New Orleans, Boston, Canada, and other points.

The shipments to Liverpool for the season beginning November 1, 1868, viz. New York, Portland and Sarnia, foot up 9,950,000 pounds.

The reports of pork packing received from 152 points, up to the 7th January, nearly all of which had then closed operations, estimating points not heard from as falling short in the same proportion, are as follows:—

	Packing up to date.	Estimate for the season.	Total last season.
Chicago.....	511,716	300,000	366,481
Cincinnati.....	327,090	350,000	366,481
St. Louis.....	210,124	230,000	334,323
Louisville.....	161,800	167,800	140,900
Milwaukee.....	198,000	125,000	189,468
163 points heard from.....	797,743	881,381	999,317
do not.....		73,283	81,296
Total.....	2,122,693	2,477,476	2,781,189

These estimates show a falling off of 353,698 hogs, and reduces the packing in the West to 2,427,476 this season, against 2,781,189 hogs last year. The reports indicate that the weight and yield of lard will be but little short of last season.

As some of the Chicago packers are still at work whenever they can light on suitable lots, it is quite probable that the number packed at that point will reach, by the middle of March next, quite 600,000, in which case there would be 196,000 less packed the present season than were packed last year, which amounted to 667,601 head.

WHEAT IN CALIFORNIA.

The Annual Review of the Trade of San Francisco contains the following regarding wheat yet to be exported from California:

Our exports from July 1st to January 1st, 1869, amounted to 150,000 tons of wheat and 25,000 bbls of flour. Reducing flour to wheat, the total quantity exported amounted to 184,000 tons. It is estimated that we have still on hand a surplus of 170,000 to 180,000 tons, available for export; and if we add to this the surplus existing in Oregon, which we may fairly set down at 80,000 tons, all of which must ultimately find its way to this port, we arrive at a total surplus still available for export of 250,000 to 260,000 tons (in round numbers 8,000,000 bushels). In our previous issues, in fact, ever since California has become an exporter of breadstuffs, our estimates of surplus have been as nearly correct as it is possible for such statements to be. Wherever they have varied from actual results, it has been by understating the quantity on hand, so that it is fair to say that the best six months of the year have passed and less than 36 per cent of our surplus crop has been moved.

The review continues at some length to show that prices for this surplus must rule lower, as the tonnage available for its export will not suffice to carry forward more than 7,000,000 out of the 8,000,000 bushels that will seek a market before the next harvest. This position we believe to be correct, and it affords ground for serious consideration by our grain dealers as well as our millers. California wheat is already placed on the New York and Boston markets at a price competing with our best white fall grades, and Eastern millers by combining it with Minnesota and Iowa clubs make a first-class flour at a figure below that at which our millers can furnish a similar grade. If the review is correct, and further reduction in the price of California grain is to take place, with the immense quantity awaiting a market, then our Western grain must go down with it. Again the grinding of this California wheat, with our Northwestern spring—the latter being necessary to impart to the flour that gluten which the former lacks—will perforce render necessary a more near assimilation in the price of spring and fall in our market. It is not, however, clear that this assimilation will be affected by an increase in the price of spring; in fact it would seem probable that it will rather result in a decline in fall until it reaches a figure at which our millers can compete with seaboard millers using California grain, and that spring will also decline because the use of California grain will, in part, restrict and limit the use by these millers of our clubs—that is, that while the clubs will be

necessary to mix with the California wheat, still not so much will be required as if there was no California wheat to use with it.

Of the coming crop the Review says:

As regards the prospective prospects of cereals in this State from the crop of 1869, we have but to reiterate what we have before repeatedly stated, that the breadth of land sown will show a large increase over any previous year in our history. The land is now well watered by seasonable rains, and all fears of a drought or dry time, so generally expressed during the fall months, entirely dispelled. Therefore, judging from past experience in this State, we have no hesitation in saying that our cereal crops for 1869 will be immense.

A NORTHERN PORT.

ONTARIO is in want of a seaport, and, very opportunely, a writer in the Toronto *Telegraph* suggests Moose Factory, on James Bay. The letter which appeared in that journal attracted our attention, because we always believe it to be Ontario's policy to establish an open communication with the Northern Sea. From the earliest day of their occupation of the Hudson Bay country, the English have made constant use of the waters of the Bay, which bears the name of the discoverer. The bulk of the supplies which reach the Saskatchewan find their way by the Northern Sea and Nelson River, and a few years since, Great Britain sent some of her troops by that route to the Red River. The military authorities heard all that could be urged in favor of the much praised land water passage from Thunder Bay by Lake Winnipeg, and finally decided that it was cheaper and safer to send the troops by sea to Hudson's Bay. Toronto is ambitious, and she has some right to indulge in a just pride of place, because nature endowed her with physical advantages few other localities can boast. An air line from the Bay of Toronto to the waters of Lake Huron is probably the shortest line of communication between the basin of Lake Ontario and the world of waters which spread themselves to the north. The day may come when a canal connecting Lakes Huron and Ontario will become an absolute necessity, but for some years a railway can serve the purpose of traffic. Toronto has a railway with its terminus at Collingwood, and, thanks to the liberality of the American Government, the canal at the falls of the Sault Ste. Marie affords easy access to the waters of Lake Superior. We state these facts to prove how trifling, comparatively, the labor is to open a channel for trade between Lake Superior and James Bay. We remember that the late Sir George Simpson in his tours of inspection as Governor of the Hudson's Bay Company, was accustomed to stop on his way down Lake Superior at Michipicoton, and take a run from there to Moose factory. He ascended the Michipicoton river, and portaged from it to the Moose river, which he descended till he reached the Moose Factory. The trip both ways did not occupy him more than ten days including a short stay at Moose Factory. We see the distance stated as 220 miles, which we think a high estimate, but assuming that it be 220 miles, with two rivers susceptible of canaling, surely no enterprise better merits the attention of the Ontario Government. We cannot say much in favor of the country intervening between Michipicoton and Moose Factory. It has the same hilly, nay, mountainous aspect that the country north of Quebec presents, but there are scattered patches of arable land. Moose Factory is a prize worth contending for. It is, after passing the Gulf of St. Lawrence, perhaps the best harbor on this northern continent. It must, some day, become an important sea-port. The climate is severe, but not more so than at Bic, and can be used by shipping for as many, perhaps more, months than Montreal. The latest physical atlas published instructs that the line within which wheat can be grown takes a northerly sweep, and includes a section of James Bay. We cannot outstep the accuracy of the physical atlas, because we know that the Hudson's Bay Company farm very extensively at Moose Factory, raising all kinds of grain. Moose Harbor is destined to become an important trading station, and another generation will witness the growth of a large city at that point. It will draw its traffic from the Saskatchewan, down the Nelson River; it will enrich itself with the abundant fisheries on the coast, and if the Ontario Government has the courage to expend its spare means in establishing a canal route with Moose Factory, and making it a port of entry for the traders of the West, capital and population will soon find their way there.—*Montreal News.*

