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"The Liberator" at Red River!

THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. VI.

MONTREAL, FRIDAY, APRIL 15, 1870.

No. 15

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A large stock always on hand. 13

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Linseed Oil, White Lead, Paints, &c.,
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Manufacturer Shot, Lead-pipe, Paints, and Putty
1-ly

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COMPOSITION and GRAVEL ROOFING,
and all kinds of Roofing Materials, Office, 788 Craig
Street, (West) Montreal. 8-ly

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RYRUPS—Standard, Golden and Amber
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MILD ALE }
PORTER
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EXCHANGE COURT,
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J. Denis, Henry Mounie & Co., Brandies.
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 Parties at a distance can insure from blanks, which will be furnished on application.
Usual restrictions as to residence and occupation abolished

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 General Agent
 101 St. Francois Xavier Street
 Active and Influential Agents and Canvasers throughout the Dominion. 40

ETNA LIFE INSURANCE CO.
 ANNUAL STATEMENT
 JANUARY 1st, 1870.

Assets per Statement, Jan 1st, 1869	\$10,350,512 23
Received for Premiums in 1869	6,330,614 69
Received for Interest in 1869	708,492 08
Add value of Policies re-insured	184,760 81
	\$16,674,385 76

Paid claims by Death in 1869 \$1,005,062 79
 Paid Dividends and Policies purchased 1,501,956 17
 Paid Commission, Exchange, Agents, Fees and Taxes 633,770 42
 Paid Advertising, Salaries, Postage, Trav Expenses, &c. 102,169 47
 Paid Re-insurance 140,813 70

8,339,771 55

Total Assets, Jan. 1st, 1870 \$13,284,594.21

CANADA BRANCH OFFICE—20 Great St.
James Street, Montreal.

29-ly **S. PEDLAR & CO., Managers.**

LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.
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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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IMPORTERS AND WHOLESALE DEALERS
 IN
WINES, GROCERIES, AND LIQUORS,
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 Fall Styles
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Complete Stock now ready.

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

BUFFALO ROBES.
 BUCK GLOVES, KID MITTS, &c
 WOLF AND COON ROBES

GREENE & SONS
 MONTREAL.
 617, 619, 621 and 623 St Paul Street 1-ly

S T . P E T E R S T R E E T
 WHOLESALE
H A T , C A P A N D F U R
 ESTABLISHMENT

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

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

Having made arrangements to meet the still increasing demands for our Ladies' and Gents' Furs, all of which are manufactured under the special supervision of the proprietors.

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

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

BUFFALO and WOLF ROBES always on hand, also **RACCOON COATS.** 30-ly

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HAVE RECEIVED BY LAST STEAMER
 SILK MANTLE VELVETS, 21, 27 and 30 inch.
 TARTANS and TARTAN POPLINS
 Which they offer to the trade cheap.
 And KNITTED WOOLLEN GOODS of all descriptions.

November 3, 1869 1-ly

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 AND
 GENTLEMEN'S HABERDASHER,
ALBION CLOTH HALL,
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 Manufacturers of the Celebrated
PERFECTED SPECTACLES
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EYE GLASSES.

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Sights fitted by correspondence.
 Agents throughout the Dominion
 They never tire the eye, and last many years without change. 6-ly

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STRAW AND FANCY DRY GOODS,
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Every kind of work done in the very best manner forwarded by mail or express.

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BRASS, COPPER & IRON WORK,
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 EVERY DESCRIPTION OF WORK FOR
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GEORGE BRUSH, Proprietor.
 Builder of Marine and Stationary
STEAM ENGINES,
STEAM BOILERS of all descriptions
MILL and MINING MACHINERY,
 All kinds of CASTINGS in BRASS and IRON
LIGHT and HEAVY FORGINGS, &c.
PATTERNS AND DRAWINGS FURNISHED.
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 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.

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 DEALERS in European and American FANCY GOODS, Paper Hangings, Clocks, Looking Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys,
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WOODEN-WARE of every description.
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THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, APRIL 15, 1870

THE SITUATION.
 THE plain facts of the present situation of Canada are pretty well known to every newspaper reader. She was about to take possession of Red River Territory, of which she expected an immediate transfer from the Imperial Government, when an armed resistance was organized against any assumption of jurisdiction by her. To a certain extent Riel might have been right, had he represented the whole people of the territory, and not merely a minority; but he has now placed himself altogether in the wrong, and, as far as he and his party are concerned, nothing can be said in their favour. But Canada has never been given possession of the country, and our Government are strongly opposed to the idea of paying out a large sum of money, and then having to fight or diplomate for the possession of that which should peaceably come into their hands. It was for the Imperial Government and the Hudson's Bay Co. to see that the preliminaries of a transfer were completed; that, if necessary, the people were properly consulted as to their wishes in the matter, that they were allowed to show, by a popular vote, (not having a representative government,) whether they were willing to be simply made over to Canada, or whether they required certain rights reserved to them, and what these rights might be. It was, beyond a doubt, the duty of those in possession to see that these things were done, and, had they been performed, there would have been not only no trouble, but it would have been shown that the anti-Canadian party were in a minority, and that the policy which was to make

WHOLESALE FUR MERCHANTS.
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 171, 173, 475, 477, St. Paul Street.

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 MOCASSINS specially manufactured for the LUMBER TRADE.

