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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, MARCH 1, 1867.

No. 7.

**ANGUS, LOGAN & CO.,**  
PAPER MANUFACTURERS AND  
WHOLESALE STATIONERS, 364 St. Paul st.  
1-ly

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

**MUNDERLOSI & STEENCKEN,**  
IMPORTERS OF STAPLE AND  
FANCY DRY GOODS, 238 St. Paul st., corner  
of Custom House square, Montreal. 1-ly

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

**MURDOCH LAING,**  
PRODUCE AND COMMISSION  
MERCHANT, 577 Commissioners Street.  
Flour, Pork, Hams, Lard, &c. 3-ly  
Dundee Grain Bags.

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

**DAVIE, CLARKE & CLAYTON,**  
SUCCESSORS TO  
BACON, CLARKE & CO.,  
Importers of Wines, Spirits, Cigars, &c.,  
St. Peter Street, opposite St. Sacrament Street,  
4-ly MONTREAL.

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

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

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

**S. H. & J. MOSS,**  
MANUFACTURERS OF READY-  
MADE CLOTHING, WHOLESALE IMPORT-  
ERS OF WOOLLENS, TAILOR TRIMMINGS &c.,  
5 and 7 Recollet Street, MONTREAL.  
Our Spring Stock of Clothing is now complete, and  
is well worth the attention of Eastern and Western  
buyers. 35-ly

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

**THOMAS MAY & CO.,**  
CAVERHILL'S BLOCK,  
No. 63 St. Peter Street.  
Montreal, Sept. 15, 1866. 9-ly

**JULES FOURNIER,**  
IMPORTER OF GENERAL GROCERIES,  
And Sole Agent in Canada for  
Messrs. George Sayer & Co., Cognac,  
" Charles Coran & Co., do.  
" G. H. Munim & Co., Reims,  
Mr. H. More, Ariz, Marne,  
Mr. J. Savoye, do.  
24 St. Sulpice Street.  
(Next door to Messrs. Darling & Co.)  
40-3m Montreal.

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

**THOMAS W. RAPHAEL,**  
COMMISSION MERCHANT,  
MONTREAL.

Consignments of Flour, Grain, Leather, Ashes,  
Butter, &c., receive personal attention. 1-ly

**LINTON & COOPER,**  
MANUFACTURERS AND WHOLE  
SALE DEALERS IN BOOTS AND SHOES  
621, 626 & 628 St. Paul st., Montreal.

We invite the attention of Merchants, East and West,  
to our large and varied stock of Boots and Shoes now  
on hand, and in process of manufacture for the Fall  
trade. Goods in every conceivable style will be found  
in our establishment, from the finest Kid or Satin  
Gaiter, to the strongest Stoga or Hungarian Boot.  
Men's, Boys', Youths', Ladies', Misses' and Children's  
wear, in over 200 different patterns. Special notice is  
requested to the fact that all our goods are *hand-made*,  
and of the very best material. The introduction of  
Pegging Machines having thrown a large number of  
workmen out of employment, and consequently re-  
duced the cost of labor, we are thereby enabled to  
manufacture neater and more substantial Boots and  
Shoes, at no greater cost than if made by machinery,  
and are prepared to offer the choicest goods at the  
very lowest possible figures.  
Orders personally or by Post, will have our immedi-  
ate and most careful attention. 1-ly

## DISSOLUTION OF PARTNERSHIP.

THE CO-PARTNERSHIP which existed in this  
City, under the name of "J. TIFFIN & SONS,"  
expired this day by limitation of time. Either of the  
partners of the late firm are authorized to manage  
and settle the outstanding affairs:

J. TIFFIN, SENR.  
J. TIFFIN, JR.  
H. J. TIFFIN.

-AND-

The business will be continued and carried on by  
Jos. Tiffin, Jr., and Henry J. Tiffin, under the  
name and firm of "TIFFIN BROTHERS." 1-ly

**A. KIN & KIRKPATRICK,**  
GENERAL COMMISSION MERCHANTS, do  
an exclusively Commission business, and possess the  
amplest experience and facilities for its efficient man-  
agement. Consignments of GRAIN, FLOUR, ASHES,  
PORK, BUTTER, and general produce, receive per-  
sonal attention. Sales effected, and returns made with  
the utmost promptitude. Liberal advances made on  
goods for sale in this market, or shipment to Britain.  
Charges the lowest adopted by the responsible houses  
in the trade. 1-ly  
Corner William and Grey Nan streets.

**J. C. FRANCK & CO.,**  
IMPORTERS OF  
GROCERIES, WINES, LIQUORS, CIGARS, &c.  
25 Hospital Street.  
Montreal, Aug. 24, 1866. 32-ly

**MCINTYRE, DENON & CO.,**  
IMPORTERS OF STAPLE AND  
FANCY DRY GOODS.  
25-ly Lemoine st., Montreal.

**ANDREWS, BELL & CO.,**  
COMMISSION MERCHANTS  
AND  
SHIPPING AND INSURANCE AGENTS,  
7 INDIA BUILDINGS, Fenwick Street,  
LIVERPOOL. 42 1y.

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

**GREENE & SONS,**  
HATS, FURS, BUCK MITTS, &c.  
[See next Page.] 1-ly

**HALL, KAY & CO.,**  
YOUNG'S BUILDINGS, MCGILL STREET  
Montreal.

**HAVE FOR SALE—**  
Charcoal Tinplates, Ingot Copper,  
Coke Tinplates, Ingots  
Terns Tinplates, Cake Spelter,  
Galvanized Iron, Sheet Copper and Brass  
Copper, Brass, and Malleable Iron Tubes,  
and every description of Furnishings suitable for Lin-  
smiths, Plumbers, Brassfounders, and Gasfitters.  
1-ly

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

**de B. MACDONALD & CO.,**  
MANUFACTURERS OF CRINO-  
LINE WIRE and HOOP SKIRTS, FELT  
HATS, STRAW GOODS, &c., &c., No. 19 St. Helen  
Street, Montreal. 1-ly

**McMILLAN & CARSON,**  
CLOTHING.  
WHOLESALE.  
145 & 150 MCGILL STREET, Montreal. 6-ly

**JOHN McARTHUR & SON,**  
OIL, LEAD & COLOR MERCHANTS,  
Importers of Window Glass, &c.,  
1-ly 118, 120 and 122 McGill st., Montreal

**H. JOSEPH & CO.,**  
TOBACCO,  
323, 325 & 327 ST. PAUL STREET.  
Montreal, Aug. 30, 1866. 33-ly

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

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

**KERR & FINDLAY,**  
WHOLESALE CONFECTIONERS,  
Manufacturers of Gum Drops, Chocolate, and  
other Cream Drops, &c., &c.  
2-ly 616 St. Paul st., Montreal.

**JOSEPH PHELAN,**  
IMPORTER,  
GROCERIES AND LIQUORS WHOLESALE,  
635 & 637 St. Paul Street. 27-ly

**JOSEPH BAWDEN,**  
(Successor to the late Eben MacEwen, Esq.)  
ATTORNEY-AT-LAW, Solicitor of Patents of In-  
vention, &c. 10 Anchor Buildings, Kingston  
C.W. 47-ly

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

**ETNA LIFE INSURANCE COMPANY.**

The success of this popular Company is most extraordinary. Its policy holders now receive a yearly profit of fifty per cent. in cash, reducing the annual payments to one half the sum usually charged by other Companies.  
 Applications for Agencies in Canada or the Maritime Provinces made to S. P. L. & Co., Managers, and General Agents, Office, No. 85 St. Francois Xavier Street, Montreal. 28-ly

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

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

**LIDLAW, MIDDLETON & CO.,**  
 Commission Merchants and Shipping Agents, Montreal. 21-ly

**B. HUTCHINS & CO.,**  
**COMMISSION MERCHANTS,** Importers of TEAS and GENERAL GROCERIES, No. 188 McGill st., Montreal. 6-ly

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

**ANDREW MACFARLANE & CO.,**  
**WHOLESALE DRY GOODS IMPORTERS,**  
 258 & 260 St. Paul and 92 & 93 Commissioners Streets, MONTREAL. 1-ly

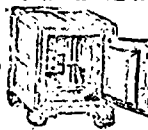
**WINN & HOLLAND,**  
**GENERAL COMMISSION MERCHANTS.**  
 15-ly 84 BENAUD BUILDINGS,OUNDLING STREET

**A. ROBERTSON & CO.,**  
 IMPORTERS OF  
**STAPLE AND FANCY DRY GOODS**  
 478 St. Paul, and 399 Commissioners Streets, MONTREAL.  
 MONTREAL, 16th January, 1867. 1-ly

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

**J. MEYER & CO.,**  
 WHOLESALE IMPORTERS OF  
**HDBY GOODS AND FANCY GOODS,**  
 408 Broadway, New York. 511 St. Paul st. Montreal.  
 Sole Agents for the Genuine Duchesse Gloves. 10-ly.

**GAULT BROS. & CO.,**  
**IMPORTERS OF FANCY AND STAPLE DRY GOODS, CLOTHS, TAILORS' TRIMMINGS, SMALLWARES, &c., &c.,**  
 41 and 46 St. PETER STREET, and 1 & 3 RECOLLECT STREET, MONTREAL.  
 Solicit an inspection of their Stock, which is now very complete in all the Departments. Their Stock of Cloths of every description and variety are unsurpassed in the Province. They also operate largely in all kinds of Canadian Manufactured Goods, and have now on hand a fine selection of Tweeds, Stoffes, Satinets, Flannels, Cottons, Cotton Yarn, &c., all which they offer at lowest prices. 23-ly

**KERSHAW & EDWARDS,**  
  
 ESTABLISHED YEAR 1838.  
**IMPROVED FIRE PROOF SAFE.**

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

**FURS, HATS, BUCK MITTS, &c.**

**GREENE & SONS**  
**INVITE inspection to their FALL STOCK of**  
**LADIES' FURS, MEN'S WOOL HATS,**  
**MEN'S FURS, BOYS' FANCY HATS,**  
**BUFFALO ROBES, WHITNEY CAPS,**  
**BUCK MITTS, &c., SILK HATS,**  
**FURS, SKINS, &c.**  
**HAT & CAP TRIMMINGS, &c.**

The attention of the Trade is directed to our Stock this Fall, which is very complete, embracing all the NEW AND LEADING STYLES, among which will be found a large variety of Men's and Boys' STEEL BRIM RESORTE HATS, which are becoming very fashionable. Samples sent by Express to parties not visiting the city. Orders promptly executed.  
**GREENE & SONS,** Montreal. 1-ly

**SPRING TRADE, 1866.**  
**OUR STOCK of FANCY and STAPLE DRY GOODS** for the Spring will be well assorted, and being in great part bought before the recent advances, we will be prepared to give our customers every advantage.  
**WILLIAM BENJAMIN & CO.,** 377 St. Paul Street. 1-ly

**DAVID MORRICE & CO.,**  
**PRODUCE & GENERAL COMMISSION MERCHANTS,**  
 Shipping and Forwarding Agents, &c.,  
 52 St. PETER STREET, MONTREAL.