SENSIBLE ADVICE.—In reviewing the Halifax markets, the *Express* of the 10th inst., makes the following sensible remarks:—

"There has been quite a stagnation in trade during the week. At this season of the year one must expect a dullness, but not to such an extent as we are experiencing now. Something must be done to revive the commerce of the country, and the first step in the right direction would be the 'ceasing' of all 'impracticable' political agitation; so long as such is carried on, we cannot look for commercial improvement. Our capitalists do not care to invest in factories, &c., and under present circumstances it would be folly to expect foreign capital to flow into the Province, however tempting the prospects may be, so long as political excitement continues. We may blame ourselves for 'hard times,' if we continue our present suicidal course. There is another important subject which should occupy the attention of our merchants. Experience shows that we must seek other markets for our dried fish, than the West Indies. This only can be done, by having the cure of fish of a much higher standard than at present, such as will suit the Brazil and Spanish markets. The imports are extremely light, the exports also are small.

DISASTERS ON THE OCEAN.

It appears from the British *Annual Wreck Register*, just published, that 2,573 shipwrecks, representing a registered capacity of 464,000 tons, occurred on the seas and on the coasts of Great Britain during the year 1867. By these wrecks, 1,333 lives were lost. Statistics for the last nine years show that the average annual number of shipwrecks on British shores during that period was 1,961 or an average of more than six every day. Yet, lamentable as these facts appear, it must be remembered that there are every year nearly 500,000 arrivals and departures from British ports, bearing, with a tonnage of seventy millions, cargoes whose aggregate value is not so much short of the British national debt, and crews of two millions souls. The ratio of loss, then, is small indeed. Yet the fact that 447 of these vessels were lost last year entirely through carelessness shows that the chances of this kind of disaster may be materially diminished by means of adequate maritime police regulations. These would best be provided by an international commission with authority from all the leading maritime powers to hold a congress at least as often as once in three years, for the adoption of measures calculated to effect such reforms in shipbuilding, and in science of navigation, as shall conduce not merely to greater safety, but to greater international commercial prosperity. If it is not practicable to have international intervention in this too-long neglected matter, it is certainly the duty of each great power, Great Britain, the United States, France, and Germany, to proceed independently of the other. The United States, especially, can not ignore the necessity of early and efficiently looking to the suffering interests of its ocean commerce. It is true that the first step of reform would be the abrogation of those iniquitous fines and penalties which, in the shape of tariff duties, have gradually reduced this country to the rank of a fourth-rate maritime power, and carried bankruptcy and desolation to our ship yards. It would be useless to attempt anything, through naval apprentices' schools, or more rigid systems of inspection, or the adoption of a code of maritime regulations, so long as American vessels are made powerless to compete with English, French, or Dutch ships, by reason of trade laws, closely resembling in iniquity the restrictions of the French 'continental' system, or the barbarous notions of Chinese exclusiveness. We should first stimulate commerce with foreign countries by reducing duties on importations and afterwards give a stimulus to ocean navigation by making that navigation at once safer and more profitable.

The report from which we borrow the above statistics shows that during the last nine years, no less than 411 British vessels foundered, or were otherwise totally lost, from absolute unseaworthiness, while the number of casualties resulting in partial damage during the same period from the same cause, was 449. The report shows also that in a large number of cases a shipwreck means not a tempt-storm craft, riven after a noble contention with the elements, but the wretched collapse of a rotten vessel which ought never to have been sent to sea, and the destruction of which hardly causes a pang to its owner. But it is not decayed ships alone that thus come to an untimely end, for we find that during the nine years ending 1867, disasters to comparatively new ships bear a very heavy proportion to the whole number. Thus 209 wrecks and casualties have happened during the past nine years to nearly new ships, and 322 accidents have occurred to ships from three to seven years of age. Then there are wrecks and casualties to 500 ships from seven to fourteen years old, and to 747 from fifteen to thirty years old. Having passed the service of half a century, we come to the very old ships, viz.: 60 between fifty and sixty years old; 36 from sixty to seventy; 9 from seventy to eighty; 3 from eighty to ninety; 1 from ninety to one hundred, and 1 upwards of one hundred and one years old. The ages of 298 are unknown. The state of rottenness and want of repair of some of the ships above twenty years old often call for remark. Even at the age of twenty-five to thirty it sometimes happens that a ship is so rotten as to fall to pieces immediately on touching the ground, without giving the crew the slightest chance of getting out their boats, or to be saved by life-boats, or the rocket apparatus.