We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.
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the Territory a part of the Dominion, was, in reality, the wish of a majority of the people. We are, therefore, as we have already previously stated, convinced that Canada has nothing to do with suppressing, by force, the insurrection in the North-West. Moreover, we are also convinced that it would be exceedingly unpolitic for our Government to move in the matter other than by endeavoring to dissipate, in some way, the false impression disseminated concerning their intentions and to show that they intended to govern the Territory for the benefit of its people, and for no other purpose. To take part in the subjugation, by force of arms, of the Riel party would be to sow the seeds of future hatred, and a permanent opposition to all plans for ruling the country and maintaining law and order. It would be for Canadians to go into the territory, in the character of conquerors and tyrants, and not as fellow-citizens, as it would be well they should. We would not, of course, advise that our Government should draw back now, if they have made any offers to supplement a British force to put down the rising. In such case, it is only left for us to express our regrets, and to watch the course of events.

Besides this Red River difficulty, we have the possibility of a Fenian raid, and supported by statements of movements of arms and ammunition to points near the frontier, so as to leave Government no alternative but to have the Volunteers and Militia called out, some of them for duty on the frontier, and the rest to hold themselves in readiness to move at a minute's warning. We ourselves are still of the opinion that no movement of any general or really dangerous character is contemplated by the Fenian authorities, and that any intention that they may have looking to an occupation of our soil, will be given up now that they find us prepared to receive them. The leaders of the deluded patriots (?) may have been able to persuade their followers that Canada's danger (that is, her having to suppress the Red River rebellion) would be the Brotherhood's opportunity, and they may be making ready to take advantage of anything that might turn up. But as, at most, Canada will only send a few hundred volunteers to the west, the country will in no measure be left to the mercy of the marauders, and we need, we think, entertain no fears of real danger. The local troops on the frontier and the reserves elsewhere will be found well able to take care of any plunderers who may desire to make the acquaintance of Canadian lead and steel.
 Business men may therefore go on with their business just as usual. Their calculations will not be thrown much out by either of the difficulties to which we have alluded. Any temporary interruption of trade will not be of much consequence, and will have little effect on the total of the year's operations.

RAILWAY COMMUNICATION WITH THE NOR' WEST.

RED RIVER SETTLEMENT

ALL schemes for the advancement of this country and for supplying the want most universally felt out here, i. e., rapid and direct communication with Canada are read with the greatest interest.

The outline of a prospectus of the Canada Pacific Railway having appeared, published in the *Trade Review*, ranks among the first of enterprises, which has taken the initiative in devising ways and means to open up this magnificent Territory of the Nor' West, its principles are generally discussed out here, notwithstanding it appears at a time when the immediate future of this Territory is extremely problematical, owing to the recent action of a portion of the French Half-Breeds, but the Loyal people have such confidence in the power and determination of England and Canada to maintain their rights and dignity that even the precarious state in which we can only be said to be existing this winter, does not prevent a free discussion of the glorious future of this new province.

A more intimate knowledge of the general requirements of this country, and its resources is desired before the public is committed to any enterprise, having for its object railway communication and which it must be subscribed to for many years to come, until trade has reached such dimensions as to warrant opposition. The Canada Pacific Railway prospectus is sound in principle, but it will have to undergo great alterations and modifications before it meets the approval of the inhabitants of this country, who have a sincere desire for its welfare, and who, as a matter of course, are most interested. The promoters of the enterprise take credit for great wisdom and foresight, in commencing their operations at the right end, and make their calculations for one section to build up another, till the whole is completed, but on that principle it would be many years before the great desideratum is obtained of direct and immediate connection for the purposes of trade through our own Territory, as the most important, (but what they apparently look more to) the most expensive section is left till the last, and consequent upon the paying qualities of the other two. The country can never be settled up rapidly or advantageously, dependant upon the assistance of American Railways at the outset, one of the drawbacks to the passage of our emigrants over American soil, being the pertinacity of the American land agents, whose number is legion, and who waylay those in search of new homes and tempt them with offers of land, as they pass through the undeniably fine unsettled states of Minnesota and Dakota, and frighten them with details of the miseries of a home in the frozen north, whereby 40 per cent at least of our intending settlers would be lost to us for ever. Another drawback is the great difficulty and annoyance experienced by our Canadian Farmers, who wish to commence farming here on a large scale at once, they have to bring their farming implements and stock through the custom houses and over the long railways of the States. When the opportunity offers itself to the possessor of a 50 acre farm in Canada to transport the whole of his farming stock to this country by means of a steamboat from Port Huron, Collingwood, or the eastern lakes to Thunder Bay, thence here by choice of either gravel or railroad to a farm of 200 acres fit for immediate cultivation, it will do more to entice capital, industry and enterprise than anything else, the same argument applies of course to the merchandise, manufactured articles, etc., hitherto supplied by England and the States, but which Canada will have the privilege of supplying the inhabitants with in future. And by the time the railroad is completed, even at the most rapid rate, a fair return cargo of cereals, wool, flax, etc. (articles which are destined to become the staples of this country) will be available. Then again there is the transport of all the railway material, labor, iron, etc., to build up the international railway system required consequent upon the prospects of a large immigration. All of these would contribute to the profits of the main enterprise, instead of allowing them to be absorbed by foreign lines. From the above sufficient proof can be adduced that the Canada Pacific Company's idea of the first point pivoting on Fort Garry, thence south and west, is not the most advantageous or most paying. A few more lines will always connect the frontier with the Settlement, with very little more cutting than the iron and ties, but it would be worth nothing in there was an American railway to meet it there. No railway company whose directorship commands the confidence of the

public, should be cramped for the want of funds, with a charter which would amount almost to a monopoly, and a bonus of every other section of land for 10 miles on either side of the line from Ottawa to the Pacific, the eastern portion of which is renowned for its hidden wealth of minerals and its timber, and the western portion passing through a region unequalled for its fertility and healthiness, to say nothing of the advantages to be obtained by a British railway connection with the Pacific, and the head of Lake Superior, which is destined to become in time a portion of the sea-board of Canada. As there is 5,000,000 acres of unoccupied arable land within 100 miles of Red River, it will be some time before a railway west is absolutely necessary, but the Superior section is required at once.