**REFERENCES:**  
 ANOUS CAMERON, Esq., Pres. Toronto Bank.  
 E. H. RUTHERFORD, Esq., Vice-Pres. Upper Canada Bank.  
 Messrs JOSEPH MACGAY, Bros., Montreal.  
 Messrs WM. STEPHEN & Co., Montreal.  
 Hon. WM. McMASTER, Toronto.  
 Messrs. BYRDE, McMURRICH & Co., Toronto.  
 " WM. ROSS & Co., "  
 " GEO. MICHE & Co., "  
 " D. McINNES & Co., Hamilton. "  
 Consignments solicited. Returns made on day of sale.  
 Consignees may draw against property at two-thirds Montreal market price at time, which will be accepted only when accompanied by bills lading, railroad, or other receipts.  
 Cash advances made on Warehouse receipts of Flour, Grain, Pork, Ashes, and general Produce.  
 July 21, 1864.

**E. E. GILBERT,**  
**CANADA ENGINE WORKS,**  
 Is prepared to execute orders for  
 Oil Boring and Pumping MACHINERY  
 Portable and Stationary ENGINES  
 BOILER WORK, SMITH WORK, and  
 Heavy Furnace FORGINGS  
 Hoisting MACHINES  
 HYDRAULIC PRESSES, &c.  
 —ALSO—  
 Has on hand, several Second-hand  
**ENGINES AND BOILERS**  
 Which will be sold low. 23-ly

**SIDEY & CRAWFORD,**  
**GENERAL MERCHANTS, 33 St. Nicholas Street, MONTREAL.**  
 Sole Agents in Canada for—  
**FREDERIC MUSPRATT'S CHEMICALS.**  
**D. ANDERSON & SON'S ROOFING AND OTHER FELT.**  
**THOMAS BRAMWELL & CO.'S VENETIAN RED AND COLOURS.**  
**AGENTS CANADA LIFE ASSURANCE COMPANY.** 2-ly

**J. Y. GILMOUE & CO.,**  
 IMPORTERS OF  
**BRITISH AND FOREIGN DRY GOODS**  
 WHOLESALE,  
 NO. 876 ST. PAUL STREET,  
 MONTREAL. 62-ly

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

**JORDON & BREWER**  
**Commission Merchants & General Agents,**  
 Dealers in  
**GROCERIES AND HARDWARE,**  
 Nos. 23 & 24 ONTARIO STREET Corner Brock Street,  
 East side Market Square,  
 88-ly KINGSTON, C. W.

**FITZPATRICK & MOORE,**  
**IMPORTERS AND WHOLESALE DEALERS** in Groceries, Teas, Sugars, Wines, Liqueurs, Tobaccos, Cigars, Fish, Oils, &c., &c.  
 2-ly No. 4 Lemoine st.

**JAMES LOBIMER,**  
**GENERAL COMMISSION MERCHANT,**  
 Corn Exchange Building, Montreal.

**LIBERAL Advances made on GOODS** for Sale in this Market, or on Shipments to his Correspondents in Britain. Special attention given to the purchasing of GROCERIES, and other Merchandise.  
 Montreal, 23rd Aug., 1866. 2m 19

**EWART, SHEARER & CO.,**  
 (Successors to RINGLAND, EWART & Co.)  
**CLOTHING, HOSIERY, &c.,**  
 422 St. PAUL STREET,  
 MONTREAL. 1-ly

**SUGAR, HERRINGS, CODFISH, &c.**  
**SUGAR**—Choice Porto Rico Barbadoes and Cuba in hds.  
**HERRINGS**—Extra Large Split, in barrels.  
 Do. Smoked in boxes.  
**CODFISH**—Primo Large Table, in bundles and hds.  
**RUM**—Cuba, in puns.  
 Figs, Almonds, &c., &c.,  
 For sale by  
**JAMES MITCHELL.** 1-ly  
 January 18, 1867.

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

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

**MULHOLLAND & BAKER,**  
**IRON, STEEL AND GENERAL HARDWARE MERCHANTS,**  
 419 AND 421 ST. PAUL STREET,  
 MONTREAL.  
 YARD ENTRANCE, St. Frs. Xavier st. 1-ly

**MONTREAL.**

**EXCHANGE BROKERS.**

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

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

**ADVOCATES.**

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

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

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

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

**CIVIL ENGINEERS.**

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

**COMMISSION MERCHANTS.**

**J**OHAN ANDERSON & CO.

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

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

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

**ENGRAVER.**

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

**FURS—WHOLESALE.**

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

**HARDWARE MERCHANTS—WHOLESALE.**

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

**INSURANCE OFFICES.**

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

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

**C**OLONIAL LIFE,  
See Standard.

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

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

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

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

**MONTREAL.**

**LEATHER, ETC.**

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

**NOTARY.**

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

**SHIP CHANDLER, ETC.**

**G**ORDON KINGAN,  
462 St. Paul Street.

**PAPER BOX MANUFACTURER.**

**R**JELLYMAN & CO.,  
52 Crag Street.

**GROCERS.**

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

**LEWIS, KAY & CO.,**

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

**OOLIVY & CO.,**

**I**MPORTERS OF STAPLE AND  
FANCY DRY GOODS,  
2-ly 291 St. Paul, cor. St. Peter st., Montreal.

**R. C. JAMIESON & CO.,**

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

**S. GREENSHIELDS, SON & CO.,**  
DRY GOODS, WHOLESALE.

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

**G**EORGE WINKS & CO.,  
I MPORTERS OF BRITISH AND FOREIGN,  
FANCY AND STAPLE DRY GOODS, Wholesale,  
70, 71, 72, and 73 Commissioners street, and Custom  
House Square, Montreal. 8-ly

**T. M. CLARK & CO.,**  
MONTREAL AND TORONTO.

**G**ENERAL COMMISSION AGENTS  
for the sale and purchase of Breadstuffs and  
Provisions.  
Cash advanced on warehouse receipts, or Bills of  
Lading. 2-ly

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

**R**OBERT SEATH,  
**W**HOLESALE CLOTHIER AND  
IMPORTER of Woollens and Tailors' Trim-  
mings, No. 10 St. Joseph Street, near McGill Street,  
Montreal. 31-ly

**R**OBERTSON & BEATTIE,  
**I**MPORTERS, WHOLESALE GRO-  
CERS, and General Commission Merchants, cor. near  
McGill and Cochrane streets, Montreal. 8-ly

**O. E. SEYMOUR,**  
COMMISSION MERCHANT,  
DEALER IN LEATHER, HIDES AND OIL.  
507 St. Paul Street. 48-1  
Agent for Lvd Tannery

**JAMES ROBERTSON,**  
126, 128, 180 and 132, Queen Street, Montreal,  
METAL MERCHANT,  
*Manufacturer of Lead-pipe, Shot, Paints, and Putty.*  
1-ly

**MONTREAL.**

**DAVID MORRICE & CO.,**  
**P**RODUCE & GENERAL COMMIS-  
SION MERCHANTS,  
Shipping and Forwarding Agents, &c.,  
52 ST. PETER STREET, MONTREAL.

**F. H. SIMMS,**  
**M**ONTREAL IRON WORKS,  
**M**ANUFACTURES TO Order, and has  
in Stock, Carriage Bolts of all sizes, Nuts and  
Bolts of every description, Rivets, Lifting Jacks,  
Ratchet Braces, Copying Presses, &c., &c. 8-ly

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

**FOULDS & HODGSON**

**I**MPORTERS OF  
Grey Cottons, White Shirtings, Regattas, Prints, Bed Ticks, Denims, Stielas, Cobourgs, Orleans, M de Laines, White Muslins, Jeans, Moleskins, Flannels, Blankets, Clothe, Tweeds, Vestings, Hosiery, Gloves, Braces, Ribbons, Laces, Blondes, Handkerchiefs, Fancy Dresses, Umbrellas, Parasols, Shawls, Hoop Skirts, Table Oil Clothe, Yarns, Battings, Silks, Velvets, Linen Threads, Playing Cards, Jewellery, Tea Trays, Snuff Boxes, Pipes, Toys, Bag Pursos, Pencils, Spools, Pins, Needles, Tapes, Buttons, Combs, Brushes, Hair Oils, Colognes, Soaps, Stationery, Brooches, Spectacles, Dolls, Mirrors, Razors, Pocket Knives, Table Knives, Chapelets, Crosses, Marbles, Slatas.

And a large variety of other Fancy and Staple Goods

**WHOLESALE**

Perhaps the la vest assortment of Goods suitable for a General Country Store of any house in the Province.

368 and 370 St. Paul Street, Montreal. 15-ly

**QUEBEC.**

**COMMISSION MERCHANTS.**

**J**OHAN ANDERSON & CO.  
**H**ENRY B. GETTINGS & CO.,  
**C**OMMISSION MERCHANTS  
AND BROKERS, QUEBEC.  
Particular attention paid to purchase and forward-  
ing Salt and Coals.

**PORT HOPE, C. W.**

**E. S. HOWELL,**  
*Forwarder, General Commission Merchant, and  
Shipping Agent,*  
WALTON STREET, PORT HOPE, C.W. 8-16

**ST. STEPHEN, N. B.**

**J**OHAN BOLTON,  
SHIP BUILDER AND MERCHANT.  
10 King Street, St. Stephen, N.B.

**HALIFAX, N. S.**

**C**OMMISSION MERCHANT.  
**G**EORGE J. PAYNE,  
Commercial Wharf, Upper Water Street,  
References: Messrs. MACLEAN, CAMPBELL & Co.