Of the 2,513 vessels lost or damaged in 1867, 89 were rigged as ships, 141 were steamships, 727 schooners, 423 barks, 277 barks, 288 brigantines, and 241 smacks; the remainder were small vessels rigged in various ways. Of the 2,513 vessels referred to, 1,147 did not exceed 100 tons burden, 961 were from 100 to 300 tons, 286 were from 300 to 600 tons, and 119 only were above 600 tons burden.

From a table in the register, which speaks of only 2,090 wrecks, casualties and collisions, we observe that 414 collisions took place, and 1,676 wrecks and casualties other than collisions. Of these casualties other than collisions, 656 were wrecks resulting in total loss, and 1,020 were casualties resulting in partial damage more or less serious. The whole number of wrecks and casualties other than collisions reported in 1866 was 1,438, and that since 1858. But 1,676, the number of wrecks and casualties other than collisions in 1867, is in excess of the wrecks and casualties of all former years. The annual average for twelve years, including 1867, is, for wrecks resulting in total losses other than collisions, 471, and for casualties resulting in partial damage, 681. As against this the numbers for the one year, 1868, are, for total losses, 656, and for partial damage, 1,020.

It appears that 729 vessels were wrecked when the wind was at force 6 or under—that is to say, when the force of the wind did not exceed, a strong breeze, in which the ship could carry single reefs and top-gallant sails; that 171 happened with the wind at force 7 and 8, or a moderate to a fresh gale, when a ship, if properly manned and navigated, can keep the sea with safety; and that 1,069 happened with the wind



at force 9 and upwards—that is to say, from a strong gale to a hurricane

This document reveals a most lamentable state of things. Here are the facts minutely detailed of 2,513 shipwrecks, with the appalling loss of 1,338 lives, clearly and incontrovertibly put before us as having taken place on the coasts and in the seas of the British Isles during the short period of twelve months.

The loss of property, including ships and cargoes alone, can hardly be represented at less than fifteen millions of dollars!

We, however, are principally concerned, as we before said, in the loss of life, which is far beyond any money value. By the great, unceasing, and noble efforts to save life that were made, not only by the boats of the National Lifeboat Institution, but also by the rocket apparatus under the control of the Board of Trade and by shore boats, whose crews are stimulated by the liberal rewards of the National Lifeboat Institution to use every exertion to save life, the number of lives saved last year can hardly have been less than 2,000 in all; and in the great majority of cases, they must have perished in the absence of the exertions which were used, and particularly so in respect to the services of the lifeboats. The register states that the total number of lives saved last year, by all means, was 5,815.

The latter part of 1867 was, as will be remembered, unusually productive of shipwrecks on the British coast. During the heavy storms of November and December alone, the lifeboats of the National Lifeboat Institution rescued 259 persons from different shipwrecks; and during the fearful gale which continued from the 1st to the 3rd of December, and which was the most serious one of the year, 328 vessels were lost or damaged, and the lamentable loss of 319 lives took place, thus making the latter storm nearly equal in intensity to the celebrated gale of the "Royal Charter," in October, 1859, when 343 vessels were lost.

Again, the gales in January, February, March, October, November and December, in 1866, produced a total number of 793 shipwrecks. Of that number 279 occurred in the month of January of that year, and it will be remembered that on the 11th, the most disastrous gale of that month, Torbay was visited by a hurricane, in which 61 vessels were totally destroyed or seriously damaged accompanied by a loss of 35 lives. There were also numerous minor casualties on different parts of the coast on this day.—*American Exchange.*

#### COTTON SUPPLY ASSOCIATION.

At the usual meeting of the Executive Committee, held at Manchester on Tuesday, February 2 letters were read from several Indian officials, now in England, respecting the best means of promoting an extended and improved cultivation of cotton in India. The Revenue Commissioner, Northern division, Bombay presidency, is of opinion that the area of cotton cultivation in Gozerat might be considerably increased by the encouragement of immigration into the Funch Mahals to the north of Baroda, a large portion of which is now jungle, from want of inhabitants. He states that he has several times urged the Bombay Government to offer liberal terms to settlers, but has only obtained their consent to half measures. The Chief Commissioner in the Central Provinces expresses the opinion that improvement can only be obtained very slowly and laboriously by constant experiments, assiduous cultivation, and general improvement of administration. There are not in India any large scientific farmers, but the ryots, with very limited means, are, taking them all in all, as good practical agriculturists, and as ready to adopt improvements as any similar class in any part of the world. If the ryot can be shown any system by which he may grow more and better cotton, he will not be slow to adopt it, but he cannot be expected himself to make the experiments necessary to find out the best methods. Cotton in India requires good land, highly cultivated, plenty of labor, and in such a country these things cannot be had together. All the best land has long ago been taken up, except where from unhealthiness or other causes, population is very scanty. Waste lands are, therefore, available on the most liberal terms, but cotton is only grown in quantity on old and valuable lands. The great value of the place of the scientific farming as much as possible, by experimental farms to immer, or, in other words, cultivation in a practical manner, to improve the plant and the cultivation, pedigree system and seed; such a farm, where the would, it is believed, other experiments might be tried, vines or Berar. be of great service in the Central Provinces on the A minute prepared by the Chief Commissioner on the Godavery navigation and subjects arising out of it, expresses the opinion that it is an essential part of any complete scheme of navigation that it should connect with the railway, and thus establish the means of through traffic. The rail and navigable route would aid one another in many ways; it may be said generally that each would act as a feeder to the other; those things which seek an eastward course might be brought short distances by rail to the place of embarkation; those which seek an outlet to the west would be easily and cheaply brought by water to a railway station. A through communication right across India must have many commercial and political advantages. From Nagpore the present line of the G. I. P. Railway takes for some distance a southerly course. At the point where it turns west it should be connected with the cotton marts and the Godavery navigation. The sanctioned surveys in connection with the latter scheme have been made with the object of carrying the navigation up to Hinghghat. This well-known great cotton mart is only 18 miles from the rail, and the two systems of transport must evidently be united. It may be found possible to carry a boat canal up to the railway, or it may prove a better course to carry a branch line twenty miles beyond Hinghghat, to the point on the Wurdah which the Godavery navigation must reach if it is to become effective. The cotton