Turning to the next material point as laid down in the prospectus, that is establishing Fort Garry as the point d'appui of railway communication. A more intimate knowledge of the interior economy of the country will show that the Hudson's Bay head quarters is not the most acceptable as the centre of trade for this Territory. Fort Garry is simply the centre of the Selkirk or Red River Settlement, and the most advantageous centre, perhaps, for the H. B. Co.'s trade with the outside world, as heretofore carried on, with the primitive facilities then in use by means of boats and canoes, all of which going north and west, however, are obliged to start from the Lower Fort 20 miles nearer Lake Winnipeg. Fort Garry is situated at the junction of the Red and Assinaboine rivers neither of which will ever be useful for a large carrying trade, the Red river being so tortuous, that its navigation is nearly 4 times the length of its air line, and its bends are so short and numerous that towage is impossible to any advantage. The Assinaboine is very shallow, and at present not navigable. The site of Fort Garry is very low and has twice been overflowed (in 1853 and 1861) to the depth of several feet, for miles around by the flood of the Red River which is likely to occur again at any time. The country along the banks of the Red and Assinaboine rivers for 50 miles is settled by the French and English Half Breeds, upon small farms averaging 6 chains wide and 2 miles deep, a system of survey, upon which agriculture could not be carried on successfully in those districts. Another practical reason why Fort Garry is not the point d'appui is on the principle upon which the American Railway Company's choose their routes, viz. through that part of the state where 10 miles of unoccupied land on each side of their line can be obtained. Now a line connecting Fort Abercrombie in Minnesota, and Fort Garry would have to skirt Red River, and thus get land only on one side of their line, instead of branching out into the heart of the state, and attaining their object.

A glance at the maps published by Professor Hind or Mr. Dawson will give a general idea of the outline of the prominent features in this district, though in detail they are wanting in correctness. It will be seen that the gate or outlet for all the productions of the vast fertile tract to the west and north, is that neck of land near Portage du Prairie, where the Assinaboine runs within about 10 miles of Lake Manitoba, and through which as a necessary consequence, all produce, travel, etc must pass, to find an eastern market. In addition to its being the gate, it has many advantages not possessed by Fort Garry. It has elevation, which is of great importance in this level country. It is near the largest timber district on the Assinaboine and 80 miles from the Riding mountains, which are also well timbered, and it is also as yet unsettled, the emigration is all tending that way, and it is close to Lake Manitoba where the cutting of two short canals will bring the whole of the water trade of the Saskatchewan to that point. As an additional inducement for the construction of those canals, I am informed by the settlers that the Lakes Manitoban and Winnipegosis are open one month earlier than Lake Winnipeg. The Stone Fort, or as it is sometime called the Lower Fort Garry 15 or 20 miles from Lake Winnipeg, is the commencement of the navigation on the Red River, and it has no navigable communication with Upper Fort Garry. Now with the imperfect knowledge as yet obtained of the country to the east of Red River, it does not do to hazard an opinion, where a railroad would come out running from Lake Superior, but it seems that the Stone Fort (where the population is double that of Fort Garry) would be the best crossing on Red River, and in the most direct line for the key or gate of the North West, instead of running south to Fort Garry 20 miles and then north again to the Portage to seek an exit along the banks of the Assinaboine to the western country. Lake Winnipeg we find thus the quickest market for its Pine Forest in the treeless prairies that the railroad would pass through. The line would pass within one mile of the Stony mountain, 30 miles north of the Assinaboine, where stone may be quarried to supply the inhabitants of this district with stone houses for the next century, and it would pass through an unoccupied tract of prairie where the grant of land could be given. Turning our eyes south now to look for the most advantageous connection with the American system of railways, we find the Settlement of St. Joe on the American Frontier bearing the same relation to the Portage that Pembina does to Fort Garry and a line from Abercrombie to that point will pass more through the heart of the State of Dakota, and the much desired bonus would thus be obtained. Connecting the Portage with St. Joe, the whole of the magnificent prairie to the south of the Assinaboine, east to Red River, and west to Pembina Mountain, would be much more rapidly settled, than by a road through a district along the Red River already settled by the French Half-Breeds, and the sixty miles freight between the Portage and Fort Garry would thus be saved to the western producer. All of these data seem to transfer the centre of commerce from Fort Garry to some point near Portage la Prairie where the railway traffic from the west to the east to the south and the water trade of the Saskatchewan from the north, through Lake Manitoba, would communicate, and go in their various directions. In the hopes of throwing a little more light upon the features of this country I take up my pen thus to address the public on a matter of vital importance to the interests of this country and Canada. But one thing I would impress upon the mind, & of the utmost importance of the first section of any line, having for its object, oceanic connection or otherwise, being built between Lake Superior and Red River to gain direct communication thro' our own Territory, and that as rapidly as possible. It is an absolute necessity for its safety, welfare and progress. I believe myself the Company that gets the bonus of land between Ottawa and the Pacific ocean will be one of the wealthiest companies on the continent, and the section from which the quickest and largest returns will be obtained is that which would connect us with Lake Superior. It would be no hardship to a Pacific Railway Company to be obliged as a sine qua non to the charter to complete the Lake Superior section in 3 years and the whole in 8 years, and I believe the Government that deals liberally with any sound Company in the matter of land grants, by giving clear patent rights of every other section of land along the route, for the rapid construction of a railway, will be well rewarded for their liberality by the filling of their coffers to repletion, consequent upon a large immigration of an industrious people, for in a country where the production of grain averages at the least 30 bushels per acre as it has done this year, and that on land cultivated for many years without being enriched, large numbers must be attracted with such results in prospect, and especially when the land may be had for the asking. And when the emigration may be looked for from England, whose Government is beginning to cast about among her colonies upon which to pour her poor but industrious surplus population, a great effort should be made to attract such bone and sinew to our new Dominion, by opening up safe and rapid communication and by giving every facility to intending settlers.