**HENRY CHAPMAN & CO.,**  
**IMPORTERS AND GENERAL**  
**COMMISSION MERCHANTS,**  
 St. John and St. Alexis Streets, MONTREAL.  
 Their stock comprises every description of  
**TEAS, TOBACCOS, AND STAPLE GROCERIES,**  
**WINES, BRANDIES, GINS, ALES, &c.,**  
 And a large and varied assortment of  
**GERMAN CIGARS.**  
 Agents in the Province for Pinet, Castillon & Co.,  
 & Cognac: T. G. Sandeman, Oporto, &c., &c.  
 1-ly

**FRED ROWLAND,**  
**GRAIN AND COMMISSION MERCHANT.**  
 Flour, Oatmeal, Cornmeal, Split Peas, Pot Barley,  
 Barrel Pork, Sugar-cured Hams, Bacon, Lard,  
 Cheese, Butter.  
**LONDON, CANADA WEST.**

**NOVEMBER 16, 1866.**  
**NEW GOODS.**

**T. JAMES CLAXTON & CO.,**  
**HAVE** just received 8½ packages by the  
 "Nova Scotia," now in port, being purchases  
 from our Mr. Louisa, contents of which are in part  
 as follows—Cottons of all kinds, among them low  
 priced Greys and Prints; Dress Goods and plain  
 Wines; Balmoral Skirts and Skirting; Ribbons;  
 Velvets; New Belts and Buckles. Also, Now Fancy  
 Goods of various descriptions.  
 All orders will have careful and prompt attention.  
 1-ly 69 St. Peter Street, MONTREAL.

**THE LIVERPOOL AND LONDON**  
**AND GLOBE INSURANCE CO.**  
 Chief Offices.—Liverpool, London, Montreal.

**CANADA BOARD OF DIRECTORS.**  
 B. Anderson, Esq., chairman, (Pres. B. of Montreal)  
 Alex. Simpson, Esq., Dup. chairman, (Ch. Ontario Bk)  
 Henry Starnes, Esq., (Manager Ontario Bank)  
 Henry Chapman, Esq., (mer.) R. S. Tyico, Esq., (mer.)  
 E. H. King, Esq., (General manager Bk of Montreal.)  
 Capital paid up \$1,350,000; Reserved surplus Fund,  
 \$5,000,000; Life Department Reserve \$7,250,000, Un-  
 divided Profit \$1,050,000; Total Funds in hand  
 \$16,250,000.  
 Revenue of the Comp'y.—Fire Premiums \$2,900,000;  
 Life Premiums \$1,050,000; Interest on Investments  
 \$300,000; Total Income, 1863, \$4,750,000.  
 All kinds of Fire and Life Insurance business trans-  
 acted on reasonable terms.  
 Head office, Canada Branch, Company's buildings,  
 PLACE D'ARMS, MONTREAL.

1-ly G. F. C. SMITH, Res. Secretary.

**WEST BROTHERS,**  
**TEAS AND TOBACCOS,**  
 Wholesale,  
 9 St. John Street,  
 Montreal. 1-ly

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

**SINCLAIR, JACK & CO.,**  
**WHOLESALE GROCERS AND**  
**COMMISSION MERCHANTS,**

Importers of East and West India and Mediterranean  
 Produce,

Have removed from St. Andrew's Buildings, St.  
 Peter Street, to 413 St. Paul Street, opposite the Cas-  
 tarling House, premises so long occupied by William  
 Darling & Co.  
 Montreal, 30th April, 1866. 1-ly

**KIRKWOOD, LIVINGSTONE & CO.,**  
**PRODUCE, LEATHER AND GENERAL COM-**  
**MISSION MERCHANTS,**  
 No. 53 St. Paul Street, MONTREAL.  
**CONSIGNMENT:** Carefully realised and returns  
 promptly made.  
**ADVANCES—**Cash advances made, and Drafts au-  
 thorized on all descriptions of Produce consigned for  
 Sale in this or British Markets.  
**ORDERS—**Personal and careful attention given to the  
 execution of orders for Flour, Grain, Leather, Provi-  
 sions, Oil, and General Merchandise.

**HUNTER, DUFFY & JOHNSON,**  
 WHOLESALE MANUFACTURERS OF  
**BOOTS AND SHOES,**  
 29 ST. HELEN STREET,  
**MONTREAL.** 42-ly

**THE TRADE REVIEW**  
 AND  
**Intercolonial Journal of Commerce.**  
**MONTREAL, FRIDAY, MARCH 1, 1867.**

**CONFEDERATION OF THE PROVINCES.**

**THE** Bill for the Confederation of the Provinces of  
 Canada, New Brunswick and Nova Scotia has  
 passed the House of Lords. We have received a  
 printed copy of the Act as introduced, but too late to  
 lay before our readers in this issue.

The Confederated Provinces are to be known as  
 Canada, Upper and Lower Canada to be designated as  
 Ontario and Quebec respectively, and New Brun-  
 swick and Nova Scotia to retain their present names.

The Toronto Globe has published a draft of this Act,  
 which it stated would probably undergo changes  
 before its passage, but at the same time it has found  
 fault with the scheme as therein set forth. There are  
 many differences between the Act as now printed and  
 the draft copy published by the Globe. We hope our  
 readers will suspend judgment until they have the  
 facts on which to base it.

The Rocklands Slate Company will apply to Parlia-  
 ment next session, for an Act to legalize the issue of  
 stock and remedy defects in the organization of the  
 company.

The promoters of the steam line recently established  
 at Quebec for the purpose of trading with the Lower  
 Provinces, intend to commence operations at the  
 opening of navigation, and are now in treaty for the  
 purchase of a steamer on sale at Halifax.

Notice is given in the Official Gazette, that complaint  
 having been made that certain Fire Insurance Com-  
 panies not incorporated by any statute of this Province  
 have not published statements as required by law,  
 such Insurance Companies are liable to the penalty  
 of \$1000 for non-compliance with the provisions of the  
 Act.

Messrs. Wm. McMillan of Bothwell, and George  
 Macbeth, Wm. Bowman and John Macbeth of London,  
 give notice of application for charter for a company  
 to be called "The Canada Chemical Manufacturing  
 Company" for the purpose of manufacturing chemicals  
 and dyo stuffs. The nominal capital is twenty thou-  
 sand dollars, in fifty dollar shares, of which fifteen  
 thousand dollars are subscribed.

Henry Thomas, Esq., of Montreal, Hon. Luc Le-  
 tellier de St. Just, of Riviere Ouelle, Messrs. Rodolphe  
 Laflamme, of Montreal, and Jean Langlois, and George  
 Duval of Quebec, give notice of application for charter  
 for a company to be called "La Compagnie du Sable  
 Magnétique du St. Laurent," (The St. Lawrence Iron  
 Ore Company), for the mining of iron ore and the  
 manufacture of it into iron and steel. The places of  
 operation are to be the North shore of the St. Law-  
 rence from Quebec to the division line between Canada  
 and Newfoundland, and the cities of Quebec and Mon-  
 treal. The stock which is all paid up is five hundred  
 thousand dollars, in one thousand shares of \$500 each.

**MORLAND, WATSON & CO.,**  
 WHOLESALE  
**IRON MERCHANTS,**  
 AND  
**IMPORTERS OF HARDWARE,**  
 Offices and Warehouse 385 and 387 St. Paul Street  
**MONTREAL.**  
 Manufacture: on Lachine Canal.

**REMOVAL.**

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

Scarcely a day elapses but the public is informed that  
 some portion of the land lines on the coast between  
 Heart's Content and the State of Maine is "down,"  
 and communication with the cable consequently inter-  
 rupted. A decided improvement has lately taken  
 place, but as the line will always be liable to these in-  
 terruptions in rough weather in winter and summer,  
 and also through bush fires in the latter season, the  
 companies interested would do well to enclose the  
 wires in iron pipes at all exposed points, and bury  
 them, as is now done in Great Britain and some parts  
 of the continent.

The citizens of Rouse's Point intend to put up a saw  
 mill at a cost of \$30,000 next spring, and have already  
 raised half the amount.

The whole of the capital—\$100,000—for the steam  
 line to the lower ports, which the merchants of Quebec  
 propose establishing, has already been subscribed.

The Bank of England rate of discount has been  
 reduced to 2½ per cent., the lowest price it has stood at  
 since September 1862.

A Lower Province paper states that the continuation  
 of the St. Stephen Branch railway is so far advanced,  
 that the services of the Superintending Engineer have  
 been dispensed with. It is eighteen miles long, and a  
 link in the chain intended to connect New Brunswick  
 with the United States.

A meeting of the Anglo-Telegraph Company, was  
 held in London, on the 4th February, at which a  
 dividend of £1 per share, or 10 per cent on the en-  
 dorsed capital was declared. The chairman stated in  
 moving the adoption of the report of the directors,  
 that the profits realized since the opening of the line  
 on the 25th of July, were more than 25 per cent on the  
 capital. He also stated with regard to the tariff that  
 they began with 20s. per word; they came down to  
 10s.; they would probably come down to 5s.; and  
 even that was not to be taken as the lowest price, as  
 they would work down till they got to the lowest price  
 for the company and the public.

The Niagara ship canal bill has again been brought  
 before the U. S. Senate, but it adjourned without  
 taking any action upon it.

It appears from a return laid before Congress on  
 Monday that taxes to the amount of \$19,690,749 were  
 collected from the Southern States last year, \$15,152,-  
 806 of which were raised on cotton by the special ex-  
 port tax imposed by Congress. Louisiana heads the  
 list with \$6,600,000, the other leading contributors  
 being Alabama and Georgia, with each a little over  
 \$4,000,000, and Texas and Virginia each more than a  
 million.

A bill has passed the New York Legislature granting  
 \$250,000 towards the construction of the proposed  
 Whitehall and Plattsburgh Railway on the West side  
 of Lake Champlain. The new road will give the  
 country between Kingston and Prescott a shorter  
 route to New York than is now followed.

A Halifax paper speaks in hopeful terms of the gold  
 mining prospects of the season now about to open, and  
 states that the agent of one company recently exhibited  
 two bars of gold in that city, one of which weighed  
 550 and the other 230 ounces, the aggregate value of  
 both of which was \$13,000. His company also had  
 about 500 tons of gold bearing quartz to crush from  
 which it expected to derive 2000 ounces of gold.



## BANK RETURNS.

WE publish elsewhere the official Bank statement for January, as it appears in the *Canada Gazette*, but at the same time we must caution our readers against placing much reliance on the figures therein given. There are numerous errors palpable at almost the first glance, while it is impossible to tell how many more inaccuracies may lie hidden, without having the original documents wherewith to make a comparison. We would suggest much more careful proof-reading on the part of the publishers of the *Gazette*, or a revision of their work by some official from the Audit office. We refrain from making comments on the statement itself, lest inadvertently we should do any of the Banks an injustice, until we are in possession of a more reliable statement.