country of the Wurdah and of Edlabad (valley of the Paingunga) would then be fully tapped whether for rail or river, and the coal of the Chandah district would be made available. The cotton of the Wurdah and Edlabad districts is rather fine in quality than large in quantity. As regards the navigation of the Wurdah, both the Chief Engineer and the Commissioner were agreeably surprised to find its character, as judged by an Indian standard, so very much more favorable than could ordinarily have been expected of a stream of the kind. In fact it is, for an Indian river, eminently suited to navigation of a small and light kind, and, even in its natural state, comparatively little seems to be required to fit it for light boats during the greater part of the year. The Wurdah river never runs dry, and in the Chandah district it is navigable by small boats for a long distance without any break, so late as the month of February at least. An officer long resident in India, states as the result of his own knowledge of the facilities which exist for growing good cotton in that country, that it is quite practicable not only to improve the quality, but to increase the quantity in a tenfold degree. A letter was read from the Cape of Good Hope Agricultural Society, stating that the cultivation of cotton is being rapidly extended throughout the districts adjoining the sea-coast, and requesting to be supplied with some cotton seed and information respecting its treatment. It is hoped that the efforts now making will be crowned with success, and that eventually a considerable quantity of cotton will be produced.

#### BARLEY IN ENGLAND.

At a time when this grain occupies so important a place in our markets the following information on its position in England may not be out of place:

The official agricultural returns show an acreage under barley in England in 1868 of 1,780,101 acres, or 112,000 less than in 1867, although a larger number of returns was obtained 1868; but more acreage was devoted in 1868 to the growth of wheat. The total area under barley in the United Kingdom in 1868 is returned as 2,348,068 acres. The great barley field of the kingdom shows in each of its counties a decrease—the return for Essex is 97,325 acres under this crop; Suffolk, 180,068; Norfolk, 182,697; Lincolnshire, 130,531 acres. The other counties of England devote less land to barley. The south-western counties, however, give it a good acreage—Cornwall, 48,868 acres; Devonshire, 77,959; Dorsetshire, 26,276; Somersetshire, 52,687; Wilts, 69,947. Hampshire applied 55,988 acres to barley, and Kent 88,079 acres; Surrey and Sussex smaller areas, 17,064 and 24,187 acres. Eight underland counties gave about 300,000 to this crop in 1868—Gloucestershire, 98,194; Berks, 36,722; Oxfordshire, 49,899; Herts, 42,902; Northamptonshire, 40,507; Cambridgeshire, 52,968; Nottinghamshire, 45,456; Salop, 50,840 acres. Lancashire, which grows so little corn, returns only 6,948 acres under barley, a quantity exceeded by the smallest county in England; and Lancashire is one of the dozen counties with more than a million of acres, and has the largest number of months to feed. The West Riding of Yorkshire shows 66,400 acres in barley; the North Riding 54,876; the East Riding 45,958 acres. Some northern counties apply but small areas to this crop, but in Northumberland it gives 29,084 acres. Wales shows 151,608 acres of barley, a larger number than of wheat. The south-western counties of Pembroke, Carmarthen, and Cardigan, supply nearly half this area. Scotland gives 219,219 5/15 acres to barley, a much larger quantity than to wheat. The chief field is in the east, Koxburgh, Berwick, Haddington, Fife, Perth, Forfar, Aberdeen, range from 25,000 acres in Fife and Forfar to 12,000 in smaller Haddington. Ireland had in 1868 188,252 acres growing barley, a larger quantity than in any year since 1862. It is chiefly grown in Wexford, Queen's County, Louth, Cork, Kildare, and King's County—the first two having in 1867 41,513 and 22,667 acres respectively under barley, the other four ranging from 10,000 to 19,000 acres. Our import of foreign barley for home consumption was 8,438 1/4 cwt. in 1866, the largest import ever received; in 1867 it fell to 5,662,289 cwt., but advanced to 6,490,742 cwt. in the first 11 months of 1868. The export of malt, the product of the United Kingdom, was only 45,080 qrs in 1867.

#### ROBBERY OF THROUGH FREIGHT.

We have had occasion to notice the turning out of "through freight" cars from the Ontario engine shops here, and in connection with through freight may mention certain risks such freight runs in reaching its destination. The cars are locked with non-burglar proof locks, and what locks now-a-days are burglar proof? A curiously inclined person sees himself or conductor's key, by fair means or foul, and at some wooding or watering station, during a dark and stormy night, quietly opens one of those cars and gets in. As soon as the trains get under motion, a few of the choicest bales and packages are tumbled out and immediately taken care of by accomplices, while at the next stopping place he as quietly gets out and relocks the door. This is perhaps done within a hundred miles of the starting place, and unless every car is examined and the freight checked off by the way bill every few hours it will be next to impossible, when the car arrives at its destination, five, eight, or ten hundred miles, to say on which road or part of the route the robbery was committed, and it is, therefore, the more difficult of detection. Leaden or other clasps are no protection for robbers can replace them. We have said this much to preface a notice of a padlock which was shown to us the other day, invented by an American, designed to meet this difficulty. It is a combination lock, capable of 10,000 modifications, and to unlock it only two figures are required to be remembered, and if these be not known, or if forgotten, a person might try it