PROGRESS.

PETROLIA.

(From our own Correspondent.)

REPORT FOR THE WEEK TO APRIL 11.

WE have had three fires here this week—1st, the Perkins engine-house and derrick, burnt owing to gas being struck whilst drilling, 2nd, the Standard Refinery, owing to a defect in one of the stills—(this fire was confined to the stills, and about \$4,000 worth of property was consumed;) 3rd, Mr. Fenton's Well, owned by Mr. Case, of Sarala, was consumed, owing to the carelessness of the engineer in the removal of the ashes. There is a marked decrease in the production of some of the old wells, and I cannot report more than 2,000 to 2,500 barrels as produced for the last eight days. The production now does not much more than meet the demand for home consumption. The shipments are about the same. Since my last Messrs Clement & Davis have commenced pumping the old Keith Well, situated on the King Territory, and the report is that she is doing some 50 bbls. per

day. Mr. Lane is putting down a third well on lot 10, 18th concession, Ennis, his two others being abandoned. The export firms are doing their full capacity, and there is every prospect of a lively demand for Crudo during this summer:

Table with 2 columns: Item and Price. Includes Crude Oil, Refined, and Crude-Lower Creek with prices per barrel and per gallon.

INCENDIARISM—ITS CHIEF CAUSE AND BEST CURE.

THE fact is patent to the most cursory observer that the crime of incendiarism is on the increase in this country. Human life is constantly jeopardized, and property wantonly destroyed for the sake of the bribe which reckless underwriting is continually holding out to such as are base enough to be tempted by it.

Our fire insurance companies have done some brave talking about the detection and punishment of such crime. Now and then, indeed, one holder than the rest arraigns a suspected culprit before the tribunals of justice, and prosecutes with more or less vigor, generally to a "lame and impotent conclusion."

That "other" is the diligent and faithful use of such precautions as are at their command to prevent the crime. Of these, the Alpha and Omega is the persistent refusal under all circumstances and against all blandishments, to grant insurance for more than seventy five per cent of the ascertained value of the property insured.

Of all causes of incendiarism, the most prolific is over-insurance. To such an extent has this become the rule, such and so great is the destruction of property because of it, that if the companies themselves do not act promptly in the matter, and correct their evil practices, our legislators will not only be justified in acting, but compelled by the pressure of public opinion to act, and act efficiently.

Insurance was designed to be the friend and protector of industry and commerce. But if it is converted into a premium upon crime, it becomes the enemy of both. Instead of standing to the public in the relation of a beneficent and kindly helper to all good enterprises, it is made to present itself as the destroyer, not alone of property, but of morals.

The men who consent to the degradation of insurance are scarcely less guilty than the poor wretch who avails himself of it to make ready sale of his depreciated property to a cash customer by the agency of fire. If, by the side of the incendiary, arraigned before the bar of justice, there stood the reckless corporation which had supplied him with a motive to commit the crime, so strong as to make them partners in his guilt, and society, in the persons of the court and jury, were to do justice to itself, upon both would fall the stroke of its avenging hand.

Of course it is impossible to arraign the insurance company whose wanton disregard of consequences has tempted to the crime. But there is a way of reaching and rebuking such companies which would prove efficacious. Let it be enacted that, in all cases where insurance is effected upon property, there shall be a valuation made and agreed to, and that, in the event of total loss, the insurers shall be held for the full amount insured, unless actual crime on the part of the policy-holder can be proven in all cases, stipulations and conditions to the contrary notwithstanding.

Then, the companies will take pains to know what and whom they are insuring, and honest men will be relieved from the payment of a premium upon villainy. It is true that this remedy is a harsh one, but it remains with the companies themselves to determine whether it shall be necessary. It is possible for them now, by returning to the established principles and practices of sound underwriting, to restore to the old security, the old confidence and the former relations between themselves and the people.

These companies—and there are many—which are not amenable to our criticisms will not be offended by them when they consider that the disfavor which such wild and reckless practices are bringing upon the business of fire underwriting, will fall upon all without that discrimination which should be made in justice because it exists in fact.—Chicigo Chronicle.

Our Harbor and Protection.