## OUR FISHERIES.

THAT the magnificent and productive fisheries which are the natural inheritance of British America are not rendered more valuable and serviceable to their possessors, is a puzzle which men never cease to talk of. By some it is attributed to supineness and lack of energy on our part; by others to the need of legislative encouragement in the shape of bounties; others, again, attribute it to the want of markets. But, in the mean time, year after year goes by, and but little improvement is manifested. The Americans quietly help themselves out of our preserves to as much as they want, and pass laws, which, so far as regards fish caught or cured by ourselves, are absolutely prohibitory. It is proposed in this paper to enter into a consideration of some of the circumstances bearing on this important subject, in the hope that public attention may be aroused, and that this great and wondrous source of wealth may no longer be neglected.

That the present system by which American vessels are licensed to fish in our waters, is satisfactory to no one may be fairly admitted, and that it is considered by our fishermen as a grievous injustice is beyond dispute. Complaints on this head are loud and frequent, and that they are well founded scarcely any one doubts. Take, for example, an American vessel of 500 barrels capacity, or 100 tons burden, about a fair average, she would pay fifty cents a ton license, if she paid any at all, amounting to ten cents a barrel on her cargo of fish, which is admitted into the American market duty free; while a Colonial vessel would have to pay one dollar per bbl. duty, a difference of 90c. per bbl. in favor of the American vessel. All authorities are agreed that the fisheries on the coast of any country are as much a part of the national domain as its forests, and we might just as reasonably admit the Americans to cut and carry away our lumber on similar terms, only that in carrying out the latter process we should derive considerably more benefit from the expenditure of capital than can ever be the case with the fisheries. The American fishing vessels visiting our coasts seldom, or ever, spend a dollar among us, and we derive no incidental benefit whatever from that source. They just come and take what they want from our stores and carry it to their own markets, from which they have previously taken care to exclude every barrel of fish not caught by themselves. Surely this is not the way to secure reciprocity, to quietly and tamely yield up our own property because it is just possible that in taking care of it we may chance to rap the knuckles of some fellow who cannot, or will not, distinguish the difference between *meum* and *tuum*. While we continue to give the Americans a bounty of 90c. per bbl. on fish taken in our own waters, we may be quite sure that there will be no steps taken by them to prevent our perpetrating such an absurdity. But some persons argue,—"You may as well admit the Americans to your fisheries on these terms, for if you attempt to exclude them they will come and help themselves all the same, and the result will be quarrels and collisions that will ultimately lead to war." We believe nothing of the kind; whenever the Americans find that we are in earnest, and mean to defend our own property, they will come to terms. We have only to be true to ourselves. Let the most liberal construction be put upon all questions of international law bearing upon the subject, but let us not deliberately give way to strangers that which is as much a part of our national inheritance as the soil we cultivate or the air we breathe. England, France, Holland and Norway, all jealously guard their respective fishing grounds, and there ought, and can be no valid reason why we, as a part of the Bri-

tish Empire, should not be able to do the same. It has been suggested, as one way of meeting the difficulties, that bounties should be given to our own fishermen sufficient to enable them to compete with the Americans in their markets, but there are so many serious objections to this course that we do not think it possible to entertain it. In the first place, abuses are the invariable accompaniments of any bounty system, however small, and any bounty to be of service in enabling us to compete in the American market would have to be a large one, and the taxation necessary to support it must be paid by the general community. In fact, the Provinces would be called upon to pay exactly the difference between the cost per barrel to the American fishermen of the license fee, and the duty in the American market, or, as has been stated, above 90c. per barrel. An attentive consideration of all the circumstances leads us to the conclusion that there is but one way of dealing with the question, which is likely to be at all satisfactory. Let the American Government be given to understand that after a certain date we shall resume possession of the fisheries, and take steps to prevent intruders, but that, in the mean time, we are prepared to negotiate a treaty on equitable terms, viz.:—That in return for their free admission to our fishing grounds, under such regulations and restrictions as may be found necessary for the welfare of all concerned, no differential duty should be imposed, but that both our fish and our vessels should be admitted into their ports on the same terms as their own. Further, that all privileges conceded to American shipping in our ports should be met by corresponding concessions on their part. This, we think, is the very least that should be demanded as an equivalent for admission, on equal terms, to the most productive fisheries in the world, and that it is such an arrangement as the Americans themselves would ultimately find it to their interest to accept, there is little reason to doubt.

The difficulties which have heretofore arisen in dealing with this as with many other subjects, by the isolated condition of the various Provinces, will shortly disappear, and it is not at all unlikely that one of the first questions to arise on which we shall feel more particularly the advantage and strength given to us by Union, may be this question of the fisheries.

We would have liked to have pursued the subject at greater length, but space forbids. Before closing, however, we would wish to call special attention to the great importance of opening up new markets for the production of our fisheries. England, and the London markets especially, affords an opening for the sale of an almost unlimited quantity of fish. Vast quantities of mackerel packed in ice are even now brought from the distant coasts of Norway and Sweden, and the day may yet come when, by the aid of a regular steam service, fresh fish from the Gulf of St. Lawrence will be found in the London market. But it will be sufficient to confine our attention for the present to cured fish, and all that is required to secure a market for this article in England is greater attention to the methods of curing. Our herrings are practically valueless in the English markets, not because the fish are inferior, but simply because they are spoiled in the process of curing. By far the larger proportion of the herrings sold in the London market are lightly cured, and packed in baskets containing 150 each. 350,000 of these baskets are sold every year in London alone; while the demand for smoked haddocks, or finnan haddies as they are sometimes called, is practically unlimited. In these two kinds of fish alone, a vast business might be done if only the proper amount of attention were given for preparing them for the market. Steam is already extensively used in the prosecution of the North Sea Fishery, and if our people would give their attention to this subject, which its importance deserves, there might soon be a fleet of vessels, employed in the trade, and another outlet secured for this important branch of our national industry.

## THE WEST—BUSINESS.

DURING the past four weeks a large amount of money has been paid out in Western Canada for wheat and other farm produce. During most of that time, the sleighing has been good, although at times the roads were considerably drifted, and the farmers felt the necessity of making good use of their time. Seldom was the sleighing longer in commencing than this winter. We had a "green" Christmas, and even after the New Year came in, the snow seemed loth to come in quantities sufficient to make

good travelling. The farmers were consequently on the alert, and when the sleighing became good, there was quite a rush of produce to the different local markets on the lines of railway and throughout the interior of the country.

Compared with the crop of last year—1865—the yield of last harvest has not turned out so well. The activity in the delivery of grain—which we have referred to—did not arise so much from the great abundance of our last crop, as that the lateness of the sleighing in coming in, compressed its delivery into a smaller space of time than usual. In the newer townships, the crops of last fall were undoubtedly abundant, but in many of the best wheat-producing districts, the returns fell considerably below the average. In the latter localities, the farmers had cleared out their granaries pretty well before the winter set in, consequently recent deliveries have been principally received from the newer townships, to which the largest portion of the money obtained has gone.

Not a few complaints regarding the quietness of business, come from various sections of the West. Many traders who anticipated a large winter's business, state that goods move off very slowly. The scarcity of money, however, is not so much complained of. There is a large amount of capital seeking investment throughout the country at moderate rates of interest. But farmers appear to be very careful about purchasing, if we are to believe the reports of retailers, and consequently the winter's business has been, generally speaking, quiet.

So far as the writer can learn, the state of business throughout Western Canada has varied this winter considerably. In those parts of the country—mostly the old settled sections—where the crops were light, trade has been much less animated than last winter; the farmers not having so much money to spend as during the previous winter, and being rather careful about incurring debts. Where the crops turned out well, on the other hand, business has been very fair. Taking Western Canada as a whole, we have no hesitation in expressing our belief that a sound, healthy winter's business has been done, although not so lively and speculative as during the corresponding period of the previous year.

Upper Canada, taken as a whole, occupies a very satisfactory position at present from a business point of view. There have been some failures recently, as there must always be where so much competition exists. But these have been, in almost every case, for limited amounts, whilst the great majority of business men occupy a very sound financial position. There is very little of the speculative spirit extant, and very few instances of recklessness or extravagance occur. Rapidly acquired fortunes may be, and undoubtedly are, of rare occurrence, but a good deal of wealth is being quietly but surely acquired. This is not the least advantageous position for the business of a country to occupy, when the good of all classes is considered, and whilst it remains so there are few good reasons for complaint regarding it.

There is a considerable quantity of produce in Western Canada still undelivered. The rain and thaw last week, rendered the roads impassable in some parts, and retarded deliveries. It is to be hoped that the West will yet have another spell of good sleighing, so that those farmers most remote from good markets, will be able to dispose of all they have to sell. From all accounts, the back settlers need money very badly to pay off the old scores and it would be a great pity if the roads broke up before they had completed their deliveries.

A meeting of persons interested in the Pictou and Cape Breton coal mines was held at Halifax on the 13th inst., when an association was formed called "the Nova Scotia Coal Owners' Association," for the promotion of the interests of the Province. The Secretary states that during the meeting the "important fact was explained that a similar policy on the part of British America to that of the United States would render Nova Scotia coal interests altogether independent of the American markets. The Ohio coal mines, shut out from the sea-board, are far more dependent on British America for customers," he contends, "than Nova Scotia mines are on the Atlantic cities of the United States; and as Canadian flour, protected by the Nova Scotia tariff, is replacing American flour in the Maritime Provinces, coal from Nova Scotia, required for a return cargo, will ultimately," he argues, "compete successfully with Ohio coal in Canada West."

**WAREHOUSE RECEIPTS.**

**T**HE system of making advances on warehouse receipts issued under the Act of our legislature on the subject, has now become so general that it is very desirable to have a perfect understanding of the scope of the act and the position in which the holder of a receipt stands with regard to other claimants.

The Act itself was a most beneficial one, and has facilitated the operations both of bankers and merchants to a very considerable extent. Its provisions, however, like those of other acts of parliament, are liable to be misinterpreted and misunderstood.

It is not any person who can give a warehouse receipt which will vest the property represented by it in the holder or assignee. The persons mentioned in the Act as having that power are five classes, viz.:

1. Warehousemen; 2. Millers; 3. Wharfingers;
4. Masters of Vessels; 5. Carriers; to which have been added by a subsequent Act of Parliament, owners of coves for timber, who are in fact, warehousemen, though the warehouse is on water instead of on terra firma.