10,000 times before he opened it. And he must know how to open the lock even if he have proper numbers. The only way for robbers to get into the car is to break off the lock or break open the door, in either of which case the discovery would be made within a sufficiently short distance of the place of the burglary to enable the thieves to be more readily detected. We are assured that the lock can be made for very little more than the cost of ordinary car locks. It is simple, and not liable to get out of order, and may be made of the ordinary size. A patent has been applied for at Washington, and it will very probably be patented also here and in other countries. It has been invented expressly to meet the difficulty stated, and would seem calculated to meet the case admirably, and if it does, the inventor deserves to make his fortune out of it, as well as to receive the thanks of railroad freighters.—*Kingston News.*

#### PACIFIC COAST MINING PROSPERITY.

Last year appears to have been one of great prosperity as regards gold and silver mining on the Pacific coast. The *Commercial Herald* of San Francisco, under date of January 14th, has an exhaustive review of this branch of industry, containing many pregnant facts and figures of progress and well sustained production. From this review we learn that there are nineteen counties in California in which mining operations are actively carried on at the present time. These contain within a trifle of five thousand quartz mills, costing about \$6,500,000, independent of water trenches, created at an additional cost of some \$10,000,000.

The State of Nevada is located the Great Comstock Lode, whence the bulk of our silver is drawn. There are in that State 368 quartz mills, besides a number of metallurgical establishments for the treatment of ores by smelting; the cost of this entire class of improvements being estimated at \$10,000,000. The "White Pine" mines recently developed, promise to rival the Comstock Lode, though no great progress appears to have been made thus far. In Oregon there are 21 quartz mills, but the business of the past year is stated not to have been very profitable, owing to the scarcity of water. Some new and apparently rich "diggings" are reported to have been found. In Idaho there are 48 quartz mills, costing \$765,000, and the bullion yield for the past year is estimated at \$7,000,000. In Montana, new and promising gold and silver mines have been discovered. There are now over 30 quartz mills in the Territory, and the yield of bullion in 1868 is stated at about \$14,000,000. Washington, Arizona, Utah, and New Mexico are said to contain valuable deposits of the precious metals, though mining operations appear to have made but little progress thus far.

The copper mining interest of California seems to have languished, owing to the depressed condition of the markets for this metal. Coal mining, too, was only moderately prosperous. But California has discovered a new wealth in the shape of rich tin mines, in San Bernardino county. The quicksilver mining companies of California, it is said, have entered into an arrangement looking to a restriction of their joint production, to a quantity not likely to be largely in excess of the prospective consumption of that metal, with a view, as is supposed, of enhancing the price.

The general conclusion with regard to the precious metals is, that in no preceding year has there been a greater degree of mining activity, or more solid progress made, than in 1868. It has been marked by the introduction of more permanent and scientific methods of mining, the application of improved machinery and modes of reduction, and methods of separating the pure gold from ores containing other compounds; dispensing with quicksilver, unwonted facilities for roasting the ores; the substitution of wooden tubs for iron pans, by which a great saving of expense and a purer article at the same time secured; and the employment of nitro-glycerine and giant powder in blasting, by from 25 to 50 per cent can be saved. These and like improvements in working the mines have, together, contributed largely to make the present mining operations of California, at least, a more stable, reliable, and profitable business; and to prevent those seasons of intense excitement which marked the early years of gold hunting in California.

The aggregate yield of gold and silver in the United States in 1868 is estimated at about \$65,000,000 which is probably not far from the mark. With the completion of the Pacific railroad this year, and the rapid progress of railway construction in the Pacific States, in connection with the improved methods of reducing ores, it is safe to conclude that still better results will be reached in the near future.—*N. Y. Bulletin.*

BLEACHING OF WOOD-PULP FOR PAPER.—M. Orioli, a French chemist, says, in the *Revue hebdomadaire de Chimie*, that the chloride of lime, if the dose is the least in excess, has a tendency to give a yellow tinge to the pulp; that all energetic acids without exception, tend to give a reddish colour to the paper when exposed for a long time to the effects of the sun or of moisture, and that the least trace of iron is sufficient in a very short time to black the pulp. He says he has succeeded in avoiding all these inconveniences by the use of the following mixture:—For a hundred-weight of wood-pulp, he employs 400 grammes (four-fifths of a pound) of oxalic acid, which has the double advantage of bleaching the colouring matter already oxidised, and of neutralising the alkaline principles which favour such oxidation; he adds to the oxalic acid one pound, or a little more, of sulphate of alumina, entirely deprived of iron. The principal agent in this mode of bleaching is the oxalic acid, the power of which over vegetable colouring matter is well-known; the alum has no bleaching power of its own, but it forms with the colouring matter of the wood an almost colourless lake, which has the effect of increasing the brilliancy of the pulp.

**CANADIAN PETROLEUM.**—Why cannot Canadian petroleum be refined so as to equal that of Pennsylvania for illuminating purposes? We are told by the best authorities that a essential properties are superior to those of American oil, and yet the best of it emits a disagreeable odor which greatly lessens the demand for it. Can it some cheap method to discover a method for deodorizing it properly? Unless this is done there will soon be a demand for removing the duty of 15 per cent. which a year or more ago was imposed upon American petroleum. Already the people of New Brunswick are beginning to complain of this tax. It keeps out American oil to a large extent, and as the coal oil works of the Province have been closed, dependence is placed nearly altogether upon the oil supplied by Ontario, yet this is so bad that when they keep it to their shops it injures tea, sugar and other goods near which it may be stored. It is thus becoming a nuisance but the people are unwilling to pay the high price which the duty places upon the American article. The matter should be taken into serious consideration by our refiners. — *Toronto Leader.*

**THE COAL TRADE.**—The Philadelphia Ledger thus reviews the Pennsylvania coal trade:—

"The anthracite coal trade continues fairly active. The total tonnage of the Reading Railroad for the week was 5,114 tons, and for the year 433,496 tons, against 429,841 tons at the same date last year. The tonnage of all the carrying companies for the week was 174,831 tons, and for the year 1,246,816 tons, being an increase on the tonnage to the same date last year of 231,761 tons. The supply of coal at all the principal centres is considered fully up to the demand, and unless there shall be more severe weather to increase the domestic consumption, the production going on as at present, the trade will open in the spring heavy, than which nothing is more disastrous. What a trade requires is a bare market at the opening—a good start-off keeps it brisk the season through. The miners have gone to work in the Mahony region at the prices offered by the operators. The trade looks more discouraging now than it did this time last year. If coal is forced into the market now, prices will go below a remunerating point."