It is with great pleasure that we make the pleasing announcement this week, from information derived from a reliable source, that the government have at last determined to take hold of our harbor, and have placed \$300,000 in the Estimates for that purpose, of which one-third at least will be spent during the present summer. Also that although the government policy on protection is not yet announced, still a protective duty on salt is prohibited. It would hardly be possible for us to make two announcements in one week, that would be received with more joy by the inhabitants of Goderich and the County of Huron.—Goderich Star.

MONEY MARKET.

There is now a fair demand for money, and business paper is offering more freely, but there is no pressure, and rates have not hardened to any noticeable extent.

Sterling Exchange has further advanced since our last report, here and in New York, and 100 is now the quotation in both places for Bank Drafts at 60 days sight or 70 days date.

Gold in New York seems to have permanently fallen to the vicinity of 112, at about which rate it has continued, with great freedom from any but trifling fluctuations. Greenbacks are quoted 83½ to 83½.

Silver has been offering very freely during the week, some brokers buying at not less than 64 discount. The Government agents, however, has been recouling at 6, and large amounts have been given to them.

Table of Sterling Exchange rates for various banks and terms (sight, 60 days, 90 days).

THE GROCERY TRADE.

- List of grocery trade participants including Haldwin, C. H. & Co., Buchanan, Leslie & Co., Chapman, Francis & Tyler, etc.

We have not any particular animation in this branch of business to chronicle for the week. A good many small transactions, however, have taken place, and sales foot up pretty well for this season of the year.

TRAM.—There has been a moderate enquiry for some classes of Greens, and for Uncoloured Japane. Of the latter about 800 hif chests, medium, have changed hands at 60c to 67c. About 500 pkgs of high grade Young Hysons, at about 80c, and about 500 packages Teankays at 35c to 40c have also been placed.

COFFEE.—Is inactive, but holders are firm and prices steady.

ROAST.—Raws have met with only limited demand, and transactions reported are only of small lots, at about previous rates. Considerable arrivals recently, principally for the Redneries. No change in Refined.

MOLASSES.—The demand has latterly nearly ceased, and the stock, though not large, is in excess of the present requirements of the trade.

FISH.—Herrings are not in excessive supply, but Lent being now over, the demand has abated, and it is almost impossible to sell a barrel. Small sales of Dry Cod have been made at \$2 25 to \$2 50. Salmon held at \$10 00 for tierces, and \$13 50 to \$14 00 for barrels. Any transactions reported have been on private terms.

FRUIT.—Very little doing in Raisins as yet and prices for the most part nominal. Currants have become scarce and are held firmly, the stock of new being now chiefly held in one or two hands. We quote new 6c to 6½c; old, 5c to 5½c.

RICE.—The increased duty imposed by the amended tariff has raised the price, and good samples of Arragon are now held at about \$1; Patna and Rangoon at \$2 75.

WHEAT.—Are without particular change. Stock of most kinds is only limited, but there is no pressing demand from buyers at the present moment.

WINE.—Are quiet, the business principally consisting of the completion of contracts previously made.

THE HARDWARE TRADE.

- List of hardware trade participants including Bony, Macpherson & Co., Gathers & Coverhill, Darling, William & Co., etc.

A FAIR business has been done the last week in general hardware, but there is nothing special to report. Prices are generally unchanged, and likely to remain so until after the opening of navigation and the arrival of the spring fleet.

THE LEATHER TRADE.

- List of leather trade participants including Allen & Kirkpatrick, Black & Leckie, Brown, Campbell, etc.

There has been more activity, and sales have been freely made. Prices are very firm under the increased demand.

THE DRY GOODS TRADE.

- List of dry goods trade participants including Clarke, J. P. & Co., Claxton, T. J. & Co., Dorr, James, etc.

BUSINESS has been rather light during the past week, and has not been rendered any brisker by the many Fenian rumours which have had currency.

The results of the Spring trade have, so far, been fairly satisfactory. With Ontario there is no increase to report, but houses doing business with the Province state that there has been a very considerable improvement, as compared with last year, in amount of sales, and in the promptness with which remittances have been made. This fact we have much pleasure in chronicling. The same thing is not said of Ontario merchants, the excuse being that farmers have not yet disposed of their grain.

MONTREAL PRODUCE MARKET.

- List of Montreal produce market participants including Akin & Kirkpatrick, Kirk & Co., etc.

PENDING the opening of navigation and from various causes, business has been of an unusually restricted nature during the past week.

FLOUR.—The inaction general at this stage of the season is more marked than ordinary. Supplies are small, on account of consignors holding back for Spring rates of freight. Demand is equally restricted, but fully adequate to the offerings, and late rates are maintained, some advance being even realized on the lower grades. Extras sell in a retail way at \$4 60 to 4.70, according to sample. Fancy from scarcity has latterly commanded from \$4 15 to 4 50, stock having fallen into one or two hands. Supers are unchanged, ordinary ranging from \$4 20 to 4 30, and Strong from \$4 8 to 4 40 with exceptional rates for broken lots of the more favorite brands. Little No 2 offering latest sales \$3 90 to 4 10. Fines in fair request, at about \$3 40 to 3 60. Middling commands \$3 25 to 3 30, and Pot-lards \$2 50 to 2 75. Bag Flour is in request for good, which would readily fetch \$2 to 2 10, common quite neglected, though offering at comparatively low prices.