On looking over the above list, the intention of the Act is pretty clearly evident. There are certain persons whose business consists in taking charge of the property of others, either for safe keeping or for conveying to its destination. For such charge, they are remunerated, and they have no interest in the property other than the lien which the law gives them for their own costs in connection with it. All persons depositing property with another will, as a matter of course, get a receipt for it. Receipts for property stored in a fixed place, are denominated warehouse receipts, those given by a master of a vessel are called bills of lading. Both show that there is property of a merchantable character in existence, and ready to be delivered to the person having a claim thereon.

The intention of the Act then, is this: presuming that mercantile property has been stored for safe keeping, or despatched to a particular destination, and a receipt given therefor, it facilitates the borrowing money on the security of the property, by enabling the owner to pass the receipts by endorsement to a lender—which endorsement is endowed with the very remarkable power of vesting the absolute ownership of the property in the endorsee. No sheriff can therefore take it in execution, no attachment against it will lie, no other creditor can claim it as part of his debtor's estate.

A power so sweeping as this, changing the ownership of property by so summary a process, is obviously liable to abuse, and the Legislature has therefore limited the operation of the act to the classes of persons above named, all of whom, except one, are alike in having no interest in the property.

Obviously no man's rights can be affected if a receipt given by such a person is bona-fide, and if the advance is bona-fide, for the warehouseman does not own the property stored with him, and it would be contrary to equity for an execution against him, to take it. It would be equally contrary to equity for an execution against the original owner to take it, for he has obtained the value or thereabouts from the lender. This principle applies equally to the case of a warehouseman, a carrier a cove-owner, or a master of a vessel, for all alike are mere trustees for another.

The case of a miller, however, is completely different, and it is here that we arrive at another view of the intention of the act, the miller is the owner of his grain in his mill, or at all events, of the greater portion of it, for the trifling amount that might be with a miller for grinding can be left out of account. But then from the nature of his business, his stock in trade is not bought on credit. The persons who have sold him the grain, are not in the position of a wholesale merchant with a storekeeper. The miller is presumed to have paid the farmer or dealer for the wheat in his mill; and no creditor has that sort of moral claim on his goods, which every creditor has on those of a debtor, until he has been paid. The property, therefore, is free, and can properly and reasonably be used for the purpose of giving security. A miller therefore is allowed to give a receipt which transfers ownership, but this is the only instance of the kind in the act. But in the complicated transactions of modern commerce, there are persons who have charge of goods which are not strictly speaking, their own, who yet are not warehousemen, in the strict and simple sense of the word. They have stores, but they do not obtain a livelihood by receiving and taking charge of property, having no interest therein, and being simply

bound to deliver it up in good order. They receive goods for the purpose of sale, and they do sell and make delivery, not to the owner, as a warehouseman does, but to the buyer. They account to the owner in fact not in goods, but in money. This is the essential difference between a warehouseman and a commission agent; and the difference becomes more marked still in case the commission agent accepts the draft of the owner. This practice is almost universal, and it places the commission agent, as respects the goods, almost in the position of a merchant. On the strength of the goods in his possession he has contracted liabilities, and it is out of the sale of the goods that those liabilities must be discharged.

The question now arises can a commission agent give such a warehouse receipt, as will pass the ownership to the lender of money. Our limits forbid the discussion of this question at present, but we shall resume the subject in our next number.

**NEW YORK AND CANADA.**

**T**HERE is no part of this Continent superior to Western Canada as an agricultural country. This is abundantly borne out by statistics. These prove not only our Western lands to be unexcelled in fertility, but that our system of husbandry is of the most satisfactory kind. We have no later Canadian statistics than those of the census of 1861, but even these—and we have made great progress since that time—compare favourably with any of the adjoining American States. Take New York for example. That State is regarded as one of the best agricultural districts in the Union, and as regards climate occupies pretty much the same position as the Western Province. Its latest agricultural statistics are for the year 1864—three years after ours were taken—and yet in many particulars we completely take the lead. The following are the principal agricultural returns of each country—those of Canada, it should be remembered, being for the year 1861, and those of New York for 1864—

	C. W.	N. Y.
Population .....	1,396,691	4,664,204
Acres of improved land .....	6,051,819	14,828,216
Acres unimproved .....	7,309,288	10,412,534
Cash value of farms .....	\$25,162,316	\$923,881,331
Value of implements .....	\$11,204,317	\$1,181,224
Acres of fall wheat .....	434,729	406,691
Bushels do .....	7,637,651	5,432,282
Acres spring wheat .....	954,634	104,996
Bushels do .....	17,082,774	
Acres of barley .....	118,910	189,035
Bushels do .....	2,821,932	3,075,170
Acres of rye .....	70,376	2,232,419
Bushels do .....	973,181	2,076,468
Acres peas .....	469,695	36,491
Bushels do .....	9,601,396	680,827
Acres oats .....	678,337	1,169,666
Bushels do .....	21,220,874	19,052,833
Acres of corn .....	79,918	652,235
Bushels do .....	2,255,290	17,983,888
Acres potatoes .....	137,296	233,073
Bushels do .....	15,355,520	23,267,762
Acres turnips .....	73,469	8,124
Bushels do .....	18,206,950	1,282,388

The contrast between New York State and Canada, as afforded by these statistics, is very favourable to us. With far less population, less improved land, and less value of implements; our farmers turn out far more fall wheat, spring wheat, peas, oats, turnips, &c. Of Indian corn, rye and potatoes, the New Yorkers rather take the lead, and they are also set down as doing so in barley in the above table. But the barley crop has had an immense increase in Upper Canada since 1861, and we have little doubt that our next census will show that we now raise more barley than New York does. As to quality, it is freely admitted by the Americans themselves that we raise the best barley to be had on the Continent. The higher price paid for our barley fully attests this fact.

One of the most gratifying features of the above comparison, is the fact that our lands yield more per acre than those of New York State. Of fall wheat New York sowed within some 28,000 acres of the breadth sown in Canada West, but we reaped over 2,000,000 bushels more than they did. The average quantity of oats raised by us in 1861 was fully more than 31 bushels per acre—but New York only averaged 17 bushels per acre! As will be seen by reference to the table, New York reaped 19,052,833 bushels of oats from 1,109,666 acres sown, whilst our Western farmers, from 678,337 acres, took off no less than 21,220,874 bushels! This fact, of itself, speaks volumes for the fertility of Canadian soil. The small quantity of turnips raised in New York appears singular—our returns being 18,206,950 bushels as against 1,282,388. Taking the returns all in all, they indicate pretty clearly that our farmers have nothing to envy in the Empire State, and that either as regards excellent soil or good farming, we can compare favourably with our neighbours.

**STEAM LINE TO GERMANY.**

**A** CONTEMPORARY calls attention to the fact that the movement which was on foot here last fall to get up a steam line between Montreal and some ore of the North German ports, seems to have fallen through. This is to be regretted. The recent commercial policy of Prussia indicates that she would give the promoters of such a line a welcome reception, and probably extend them unusual facilities and a subsidy. The capitalists of Canada have nearly doubled their resources within the last ten years, and having had a good opportunity to witness the profit which attends the working of properly managed steam lines should not hesitate to enter on the enterprise now indicated, instead of relying, as heretofore, on the wealth and energy of the foreign investor, to open up and extend their own markets.

**THE SOUTHERN RAILWAY.**

**T**HE Upper Canada "Southern Railway" scheme, which occupied such a considerable share of attention in the Upper Province a few years ago, will likely soon be brought up again for discussion, as we see that the County Council of Elgin, resolved to apply for a new charter for the road at its last session, and refuses to rely any longer on the delusive promises of the Great Western Railway. When the whole scheme was being discussed at the time in question, and it seemed likely to be converted into a reality, the Great Western Railway Company stepped in and balked it, by promising to build it as an adjunct to its own line. The Company was probably actuated by no improper motives, and in fact, likely laboured under the belief—so common under the high pressure times which were then prevalent—that its own line would not be able to accommodate the traffic between the East and the West. At all events, we may take it for granted, that it was disabused and soon came to see that the "Southern" being probably on the shortest route between Buffalo and Chicago, would prove a very formidable competitor to the "Great Western," and as such was entitled to no assistance from that company. The wealthy, fertile, and populous counties on the North shore of Lake Erie, in the meanwhile remain without direct railway communication with the East or West, especially in winter, and according to present appearances must continue so, unless they apply their own shoulders to the wheel.

**BETROOT SUGAR.**

**W**E laid before our readers not long ago an explanation in brief of the ordinary process of making sugar from beetroot, and also calculations as to the probable cost of manufacturing in this country. We have recently been placed in possession of information, received from an extensive German manufacturer, which enables us to state that by a new process lately discovered and patented by an Austrian, a large portion of the expensive machinery now in use, and very much of the manual labour now needed, can be dispensed with, and more and better sugar be obtained from the same weight of beets. By this process, the grinding, crushing and pressing of the root is done away with, the saccharine matter being extracted without altering the form of the beet other than by paring away the outside. The inventor—himself a manufacturer—states that he is now prepared to treat 200 tons of the raw material every twenty-four hours with only fifteen men, and that he could just as well manage twice or thrice the quantity.

We further notice that M. Kessler Desvignes has communicated to the Paris Academy of Science the results of experiments in the employment of acids in the manufacture of sugar, and several sugar houses have been specially arranged for working under this process. The use of acids had previously been given up in France and Germany, in consequence of their injurious effects in preventing crystallization. It, however, seems that at ordinarily low temperatures acids have not this effect, but that in making use of them, they should be neutralized before the application of heat. These acids serve to arrest viscid fermentation, the loss from which M. Desvignes has proven by experiments with non-acidified gummy juice; and from the results thereof, he draws the conclusion that, contrary to generally received opinion, the use of acids in cold juice, instead of having an injurious effect on the sugar, actually tends to preserve it from the loss sustained through fermentation.

One of the advantages claimed for the system in question is that of effecting very complete defecation



with an excess of lime, so that the juice may be immediately evaporated without the necessity of using charcoal.