A Boston inventor claims to have made a locomotive engine, now in practical operation that will perform all the hard work of an ordinary locomotive at one-third the cost price and one-half the running expense. It will travel on the shortest curve with ease, it can be built from 60 to 200 horse-power, demonstrated on the axle with a traction of 8 to 13 tons, which weight, by the dispensation of tender and forward car trucks, rests wholly on the driving wheels, and this traction is also increased by the transfer upon these wheels of the fuel and water weight. This engine is not compelled to drag along the weight of the above named appendage as in an ordinary locomotive, which reduces the traction of a 23 ton locomotive to about 15 or 16 tons, and their cost will only be from \$1,000 to \$8,000, according to size and power. The advantages of this style of engine will be apparent at a glance. Its reduced first cost, its lessened running expenses; the small outlay necessary for repairs; its great traction, demonstrated on the axle, being 100 to 600 per cent. advance above the power of the engine proper; so that while it is only necessary to supply steam for a small engine the power of a large one is obtained on the work to be done.

**BOSTON WOOL MARKET.**—In the Boston Wool market last week 4,000 lbs of Canada combi. sold at 65c. and another lot of 8,750 lbs. at 75c. The demand for wool continued active throughout the week, and the sale continued up to 1,324,000 lbs. Manufacturers are carefully watching the course of trade and are in the market daily in quite large force. The anxiety to purchase is noticed in the offers made for large lots, and the eagerness with which any lots that are more than usually desirable, either in quality or price, are snapped up. There has been more inquiry the past week for pulled wools, and the attention of manufacturers has been turned to extra-pulled, as this description is relatively lower than other grades. The sales have been quite large, but there is no improvement in notice in price, and the heavy stocks in the hands of pullers is likely to keep down prices for the present. California fleeces being more sought for, and better offers for round lots have been made by buyers. Holders, however, are firm and in view of the scarcity of Western fleeces, prices are likely to reach a higher point. The sale of w. fleeces have been quite large and this description is becoming scarce. The receipts of coarse and medium fleeces continue to be light, and there is but a limited assortment of these wools. Prices in the wool growing sections are firm and quite as high as in this market, and the supply of medium and coarse grades will be taken up by local mills. — *Boston Advertiser.*

**MUSKOKA WOODEN RAILWAY.**—Among the projects which were recognized last session by the Ontario Legislature, to the extent of granting a charter to a company for carrying it out, was a wooden railway to connect Lakes Simcoe or Couchiching and Muskoka. The distance over which the proposed road would run is about fourteen miles, and the cost of it about \$500,000. This in itself is not a large sum, but still for a sparsely settled country it is of considerable magnitude. It is not expected that the settlers along the route shall bear the whole burden themselves, but it is thought that the adjacent municipalities will be so much benefited by the work that they will contribute liberally to have it accomplished. In order to bring them to the test a number of public meetings have been held, and the advantages of the railway explained to the people. We have not heard the result of these gatherings, but trust that it has been favorable. Improved means of communication with Muskoka obtains, too, at a comparatively trifling cost, would greatly promote its development and prove of great benefit not only to the settlers who have taken up lands in that neighbourhood, but to the whole country, which has an interest in seeing this and other regions that are suitable for settlement occupied by an industrious population as speedily as possible. — *Toronto Leader.*

STATEMENT OF BANKS

Acting under Charter, for the Month ending January 31, 1893, 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.	Provisionary Notes in circulation not bearing interest.	Balances due to other banks.	Cash deposits not bearing interest.	Cash deposits bearing interest.	TOTAL.	
<b>ONTARIO AND QUEBEC.</b>	\$	\$	\$	\$ cts	\$ cts	\$ cts	\$ cts	
Bank of Montreal	6,000,000	6,000,000	300,000	174,412	6,807,760	7,309,394	15,225,456	
Quebec Bank	2,478,720	2,478,720	87,500	25,000	601,118	843,818	2,614,868	
City Bank	1,000,000	1,000,000	341,139	31,383	593,913	653,847	1,629,904	
Gore Bank	1,000,000	949,390	162,210	3,144	86,906	97,433	344,308	
Bank of B. N. America.	4,800,000	4,800,000	924,323	44,767	1,121,542	2,376,002	6,683,562	
Banque du Peuple	1,600,000	1,600,000	75,421	3,688	313,301	291,144	639,633	
Niagara District Bank	1,000,000	1,000,000	119,133	24,477	174,488	117,466	426,004	
Molson Bank	1,800,000	1,300,000	92,586	98,123	304,316	607,577	903,811	
Bank of Toronto	2,000,000	800,000	877,313	22,183	339,433	1,483,892	2,769,433	
Ontario Bank	2,000,000	2,000,000	1,143,821	119,209	1,046,740	1,171,580	2,491,538	
Eastern Townships Bank	400,000	400,000	107,163	7,578	70,265	77,367	233,911	
Banque Nationale	1,000,000	974,310	83,394	3,155	278,777	601,536	960,261	
Banque Jacques Cartier	6,000,000	3,489,821	1,330,720	224,031	1,198,433	1,918,693	4,671,875	
Merchants Bank	2,000,000	1,49,322	1,324,698	50,206	767,749	938,779	3,410,821	
Royal Canadian Bank	3,000,000	1,024,604	80,698	209,792	363,659	244,232	858,378	
Union Bank of L. C.	1,000,000	290,553	140,799	2,693	191,400	149,678	449,844	
Mechanics Bank	1,000,000	987,363	1,140,799	2,693	717,794	1,307,612	3,196,972	
Bank of Commerce								
<b>NOVA SCOTIA.</b>								
Bank of Yarmouth								
Merchants Bank								
People's Bank								
Union Bank	1,000,000	400,000	132,680	13,301	161,107	336,120	643,108	
Bank of Nova Scotia								
<b>NEW BRUNSWICK.</b>								
Bank of New Brunswick	600,000	600,000	47,888	82,921	646,820	606,183	2,012,913	
Commercial Bank								
St. Stephen's Bank	3,000,000	360,000	30,463	1,308	59,653	68,542	351,964	
People's Bank								
<b>Total Liabilities</b>								