OATMEAL.—A fair supply of Lower Canada in stock which is selling at \$3 00 to 3. Good Ontario brands have become scarce, and are held at \$4 25, but only taken for local consumptive use. GRAIN.—Wheat.—Few transactions to report, the discouraging nature of cable advices hindering export operations, and for the time being views of buyers and sellers are apart. U. C. Spring nominally at 97c to 99c, Red Winter 95½ to 97c. Peas—Less enquiry for, latest transactions have been at about 75c to 77c for May delivery afloat. It is generally unchanged, held at 2c to 3c, but no demand of consequence. Barley nominal at 46c to 50c, any transactions of a retail character. Sales of Rye for early May delivery 60c for good sample.

PROVISIONS.—Pork held more firmly, and rates have somewhat advanced, \$25 50 to 26 according to quality, may be considered ruling rate for Mess. Lard doing in other grades, and Meats without any particular changes. Lard selling to a small extent at 12c to 1 10 for firkins and tubs. Butter—Table salt scarce, commanding relatively high price, and worth 17c to 17½ secondary qualities and inferior quite neglected. Limited sales of medium at 14c to 15c parcels of poor offered at 13c to 14c without engaging much attention. A better demand is looked for on the opening of navigation, as there are a few orders to be filled for the Fisheries, and it is believed that the bulk of what is in stock will then find buyers. Cheese.—Nothing doing, except in a retail way for local consumption.

BEANS.—Pots less active, and slightly down, closing quiet and steady. No Peas offered. The latest sales have been at \$7, which may still be considered the nominal value.

THE BOOT AND SHOE TRADE.

- List of boot and shoe trade participants including Ames, Millard & Co., Brown & Child, etc.

BUSINESS continues about the same as last week. We note, however, that Eastern buyers are buying sparingly, owing to the excitement on the border. Supplies are still less than the general demand and will continue so until the late fall and winter trade preventing manufacturers from preparing for spring. The trade generally is in a most healthy condition. Good prices are obtained, and goods of the cheaper description are generally rejected.

WEEKLY PRICES CURRENT.—MONTREAL, APRIL 14, 1870.

MARKET PRICES OF COUNTRY PRODUCE.

Main table of weekly prices current for Montreal, April 14, 1870. Columns include Name of Article, Current Rate, and Name of Article. Categories include Groceries, Tobacco, Hardware, Soap and Candles, Boots, Shoes, Produce, and various oils and paints.

Table of market prices of country produce for Montreal, April 14. Includes sections for Flour, Grain, Fowls and Game, Meats, Dairy Produce, Havana Prices Current, and various oils and paints. Includes sub-sections like 'Havana Prices Current' and 'Various Oils and Paints'.

NOTE.—5 per cent. War Tax is to be added to amount of above duties.
LONDON.—London 60 days = 11 to 11 1/2 per cent.
Paris = 12 to 12 1/2 per cent.
New York = 12 to 12 1/2 per cent.
3 days = 10 to 10 1/2 per cent.
20 day = 10 to 10 1/2 per cent.

TARIFF RESOLUTIONS.

THE following Resolutions were adopted in Committee of Whole House.

1. Resolved, That it is expedient to amend the Act 31 Vict., cap. 44, and the tariff of Duties and Customs contained in the Schedules annexed to the said Act.

2. Resolved, That it is expedient to repeal so much of Schedule A. annexed to the said Act, as imposes any specific Duty of Customs on Animals, viz.:—Horses, Horned Cattle, Swine and Sheep: which will become subject to a Custom Duty of ten per centum *ad valorem*, as hereinafter mentioned.

3. Resolved, That it is expedient to repeal so much of the said Schedule A as imposes any specific Duty of Customs on Cigars, or Spirits and Strong Waters, and to substitute for such duties the specific duties mentioned in the next following Resolution.

4. Resolved, That it is expedient to impose on the several Articles hereinafter mentioned the specific and *ad valorem* Duties of Customs set opposite to each respectively, viz.:

Cigars, per lb.	45 cents.
Coal and Coke, per ton	60 "
Salt, except Salt imported from the United Kingdom or any British Possessions, which shall be free of duty, per bushel of 60 lbs.	5 "
Hops, per lb.	5 "
Viuegar and Acetic Acid, per gallon	10 "
Ice, per lb.	1 "
Wheat, per bushel.	4 "
Peas and Beans, and Barley, Rye, Oats, Indian Corn, Buckwheat, and all other Grain, except Wheat, per bushel	3 "
Flour of Wheat and Flour of Rye, per barrel of — lbs.	25 "
Indian Meal and Oatmeal, and flour or meal of any other grain except Wheat and Rye, per barrel	15 "

Spirits and Strong Waters, viz.:—Spirits and Strong Waters, not having been sweetened or mixed with any article so that the degree of strength thereof cannot be ascertained by Sykes' Hydrometer, and so in proportion for any less strength than the strength of proof, and for every greater or less quantity than a gallon, viz.:

Brandy, Geneva, Alcohol, Rum, Gin, Tafia, Whiskey, and unenumerated articles of like kind, per gallon 80 cents

Other spirits, being sweetened or mixed, so that the degree of strength cannot be ascertained as aforesaid, viz.:

Rum, Shrub Cordials, Old Tom Gin, Schiedam Schnapps, Bitters, and unenumerated articles of like kind, per gallon	\$1 20
Cologne Water and Perfumed Spirits, not in flasks, per gallon	1 20
Cologne Water and Perfumed Spirits, when in flasks or bottles; thirty of such flasks or bottles not containing more than one gallon, for each flask or bottle.	0 4

Unenumerated spirits and Strong Waters 1 20

Spirits and Strong Waters imported into Canada, mixed with any ingredient or ingredients, and although thereby coming under the denomination of Proprietary Medicines, Tinctures, Essences, Extracts, or any other denomination, shall be nevertheless deemed "Spirits or Strong Waters," and subject to a duty as such.