We are glad to learn of the success, which, in spite of discouraging obstacles, has attended the operations of a beet sugar factory started by a German company in Illinois last year. Mr. R. W. Bender has made a report to the Directors of the Illinois Central R. R. Company regarding it. The company began operations in 1866 by planting four hundred acres of ground in Livingston County, mostly fresh prairie, from which they have raised a crop of more than four thousand tons of fine beets at a cost, according to their own estimate, of less than four dollars per ton. The beets are of the "White Silesian" and "Imperial" varieties, and both have done well. At the time of harvest the roots from all parts of their farm were tested, and the juice was found to contain from nine to thirteen and one half per cent. of sugar—the average of all the tests showing twelve per cent. The quality of the beets tested would yield seven and one-third per cent. of raw sugar, in color equal to fair refining sugar, but intrinsically much superior—or it would yield five and one-half per cent. of sugar equal in every respect to New York refined "B." The beets raised, if successfully and rapidly worked, would have produced not less than four hundred and fifty thousand pounds of refined sugar. In consequence of accidents to machinery and other causes, the work has been delayed for seven months, but it has recently been resumed with great success. Mr. Bender says:—

"The capacity of the manufactory is estimated to be equal to fifty tons of beets per day. During the few days the works have been in operation they have turned out about eighteen thousand pounds of sugar (two-thirds of which was equal to New York refined B), which was the product of an unknown quantity of beet roots, as I found they had not kept any record of the quantity brought from the pits to the factory. The pulp was not watered on the centrifugals so as to save evaporation. The juice was boiled blank, and placed in large tanks to crystallize. This course was mainly taken to economize the use of steam. The first product granulated in twenty-four hours, and the second in three days, so as to go in centrifugal machines. I could see nothing of the third product. I very much regret that the Messrs. Gennert could not give me an accurate account of the cost of cultivating their beets, the estimate, as I have already said, was less than four dollars per ton. It is also to be regretted that no account of the weight of beets taken to the factory was kept; although any calculation made on that basis would be unfair, considering the irregular operations at the factory, and the deterioration of the saccharine properties of the roots from long delay in working. The result of my investigations, added to my previous knowledge of the subject, more than ever confirms my belief in the speedy and successful development of this branch of agricultural industry. And this feeling is already widely entertained through the West, where suitable lands and abundance of fuel can be had at low prices in the immediate vicinity of a ready market."

The opinion appears to be generally prevalent that the climate of Canada is too cold during the manufacturing season to allow of the preservation of beets from freezing, but Russian winters in the latitude of St. Petersburg are not remarkable for their mildness, and yet there there are numerous factories in profitable operation. In Illinois, too, to come nearer home, we know from personal experience, that the cold is frequently excessive, though, perhaps, not so continuous as here, and yet the results of the first crude experiments there have not been unsatisfactory. As far as the soil of Canada is concerned, in many parts it is exactly suited for raising beets, and specimens may be seen in various places of the Silesian variety equal, if not superior, to any raised in the world.

**THE IMPENDING REVOLUTION IN EASTERN COMMUNICATIONS.**

A CABLE telegram received via Hong Kong, Galle, Suez and London, states that the Pacific Mail Steamship's Company's steamer Colorado, the pioneer of the new line between California, Japan and China, arrived at Yokohama, on the 23rd January, in 23 days from San Francisco. She met unusually heavy weather on the passage, but nevertheless succeeded in delivering through mails from New York within fifty days, thus proving that as soon as the Pacific Railroad is completed the best time between England and the East will be across the North American continent. Ten years of our present life, in a country situated as Canada is at present, may be likened to the progress of an ordinary century, and many years will not therefore elapse ere we will probably be in a position to realize the unpleasant fact that our apathy and indifference in extending our Western communications and opening up the North West have lost us the great

and most profitable trade for which a nation could well contend. It is therefore to be hoped that the Colonial delegates now in England will not return ere endeavouring to come to some understanding with the Hudson Bay Company, and that if they refuse to meet them on reasonable terms, steps will be taken to test the validity of their charter. Francis the First once asked the Pope by what right or title he granted the whole continent of America to the King of Spain, and we may just as well question Charles the Second's right to dispose of a territory, which in the first place belonged to the French, and in the second place was not entered upon for nearly a century, and the title to which consequently lapsed. The company, nevertheless has a prescriptive right, through usage, to the territory and some claim to pecuniary compensation, but they should not be allowed for a moment to set up their outrageous pretensions of sovereign jurisdiction and on the faith of an obsolete charter, probably granted under the wretched influences of one of Lely's bright eyed beauties, bar the onward progress of half a continent in the interests of a handful of Lombard street traders. The Bill for the Confederation of the Provinces has a great many features to commend it, but it will be necessarily incomplete if not supplemented by a measure or proceedings intended to open up the North West and abolish the present monopoly—a monopoly so tenacious of its privileges and fearful of exposing them to public view that it will not assist in opening up the long called for road between Canada and the Red River territory, simply because it would tend to promote communication with Canada and lead to the settlement of the country under their repressing dominion.

**CANADIAN SECURITIES IN ENGLAND.**

A STILL further advance has taken place in Canadian Government securities, both in the 5 and 6 per cents, of 2 per cent in the former, and 1 per cent in the latter. Subjoined are the quotations in the London Stock Exchange, February 13th, of the following securities:—

GOVERNMENT SECURITIES.

Canada 6 per cent. Jan. and July, 1877	99 to 101
Do 6 per cent. Feb. and Aug.	98 to 100
Do 6 per cent. March and Sept.	100 to 102
Do 5 per cent. Jan. and July.	85 to 87
Do 5 per cent. inscribed stock.	84 to 86
New Brunswick 6 per cent. Jan. and July	95 to 97
Nova Scotia 6 per cent., 1875	97 to 99

RAILWAYS.

Atlantic and St. Lawrence	57 to 59
Buffalo and Lake Huron	44 to 44
Do preference	54 to 64
Buffalo, Brant, and Goderich, 6 p. c.	100 to 102
Grand Trunk of Canada.	20 1/2 to 21 1/2
Do eqult. mort. bds., charge 6 p. o.	88 to 90
Do 1st preference bonds	65 to 67
Do do deferred	00 to 00
Do 2nd preference bonds	55 to 57
Do do deferred	00 to 00
Do 3rd preference stock	88 to 42
Do do deferred	00 to 00
Do 4th preference stock	24 1/2 to 25 1/2
Do do deferred	00 to 00
Great Western of Canada.	14 to 14 1/2
Do new	14 to 14 1/2
Do 6 without option, 1878	94 to 96
Do 5 1/2 do 1877-78.	88 to 86
North. R. of Canada 6 p. c. 1st prf. bds.	82 to 85

BANKS.

British North America	47 to 49
Mercantile and Exchange	9 to 7 dis.

MISCELLANEOUS.

British American Land	20 to 25
Canada Company	69 to 72
Canadian Loan and Investment	2 to 1 dis.
Hudson's Bay	16 1/2 to 16
Trust and Loan Company, U. C.	20 to 25 dis
Atlantic Telegraph	20 to 25
Do do 8 per cents	53 to 58

**The Cental System.**

The Chicago Board of Trade has unanimously resolved that the cental system shall go into effect, so far as it is concerned, on the 1st March. The Milwaukee and Cleveland Boards of Trade have adopted a similar resolution.

The Granby Gazette states in its last issue:—A few days since Messrs. Pierce and Frizzell, two of the Provisional Directors of the Granby Red Slate Quarry, visited this locality and closed the purchase of the Quarry, by paying the former owners, Messrs. Baird and Erskin, the required sum for the property. The amount paid, we believe, was \$2,700, viz., Mr. Baird \$1,700, and Mr. Erskin \$1,000. As soon as the necessary arrangements have been completed practical operations will be forthwith commenced.

**LETTER FROM ENGLAND. COMMERCIAL REVIEW.**

(Special Correspondence of the Trade Review.) [PER JAVA.]

THE Bank of England rate of discount has been at last reduced to 3 per cent., and as the rate in the open market for some time has even been under 3 per cent., the present reduction has practically been without effect. As I pointed out at the time, the rate of discount has fallen much more slowly after the panic of 1866 than after either of the previous panics, because the panic of 1866 was a financial rather than a mercantile one. That it has now fallen so low is generally ascribed to the distrust which exists of all permanent investments, such as railways, and of all foreign loans. Undoubtedly, this has had much to do with it, but there are two other causes which are rendering trade dull, and consequently diminishing the demand for money. The first of these is the uncertainty as to the further supply of cotton, and the comparatively low price at which the manufactured article sells as compared with the price of raw cotton. It would be scarcely too much to say that the whole trade is out of gear. The manufacturers are unable to make a profit, and a resort to half time is spoken of. The holders of cotton, again, do not seem to be able to obtain any reliable data as to supplies, and their speculations are very much of the "hand to mouth" character, and the result of all this is to give a feeling of great uncertainty in all transactions connected with the cotton trade. The other cause which is affecting trade at present is the position of American affairs. Independent of any mere political question, the economic position of a country which has so inflated a paper currency and so absurd a tariff, must be at least unsteady, if not unsafe and dangerous. There is, indeed, a strong feeling that in some way the people of the United States will work out of their dangers, but the mode by which they are to work out is not at all clear; and their recent legislation, so far from indicating any wish to retrace their steps, would show that they considered their present system the very height of wisdom, and were determined to develop it to its fullest extent. On this side of the Atlantic a very different opinion of its wisdom is entertained; and independent of any temporary dullness in the trade with the United States, their whole fiscal and financial system is regarded with apprehension and distrust.

I have referred to the unwillingness of people to go into any new railway schemes as one cause of the cheapness of money, and a recent decision of the Lord Justices of Appeal as to the rights of debenture holders, has for a time at least increased this feeling. The question was raised by some of the debenture holders of the London, Chatham and Dover, as mortgagees of the line, to sell the surplus lands which were valued at a large sum, probably about £1,000,000. It was contended that the right belonged to the debentures just as it belonged to the mortgagees of any other to foreclose the mortgage and enter upon possession. The decision of the two Lord Justices, which, though not final, carries great weight with it, is substantially that debenture holders are not mortgagees in this sense, and that their security is not upon the individual parts of the line, but upon the general property, that is, upon the surplus of revenue. It does not seem that this decision will really be, in the long run, an injurious one for the debenture holders. It would seem that a line in its entirety must be worth more than its mere "disjeca membra." Meantime the present upsetting of an old theory as to the rights of debenture holders, has had a disquieting effect upon the minds of many people. A bill has, however, been brought into the House of Commons this Session to determine the mode of winding up of inactive railway companies, and although it was unfavourably received by the House, there will, no doubt, be some definite settlement arrived at this session, by which the rights of debenture holders will be protected by enabling the line to be sold, and by which, also, the power now possessed by judgment creditors of seizing the rolling stock, and so stopping the traffic to the great loss of the other creditors and the shareholders, and the great inconvenience of the public, will be taken away.