ASSETS

NAME OF BANK.	Coin, Bullion, and Provincial Notes.		Landed or other property of this Bank.	Government Securities.	Provisionary Notes or Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted.	Other debts due to the Bank not in the foregoing heads.	TOTAL ASSETS.	
	\$	cts.								
<b>ONTARIO AND QUEBEC.</b>	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Bank of Montreal	6,648,943	350,000	313,812	461,414	3,689,349	12,635,008	279,769	33,261,419		
Quebec Bank	418,583	80,218	48,423	81,753	247,160	2,522,869	280,581	3,192,041		
City Bank	49,000	41,470	146,830	125,127	54,183	2,224,319	127,363	2,599,448		
Gore Bank	164,663	2,282	62,733	13,923	39,036	608,266	328,225	1,213,626		
Bank of B. N. America.	2,111,998	243,323	731,840	147,600	29,318	5,625,574	168,510	7,309,632		
Banque du Peuple	237,090	54,169	169,354	37,960	41,728	1,338,104	31,748	2,498,160		
Niagara District Bank	61,747	12,379	46,720	6,627	22,583	610,344	33,940	743,411		
Molson Bank	110,160	91,687	100,233	43,272	58,515	1,437,929	628,140	2,096,439		
Bank of Toronto	428,633	42,152	122,579	53,994	210,000	3,010,063	8,412	3,943,633		
Ontario Bank	671,312	154,921	208,692	169,401	20,890	4,209,464	117,763	5,533,971		
Eastern Townships Bank	26,382	18,000	67,633	31,501	43,399	469,328	5,900	714,671		
Banque Nationale	423,312		101,276	29,106	74,015	1,728,461		2,664,753		
Banque Jacques Cartier	563,833	358,452	517,836	223,819	1,401,416	4,311,833	1,700,262	6,998,203		
Merchants Bank	1,027,167		129,411	67,147	116,878	3,189,731	61,447	4,607,783		
Royal Canadian Bank	124,212		180,206	31,215	10,770	1,725,735		2,070,808		
Union Bank of L. Canada.	55,747		31,308	11,172	6,609	568,108		672,837		
Mechanics Bank	933,328		49,404	104,803	130,176	113,571		2,227,282		
Bank of Commerce										
<b>NOVA SCOTIA.</b>										
Bank of Yarmouth										
Merchants Bank										
People's Bank										
Union Bank	169,925	24,000	63,400	10,929	21,456	707,666	89,431	1,103,608		
Bank of Nova Scotia										
<b>NEW BRUNSWICK.</b>										
Bank of New Brunswick	323,601	14,945		24,622	375,973	3,910,319	100,302	2,922,823		
Commercial Bank										
St. Stephen's Bank	19,776	4,394		19,756	34,788	393,905	96,605	501,228		
People's Bank										
<b>Total Assets</b>										

NEW YORK MARKETS.

New York, March 3.

Cotton firm at 29 1/2.  
Flour dull, heavy and lower; receipts 5,800 barrels; sales 5,500 do. at \$5 40 to \$3 20 for Superfine State and Western; \$6 25 to \$8 75 for Common to Choice Extra State; \$6 25 to \$7 00 for Common to Choice Extra Western.  
Rye flour quiet at \$5 25 to \$7 20.  
Wheat strong, favors buyers, receipts 13,000 bushels; sales 33,000 bush at \$1 51 to \$1 55 for No. 2 Spring.  
Rye quiet and heavy.  
Corn heavy; receipts 2,000 bush, sales 62,000 bush, at 96 to 97 for new mixed Western, \$1 for Western yellow.  
Barley quiet  
Oats firm 2 1/2 quiet, sales 23,000 bush at 76 for extra in store.  
Pork quiet at \$32 00 to \$32 50 for new Mess; \$31 50 to \$31 62 for old Mess.  
Lard steady at 17 1/2 to 19 1/2 for steam, and 19 1/2 to 20 for kettle rendered

LONDON MARKETS.

London, March 3rd, P.M.

Bonds 8 1/2; Erie shares 24 1/2; I. C. 97; A & G. W. 33 1/2

LIVERPOOL MARKETS.

Liverpool, March 3rd P.M.

Cotton firmer and not higher. Flour 2 1/2s. Red Wheat 9 7d; White Wheat 10s 7d. Corp 3 1/2s 6d for old 30s 3d for new. Barley 6s. Oats 3s 6d. Pease 4s 6d. Pork 9 1/2s 6d. Lard 7 1/2s.

**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, 1

**McINTYRE, DENOON & FRENCH,**  
**B**EG to inform their friends that their  
STOCK will be complete about  
THE 16th MARCH.