Fruits, preserved in Brandy or other Spirits, per gallon \$1 20

5. Resolved, That it is expedient to amend Schedule B, annexed to the said Act, by adding the following articles to the list of "GOODS PAYING TEN PER CENTUM AD VALOREM," &c., viz.:

Animals of all kinds, except such as shall be imported for the improvement of stock, which shall be admitted free of duty, under regulations to be made by the Treasury Board, and approved by the Governor in Council.

Fruits of all kinds, Hay, Straw, Bran, Seeds not classed as cereals, Grease and Grease Scraps, Vegetables, including potatoes and other roots, Trees and Shrubs.

6. Resolved, That it is expedient further to amend the said Schedule B by striking "Iron Wire" out of the list of "GOODS PAYING FIVE PER CENTUM AD VALOREM."

7. Resolved, That it is expedient further to amend the said Schedule B, by repealing so much thereof as imposes any Duty of Customs on Tobacco, or on Wines, or on Packages, and substituting the following in lieu thereof:

Tobacco and Snuff, 12½ per centum *ad valorem*, and 20 cents per pound.

Wines of all kinds, including Ginger Orange, Lemon, Gooseberry, Elder, and Currant Wines, 25 per centum *ad valorem*, and a specific duty of ten cents per gallon (of quart and 10 pint bottles to be held to contain a gallon).

8. Resolved, That it is expedient to amend Schedule C, annexed to the said Act, (being the list of Free Goods,) by substituting for the word "Salt," under the head "NATURAL PRODUCTS," the words "Salt," when imported from the United Kingdom or any British Possessions; and

By adding under the heading "MANUFACTURES AND PRODUCTS OF MANUFACTURES,"—Bookbinders' Mill-Boards and Binders' Cloth; Iron Wire, and Brass in strips; and Iron in Blooms, and Billets (not puddled); and

By striking out of the said Schedule under heading, "DRUGS, DYE STUFFS, OILS AND COLORS NOT OTHERWISE SPECIFIED,"—the words, "Colors and other articles, when imported by room-paper makers and stainers, to be used in their trade only; viz.,"

9. Resolved, That it is expedient further to amend the said Schedule C, annexed to the said Act, by striking out of the said Schedule under the heading "MANUFACTURES AND PRODUCTS OF MANUFACTURES,"—Fire Engines,—Steam—when imported "by Municipal Corporations of Cities, Towns and Vil-

lages, for the use of such Municipalities,"—and "Machinery when used in the original construction of Mills or Factories,—not to include Steam Engines, Boilers, Water Wheels or Turbines,—Gold and Silver Leaf,—Emery Paper and Emery Cloth,—Sand Paper and Sand Cloth,—Esters Leaf,—all which articles will be hereafter included among unenumerated goods under the said Act, and be charged with a Duty of Customs of fifteen per centum *ad valorem* under Schedule B.

10. Resolved, That it is expedient further to amend the said Schedule C, annexed to the said Act by striking out of the same, under the heading "NATURAL PRODUCTS," the following articles, viz. —Coal and Coke, Flour, Wheat and Rye; Grain of all kinds; Grease and Grease Scrap; Hay, Hops, Indian Corn, Indian Meal, Roots, Shrubs, Trees, and Vegetables, culinary,—all of which articles will become subject to the duties specially mentioned in the preceding Resolutions.

11. Resolved, That it is expedient to repeal Section Eight of the said Act, (respecting packages,) and to substitute for it the following Section:

"8. The value for duty of goods, on which an *ad valorem* Duty of Customs is imposed, imported into Canada by sea, shall be the actual value of such goods on ship-board at the last place of their shipment to Canada; and the value of such goods for duty if imported from the United States by land or inland navigation, shall be the actual value of such goods at the place at which they are purchased for importation into Canada, and whence they are directly conveyed, without change of package, to Canada; and such value shall be ascertained by adding to the value of such goods at the place of growth, production, or manufacture, the cost of transportation, whether by land or water, and of shipment and transshipment, with all expenses included, from the place of growth, production or manufacture, to the vessel in which the shipment thereof is made to Canada, or to the place where the goods are purchased in the United States, and whence they are directly conveyed to Canada as aforesaid,—and including also the value of any box, case, sack, package, or covering of any kind in which such goods are contained, and all export duties on such goods, and all costs and charges incurred in placing such goods on shipboard, or in the vessel, car, or carriage, in which they are conveyed to Canada."

12. Resolved, That it is expedient to increase all the Duties of Customs imposed by the said Act, as amended by the preceding Resolutions, by five per cent.—that is to say, by adding to the amount of the duty which would be payable on any such articles under the said Act and the preceding Resolutions, five per cent. of such amount, such increase and addition being made as well to any *ad valorem* duty as to any specific duty payable on such articles.

13. Resolved, That it is expedient to amend the Act respecting the Inland Revenue, 31 Vic. c. 8, by repealing sub-sections six, seven and eight of Section 31 (imposing Duties of Excise on Manufactured Tobacco), and substituting the following in their place as sub-sections six, seven and eight of the said Section 31:

"6. On Cavendish Tobacco, and Snuff, and on Manufactured Tobacco of all kinds, except Cigars and common Canada Twist, on every pound, or less quantity than a pound, 16 cents."