It must be gratifying to Canadians to see how anxious both of the great political parties in England are to carry out their wishes as to Confederation. As to the general expediency of such a measure no doubt can be entertained, and the question of detail which may arise will, no doubt, be settled very much as the wishes of the Colonial Delegates may point out to be

expedient. Upon the question of the guarantee of the Imperial Government to raise funds for the Intercolonial railway, there may be more difference of opinion, but it is not likely that even here, much as Mr. Gladstone is opposed to these guarantees as a rule, any opposition will be offered.

Whilst touching upon the mercantile bearings of political questions, I may be allowed to add that so far the reform agitation has been without any effect upon trade. Indeed, to people who do not remember what happened in 1832, it seems almost ludicrous to suppose that it could have any effect. The general feeling, however, is that the question is approaching a moderate and satisfactory settlement, and that the probabilities are in favor of this settlement being arrived at without the necessity for a dissolution and an appeal to the country.

The returns from the Bank of England for this week present the following results:

	Amount.	Increase.	Decrease.
Public Deposits.....	£ 5,998,000	.....	£ 184,000
Private Deposits.....	18,268,000	.....	876,000
Government Securities.....	18,111,000	No change.	.....
Other Securities.....	18,716,000	.....	474,000
Notes in Circulation.....	28,024,000	£217,000	.....
Bullion.....	19,024,000	134,000	.....
Reserve.....	11,000,000	.....	88,000

This return is moderately favourable. The changes are not important, and the bullion shows a small increase. The Bank of France returns are as follows:—

	Increase.	Decrease.
The Treasury Balances.....	.....	706,000
The Private Accounts.....	1,049,000	.....
The Commercial Bills.....	.....	8,008,000
The Notes.....	.....	2,568,000
The Cash.....	889,000	.....

This return is also favourable. The changes in the various items are on a large scale, and with a decrease of £3,000,000 stg. in commercial bills, there has been an increase of £889,000 in the cash on hand.

February 9, 1867.

mode of storing them, one of the chief vegetable products of this, and all other cold countries.

Any parties who are desirous of information concerning the manufacture of sugar from beetroot, may communicate with me, and I will be most happy to furnish them with all necessary particulars, and do all in my power to have at least one or two factories started in Upper and Lower Canada.—Believe me, Sir, Yours very respectfully,

Montreal, CARL BECHERER.  
Feb. 21st 1867. P. O. Drawer, 290.

PETROLEUM FUEL.

[From the English Mechanic]

WE have been informed that Mr. Richardson has resumed, or is about to resume, his experiments at Woolwich Dockyard on the use of petroleum as fuel for sea and land boilers. So far as we can make out, all the former series of experiments, eminently satisfactory though they were, have with our authorities gone for nothing. They have a splendid coal-testing apparatus at Woolwich, the property of the nation; and therefore do not want anything new-fangled, or that will do away with the use of that pet apparatus. It may be remembered that the rope-making machinery, the envy of the world, and the property of the lately deceased Mr. Cotton, was purchased by the then Government for the manufacture of hawsers, &c.; and yet, though the finest ropes in the world had been spun from it, so soon as it got into Government hands it was pronounced worthless, under the advice of interested parties condemned, broken up, and sold for old iron! Luckily for Mr. Richardson, he lives in 1867, and no cold water thrown on his excellent plan can put out his light, especially when he promises economy, cleanliness, and every possible advantage to a commercial public in the use of his furnace and general method. The new series of experiments are to be at Mr. Richardson's own expense—of course he will now be able to give every publicity to the various results obtained.

Originally it was found very satisfactory to burn the new fuel through a porous floor or permanent wick, but the great difficulty was to get rid of the smoke; it choked the boiler tubes, and so arrested evaporation, rendering frequent cleansing necessary. A superheated steam blast was turned in over the flame, with a certain amount of success, but still the smoke poured from the chimney in blinding quantity. Mr. S. J. Mackie, we have been told, suggested the application of the superheated steam beneath the furnace floor. The suggestion was at once adopted, the necessary alterations in the furnace were made, and the result was a triumph. After a little while, it was found that, by taps regulating the supply of oil and of steam, combustion could be rendered absolutely perfect. The experiments showed that there was in the materials used a great difference in heating power—the Torbane-hill "once run" oil, beating all competitors. Eighteen and a half pounds of water were evaporated per pound of this oil in the defective apparatus, as against 94 lbs. of water per pound of best coal in the Woolwich coal-testing apparatus—the finest in the world. With a properly built furnace Mr. Richardson would have evaporated 21 lb. of water. Of what immense importance this result must prove to the new naval fleet—the *Monitors* and "castled" ships of light draught that are to be built—no one can give a proper estimate. If rock oil will raise three times the amount of steam that coal can do per pound consumed, then—if as much oil as coal can be burnt per square foot of grate—an oil-burning vessel can carry three times as much fuel as a coal-burning one, or, in other words, a war ship can remain under steam three times as long as a coal-burning one.

Turning to the merchant service, we know that on the length of the voyage depend the dimensions of the steamer to carry sufficient coal for the journey. The *Great Eastern* was to have run to India; it was found that this could only be accomplished by a vessel carrying 10,000 tons of coal. Out of 8,500 tons burden the *Persic* devotes 1,400 to her fuel! Reduce these figures by two-thirds, and you make the journey to India practicable, and enhance the profits of the American voyage very considerably. This, of course, is not all. We have steamed over the Atlantic in all weathers, in some of the heaviest gales on record, and have been filled with the most profound pity for the poor stokers and cinder-heavers. Half-burnt and half-drowned, we have seen them come on deck and nearly faint there from their terrible duties. With petroleum all this is done away with, consequently there is to be added to the saving in money the wages and "boarding" of stokers and heavers; there is also the saving of their berth-room.

Mr. Richardson has, in a manner, the field open to him; but we advise him to adopt a different course to that he is now doing—first of all to take himself clear away from Woolwich and appeal to those who supply his fuel to unite and afford him every facility for demonstrating the great value of his invention and experiments. A small company, with a few thousand pounds capital, would perhaps be better; we leave both proposals for Mr. Richardson's consideration, confident that with his assistance we need not fear for our coal supply, with petroleum coming from, or ready for use at, nearly every port of importance in the world.

A WINDFALL FOR THE BRITISH EXCHEQUER.—It appears that during last year there was a payment of legacy and succession duty under one will of the sum of £150,260. The same estate contributed £42,000 to the probate duty, the property being valued at £2,800,000.

THE SYDNEY CHEESE FACTORY—THE PROFITS OF THE TRADE.

THE annual meeting of the stock holders of the "Front of Sidney Cheese Factory," was held on the 3rd January inst. The following is an abstracted statement of the summer's business, which we commend to the careful perusal of the farmers of the county:—

Cost of factory, including building, vats, machinery, waggons for drawing milk, cans, &c., &c. \$2,260. The number of cows from which milk was received was 220, and the quantity of milk received 581,871 lbs., during 166 days. The amount of cheese made and sold was 69,498 lbs., which realized \$7,706.80. Expenses of manufacturing including making, drawing milk, boxes, freight, commission on sales, &c., \$1,554.83, leaving a nett balance of \$6,151.97, which was divided among 19 stockholders, each man receiving a cheque for his money. The factory commenced operations on the 10th of May, and closed on the 16th of November. No milk was received at the factory on Sunday, the milk obtained on Sunday was retained by the stockholders. We may here mention that the stockholders consist exclusively of those who furnish milk, each cow representing one share, so that every man furnishing milk has a proprietary interest in the factory. The success which has attended this factory has given the liveliest satisfaction to every stockholder, proving, as it does, that the manufacture of cheese not only pays, but is highly remunerative, and therefore cannot but be an incentive to others in different parts of the county to establish factories; it will render them to a certain extent independent of the grain market, and at the same time improve the land. The more advanced farmers have learned that it is time to adopt some system by which their lands can be reclaimed from the exhausted state to which the constant cropping has reduced them, and there is no more effectual way of doing this than by establishing dairies. Many have been under the impression that the selling of milk to, or of sending it to a factory was not as profitable as manufacturing butter and cheese themselves. Those who have supplied the Sidney factory have come to a different conclusion. The summer's business has convinced them that the most profitable use to which they can put their land is to stock it with cows, and supply milk to the cheese factory. The figures which we have given above show that each cow has netted, in cash, within a fraction of \$28 to its owners, from the 10th of May to the 16th of November, and one day's milking besides. But if we had the exact time that milk was furnished from the cows, it would show an income of over \$30 per cow, because in the figures given above we have made the calculation upon the assumption that milk was obtained from 220 cows for the whole time, when the fact is the full number of cows were not obtained until the middle of June. The best illustration we can give of the success and profitability of cheese-making is one in connection with this same factory. A man in the spring borrowed money and bought cows, and sent the milk to the factory during the summer. This fall, when the division was made, he received sufficient money as his share to pay for the cows, and to pay for his stock in the factory, of \$4 for each cow, thus giving him his stock on his farm and in the factory for the trouble of pasturing and milking during the summer. If this is not sufficiently profitable we know not what is.

The Hon. Robert Read has presented the company with the bonus of \$100, which he offered a year ago for the establishment of the first cheese factory in the county.—*Belleville Intelligencer*.

Curing Green Hides.

We take the following from the last number of the *New York Shoe and Leather Reporter*:—

A great many butchers, wool dealers, &c., are purchasers of hides off the beef in the country towns and we often get from them inquiries as to the proper and most profitable method of curing the hide and preparing it for the market. A great many butchers do not use proper care in this branch, and the consequence is that the hides will not pass city inspection, owing entirely to the ignorance or carelessness of the person who prepared them for the market. The proper way to salt hides is to lay them out flat, flesh side up, and form a nearly square bed, say 12 by 15 feet, folding in the edges so as to make them as nearly solid as possible. Split the ear in the cords that run up the ear in each one so as to make them lay out flat. Sprinkle the hide with two or three shovels full of coarse salt, as the size may require—say for a 60 to 80 pound hide, from 10 to 15 pounds of salt. At any rate cover the hide well, as it need not be wasted; then let them lie in this from 15 to 20 days, after which take them up, shake the salt out, and use it again.