1-7  
STAPLE AND FANCY DRY GOODS.  
—  
SPRING IMPORTATIONS 1869

**LEWIS, KAY & CO.,**  
Have now received the bulk of their Spring Goods,  
and from the 10th to the 15th will be prepared to  
show one of the  
BEST STOCKS IN THE DOMINION.  
March 3, 1869. 10

CITY BANK,  
Montreal, 26th February, 1869.  
**T**HIS is to certify that Mr. W. WEIR  
exported from the Dominion of Canada, through  
this Bank, since the 19th day of February instant,  
FIFTY THOUSAND DOLLARS OF SILVER COIN, mak-  
ing the total amount exported since the twenty-fifth  
day of January ultimo, Two Hundred and Three  
Thousand Dollars.  
(Signed,) F. MACCULLOCH,  
Cashier.  
I hereby certify that the above-mentioned amount  
of Silver Coin was exported from the Dominion of  
Canada through the National Express Company.  
(Signed) D. T. IRISH, Agent.  
Montreal, 26th February, 1869. 10 1

**THE AETNA LIFE ASSURANCE**  
COMPANY OF HARTFORD, CONN.  
RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1820.—Commenced business in Montreal  
in 1859.

Accumulated Funds, over.....	\$10,000,000
Policies issued in 1857 .....	15,251
Amount insured in 1867 .....	44,739,322
Receipts for 1867 .....	5,123,447
Surplus Fund (over all liabilities) .....	1,834,763
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—L. Great St.  
James Street, Montreal, with Agencies in every  
city and town.

S. PEDLAR & CO., Managers.  
Montreal, 16th August, 1868. 2-1y

**EAGLE FOUNDRY, MONTREAL,**  
GEORGE BRUSH, Proprietor.  
Builder of Marles 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 DRAWINGS FURNISHED  
3-1y

**N. S. WHITNEY,**  
IMPORTER of Foreign Leather, Elastic  
Webbs, Frunellas, Linings, &c.,  
14 St. Helen Street,  
MONTREAL. 1-1y

**P. D. BROWNE,**  
**BANKER & EXCHANGE BROKER**  
and Dealer in U. S. Securities  
No. 18 St. James Street,  
MONTREAL.  
Cash advanced on all kinds of negotiable securities.  
Silver, Greenbacks, and all kinds of Uncurrent  
Money, bought and sold at most liberal prices.  
Collections made on all parts of the Dominion.  
1-6m

**AKIN & KIRKPATRICK,**  
GENERAL COMMISSION MERCHANTS,  
COR. COMMISSIONER & PORT STREETS,  
MONTREAL.

**EXCLUSIVE** application is given to the  
COMMISSION BUSINESS, and personal atten-  
tion bestowed on each transaction. The utmost  
promptness in sales and returns is uniformly observed.  
The lowest scale of Commissions consistent with re-  
sponsibility is adopted, and due care taken to avoid in-  
cidental 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 re-  
liable agents, and advances granted without expense  
beyond actual outlay.

**AKIN & KIRKPATRICK,**  
GENERAL COMMISSION MERCHANTS  
No. 2 Ontario Chambers,  
CORNER CHURCH and FRONT STREETS,  
TORONTO.

**T**O afford extended facilities to our numer-  
ous correspondents, we have opened a branch  
of our business at the above central stand. Con-  
signments 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. Com-  
missions 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 ju-  
dicious execution of which our experience and stand-  
ing afford the amplest guarantee. Reliable informa-  
tion respecting markets, &c., regularly supplied.

**AKIN & KIRKPATRICK,**  
GENERAL COMMISSION MERCHANTS  
COR. COMMISSIONER & PORT STREETS,  
MONTREAL.

Consignments of the several descriptions of Leather  
carefully realized to best possible advantage, and re-  
turns made with promptness and regularity. Com-  
missions charged are the lowest adopted by any of the  
respectable houses of the trade.

**G. H. BALDWIN & CO.,**  
IMPORTERS AND WHOLESALE DEALERS  
IN  
WINES, GROCERIES, AND LIQUORS,  
8 St. Helen Street. 31-1y

**JAMES ROBERTSON,**  
10, 12, 130 and 132, Queen Street, Montreal,  
METAL MERCHANT,  
Manufacturer of Lead-pipe, Shot, Paints, and Putty  
1-1y

**FERRIER & CO.,**  
IRON & HARDWARE MERCHANTS,  
St. Francois Xavier Street,  
MONTREAL.

Agents for:  
Windsor Powder Mills.  
La Tortu Rope-Walk.  
Burrill's Axo Factory.  
Sherbrooke Safety Fuse, 1-1y

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WEEKLY PRICES CURRENT.—MONTREAL, MARCH 4, 1869.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for PRODUCE, TOBACCO, HARDWARE, SOAP AND CANDLES, BOOTS, SHOES, MEN'S WARE, WOMEN'S WARE, YOUTH'S WARE, PRODUCE, and WINES AND LIQUORS.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for TOBACCO, HARDWARE, SOAP AND CANDLES, BOOTS, SHOES, MEN'S WARE, WOMEN'S WARE, YOUTH'S WARE, PRODUCE, DRUGS, OILS, PAINTS, &c., and WINES AND LIQUORS.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for SOAP AND CANDLES, BOOTS, SHOES, MEN'S WARE, WOMEN'S WARE, YOUTH'S WARE, PRODUCE, DRUGS, OILS, PAINTS, &c., and WINES AND LIQUORS.

MARKET PRICES OF COUNTRY PRODUCE.

Table with columns: NAME OF ARTICLE, MONTREAL, March 4. Includes sections for GRAIN, FOWLS AND GAME, MEATS, DAIRY PRODUCE, VEGETABLES, SUGAR AND HONEY, HAVANA PRICES CURRENT, and EXCHANGE.



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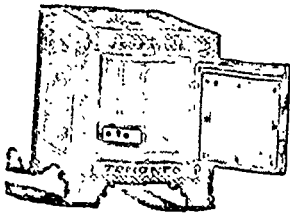
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