"7. On common Canada Twist, otherwise called *Tabac blanc* or *torquette*, being the unpressed leaf rolled and twisted, and made wholly from Raw Tobacco, the growth of Canada for every pound, or less quantity than a pound, 10 cents."

"8. On Cigars, for every pound, or less quantity than a pound, 20 cents."

14. Resolved, That it is expedient to provide that the foregoing Resolutions and the alterations thereby made in the Duties of Customs and Excise therein mentioned shall take effect upon and after the eighth day of April instant.

ASSIGNEES APPOINTED.

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Coggin, P. W.	Huntingdon	Jas. P. Sexton.
Capron, Walter	Brantford	A. W. Smith.
Corkill, Garrett	Brantford	A. W. Smith.
Camron, Hugh	Tarleton	Eobert Watson.
Gordon, Wm. & Co.	Grookville	D. McFarlane.
Holden, James	Wuelph	G. Newton.
Larocque, Joseph	Piasignet	Chas. De Ho
Lay, A. F.	Waterloo	H. B. Martin.
Mertel, Joseph	Quebec	G. P. Gibson.
Mondou Simeon	Montreal	T. Paugreau
Miller, Chas. D. & Co.	Montreal	A. B. Stewart.
McManus, Julia A.	Quebec	Wm. Walker.
Paulin, J. & Co.	Woodstock	Jas. McWhirter.
Plovering, Thos.	Brantford	A. W. Smith.
Robinson, James, Jr.	O'berch	John Holden.
Tremblu & Hanson	Montreal	D. J. Craig

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Crain, H. A.	Merricksville	May 16
Linton, Thos. F. L. & Co.	St. Thomas	17
Murray, Alex.	Burlford	20
Parsonage, J. D.	Frelighsburg	13
Russell, James	Barrie	18
Waterton, Wm.	Toronto	7

WRITS OF ATTACHMENT ISSUED.

DEBENDANT'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
Dougherty, J. E., Pembroke	Baldwin, C. H.	April 4
Hangerford, L. L., Co. of Kent.	Robins n, Robert F.	4
Ellott, John F., Brantford	Bycraft, Wm.	7

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INTERCOLONIAL RAILWAY.

THE Commissioners appointed to construct the Intercolonial Railway give Public Notice that having annulled the Contracts for Sections Nos. 6, 9, and 7, they are prepared to receive Tenders for re-letting the same.

Section No. 6 is in the Province of Quebec, and extends from the Easterly end of Section No. 2, forty miles east of Riviere du Loup to the sixty-sixth mile post, near Rimouski, a distance of about 26 miles.

Section No. 9 is in the Province of New Brunswick, and extends from the Easterly end of Section No. 3, opposite Dalhousie, to the West side of the main Post Road, near the forty eighth mile post, Easterly from Jacquet River, a distance of about 31 miles.

Section No. 7 is in the Province of Nova Scotia, and extends from the southerly end of Section 4, near River Philip, to Station O (formerly Station Fifty), at Folly Lake, a distance of about 21 miles.

The Contracts for the above sections to be completely finished and ready for laying the track by the 1st of July, 1871.

The Commissioners also give public notice, that they are prepared to receive Tenders for four further sections of the line.

Section No. 17 will be in the Province of Quebec, and will extend from the Easterly end of Section No. 14, down the Matapedia Valley, to Station No. 685, about one mile above the boundary line between Counties of Rimouski and Bonaventure, a distance of about 20 miles.

Section No. 18 will be in the Province of Quebec, and will extend from the Easterly end of Section No. 17, down the Matapedia Valley to Station No. 330, near Clarke's Brook, a distance of about 20 miles.

Section No. 19 will extend from the Easterly end of Section No. 18, in the Province of Quebec, down the Matapedia Valley to its mouth, and thence across the River Restigouche to Station No. 310, at the Easterly end of Section No. 3, in the Province of New Brunswick, a distance of about 9 1/2 miles, including the bridge over the river Restigouche.

Section No. 20 will be in the Province of New Brunswick, and will extend from the Easterly end of Section No. 19, in the town of Newcastle, on the Chaplin Island road, thence crossing the North West and South West branches of the River Miramichi, and terminating at Station No. 320, about one mile and three quarters South of the South West branch, a distance of about six miles, including the bridges over the branches of the River Miramichi.

The Contracts for Sections No. 17, 18, 19 and 20, to be completely finished and ready for laying the track by the 1st day of July, 1872.

Plans and Profiles, with specifications and terms of contract for Section No. 7, will be exhibited at the office of the Chief Engineer in Ottawa, and at the office of the Commissioners in Toronto, Quebec, Rimouski, Dalhousie, Newcastle, St. John and Halifax, on and after Monday, the 11th day of April next, and for sections Nos. 9 and 7 at the same office, on and after Wednesday, the 20th day of April next, and for Sections Nos. 17, 18, 19 and 20, at the same offices, on and after Tuesday, the 10th day of May next.

Sealed tenders for Sections 6, 9 and 7 addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their offices in Ottawa, up to 7 o'clock p.m., on Saturday, the 7th day of May next, and for sections Nos. 17, 18, 19 and 20, up to 7 o'clock p.m., on Wednesday, the 25th day of May next.

Surveys for the completion of the contract will be required to sign the tender

A. WALSH, ED. CHANDLER, C. J. BRYDGES, A. W. MOLELAN, COMMISSIONERS.

COMMISSIONERS OFFICE, Ottawa, 24th March, 1870.

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