NATIVE WINE.—The *Hamilton Spectator* says:—

We have frequently alluded to the importance of encouraging the manufacture of native wine in Canada, and have drawn attention to the many advantages which would accrue therefrom. There can be no doubt that the wine made from the pure juice of the grape is one of the most healthy beverages which can be indulged in, but the great difficulty has always been to procure wine which is really pure and entirely unadulterated. We are glad to find that Mr. George Lee has now on hand upwards of 3,000 gallons of grape wine manufactured by a gentleman in this neighborhood, and which we have every reason to believe is what it professes to be, viz., the pure juice of the grape. It has been manufactured with great care under the supervision of a gentleman who is thoroughly familiar with the practice as well as the theory of wine making, and is now in prime order.

TRADE WITH THE TROPICS.

(To the Editor of the Trade Review.)

SIR.—In your issue of the 8th February, a correspondent J. S. L., asks for information regarding the trade between British America and the Tropics. I think, that perhaps with the exception of that regarding Postal facilities, he would find everything he requires in the elaborate Report of the West India Trade Commission. It is much to be regretted that this valuable Report should be robbed of half its usefulness from want of being more extensively circulated. It ought to be in the hands of every business man, and I think that considering the price the country has had to pay for its compilation, and the undoubted value of the Report itself, the Government should at once issue another edition, which might very well be distributed gratuitously, or at all events sold at a moderate price.—I am, Sir, Your obedient servant.

St. John, N.B., N. B.  
February 16th, 1867.

BETROOT SUGAR.

(To the Editor of the Trade Review.)

PERCEIVE that the feasibility of the manufacture of sugar from beetroot in Canada, is thought impracticable by some of the contributors to the *Canada Farmer*, and I was astonished to read that this most valuable branch of industry, could not be introduced in this country, on account of the severe winters, which would make the storage of the beets impossible.

If the writer of that article had informed himself how they store beets in Russia and Sweden, or the article of potatoes for the manufacture of starch, in the far Northern States of the United States, (Russia and Sweden being infinitely colder than the Canada's, and manufacturing some 150,000,000 pounds of sugar per annum,) he would have rendered a greater service to his country, than dissuading parties from an undertaking, which would lessen the price of sugar for consumers some 30 per cent., give occupation to thousands of labourers, and add a lucrative crop to the farming community.

And I am further very much surprised to note the ignorance evinced by a contributor of one of the principal agricultural papers of Canada, when he says, it is impossible to keep beets in a perfect state during the winter, and that he is ignorant of the

## UNCLE SAM'S STRONG-BOX.

WHERE HE KEEPS HIS GOLD—THE SUB-TREASURY BUILDING AT NEW YORK

[From the New York Evening Gazette.]

THE beautiful marble building on Wall street, known as the United States Sub-Treasury, with its colonnade of lofty pillars and flight of stone steps, which thousands of men daily pass, while others through it, contains much which is of deep interest to those who care about the financial condition of the country or the manner in which it looks after its money matters. Having seen the immense stock on hand of bags of gold which Uncle Sam possesses, we go away vividly impressed with the depth of his pocket and the vastness of his riches; we feel like congratulating ourselves upon holding so near a relationship to such a wealthy uncle when a grave-looking clerk meets us and shaking his head dissipates our smile by remarking: "It is not what he possesses, but what he owes!" Entering the beautiful building from Wall street, and stepping into the vestibule of the rotunda, we pass upon the right into what is known as one of the borne rooms, the office of the Deputy Treasurer, and in the left that of the Assistant Treasurer.

These are good-sized rooms, neatly fitted up, and are occupied by their respective officials. A wide aisle runs from the Wall street entrance of the rotunda directly across the rear of the building. Upon the Eastern side of the aisle is the receiving department of the Treasury where all the moneys which are due to the United States are paid in; upon the west side is the paying department, where the United States settles its bills.

The department of the Treasury over which Hon. Henry Van Dyke presides as Assistant Treasurer is divided into seven bureaus, which are as follows: The Paying Bureau, the Gold Note, the Receiving, the Interest, the Conversion, the Internal Revenue, and the Fractional Currency Bureau.

The Paying Bureau occupies the western portion of the rotunda, and is presided over by Mr. W. Hawkins Ferris as cashier. The average number of payments made in this Department per diem of six hours, from nine o'clock in the morning, until three o'clock p. m., is one thousand, and the sum paid out per year amounts to about five millions of dollars. We find in this room the Cashier's desk, that of the Paying Teller and those whose business it is to make payments of temporary loans, beside the book-keeping Department. People are constantly presenting themselves at the counter in the rotunda with their orders and demands upon the Government, which are as constantly being cashed. In Jackson's time when the Treasury was in the old United States Bank but seven men were employed to do its business; now it requires more than ten times that number, something like seventy-seven being required to consummate its transactions.

The gold metre bureau, in charge of Mr. Edward H. Birdsell, who has been in his position since 1847, is one of the most interesting to the general reader in the whole building. The average amount of coin received per day is three hundred thousand dollars, which amounts in a year to about one hundred millions of dollars. The coin department, or "gold-room" as it is called, where the money is received, examined, assorted, and put up into bags ready to be deposited in the vaults, is in the line street end of the building cornering on Nassau street, and back of the rotunda. Here all the gold which is taken from customs is paid in—the custom houses along the Canadian frontier making their returns to the Treasury in this city.

Banks send in their gold to be deposited, and get in return gold certificates, which are issued by the Treasury. These gold certificates are very handsome pieces of workmanship, manufactured at Washington, representing on their face the value of five thousand dollars while the backs are printed in a beautiful design of golden yellow. These certificates are the medium of circulation upon the street, and, as they represent so much gold which is on actual deposit in the vaults of the Treasury, they rise and fall in value the same as gold. At present there are \$23,850,000 worth of these certificates in circulation.

In the gold room we were shown some very cleverly executed counterfeit coin. It seems the rogues have made much improvement in this art of late years, and have been able to perfect it to such a degree that mechanical means for detecting the cheat are no longer of use. If the coin is put upon the scales the weight is found to be perfect; if its size is measured, that also is exact; if it is thrown upon the counter, the genuine metallic ring is present—the peculiar look or appearance of the coin is its only vulnerable point, and this does not escape the eye of the detective. Besides Mr. Birdsell there are five men in the coin department who can detect a coin which is counterfeit or has been tampered with, by its looks.

There is quite a difference in the color of genuine coins of various issues. The gold of California contains a quantity of silver, and when the discovery of gold was made the United States had not perfected an apparatus for removing the silver from it—the result was the coins were struck at the mint with the silver in them, and therefore they present a paler and whiter appearance. The coins which are now struck are nearly pure gold containing much alloy and of a brighter appearance: others come into the Treasury stained various tints, but all the genuine ones possess a peculiar polished look which is given to them at the mint—the surface looks hard and smooth like glass. A coin which has been cut open and filled with some other metal has to go through a process of heating before it can be put together again.

This heating destroys the genuine polished look of the money, and gives it a soft, mellow, or burnished appearance. Unless the coin is cut into, this is the only difference which can be detected. Such pieces as these may circulate for years upon the street and among the banks, but the moment it gets into the Treasury its character is determined. At the Bank of England a machine is in use with a large hopper into which a bag of gold is poured, when all the sheep are separated from the goats, the good coins falling into one box, and the counterfeit into another. This is applying a mechanical test, but in the United States it would not work, for the counterfeiters are too clever to be caught in this way.

There is more counterfeit gold coin in existence than most people suspect; some days as much as fifty dollars are de-

tected at the Treasury, other days only five dollars will be found. The counterfeiters hold a twenty dollar gold piece, we will say, and saws the face of the coin from the back, removing about five dollars worth of gold in the operation; he then takes a piece of platinum, nearly the size of the twenty dollar piece and putting it between the two faces of the coin, brings the edges nicely together, and with delicate tools perfects the milling. This is the neatest trick done and the most successful. A collection of three coins which have been tampered with has been made recently for the benefit of the Bank of England.

When the gold comes to the coin room, pieces of different denominations are mixed; these are all assorted, and put up in bags by themselves—five thousand dollars worth in each bag. The bags are seamless, made of linen, and look as if they would hold from three pints to two quarts of peas. Formerly the gold coins were separated by hand, a very tedious process. When Cobb was Secretary of the Treasury, he told the Assistant in this city that the Government had on hand five millions of gold dollars, two millions of which were the first issue of small dollars and three millions were of more recent issue of the flat, and somewhat larger gold dollars, but they were all mixed together. If they could be separated, or if the Assistant was willing to undertake the job, he might have the issue of small dollars melted up and coined over into a large and more convenient size. Secretary Cobb supposed the job would be declined, and thought it a good joke. It would seem an almost endless task to assort all this five millions of gold dollars by hand, when each issue was so nearly of a size. But the job was easily accomplished; a series of sieves was invented with holes in the bottom just large enough to let the smallest dollar pieces through; it took but a short time to sift this heap of money, as the housewife does her meal. All the gold coin which now comes into the treasury is separated in this way, the largest pieces remaining behind in the first sieve, and so on through the series.

There is a desk in the gold room where a register of the gold certificates is kept. There are also four pair of nicely adjusted scales standing upon the counter, one pair having been in use for twenty years, and remaining as good to day as when it was bought. After five thousand dollars worth of gold has been counted out it is put in one scale dish, and the same amount into the other dish. They weigh exactly alike it is called "proving," and the beam of the scale balances. If one piece should be missing out of the five thousand, supposing they are all dollar pieces, the scales detect the loss instantly, and the fact is made known that a mistake is made in the counting. The small linen bags having been filled with gold, they are put upon a car and wheeled into the vaults.

There are two immense vaults in the treasury on the same floor with the rotunda, but back and each side of it, occupying nearly a central position in the building. It is almost impossible to describe these, and one is quite overcome when he reflects upon their unequalled strength, and the immense amount of money which they contain. One hundred and five millions of dollars is the amount now in the treasury, and all this our eyes have seen in one vast pile! Sixteen bunches of greenbacks, not nearly so large as Webster's dictionary, nor near so heavy, each containing one million of dollars, were simply stowed away in a strong box.

There isn't the least chance for a burglar to pick the pockets of the United States. He might spend his whole life in the vain attempt to find the lock for the first door of the vault, and after he had obtained it he could make no use of it. "True as a Gazette man, we walked in and out without the least difficulty, and for the fun of the thing playfully stuck a million or so into our coat pocket, that we might say we once had that amount there, which is more than most people can record of themselves. When we left the vault we left our pocket money behind—no, alas! we could not pass the door with it in our possession. How the vaults look, and the best way to get into them, will be fully explained hereafter.

**BUTTER MAKING—Cleanliness Imperative.**—It is a most noticeable fact that a great deal of the butter brought to our local market is far from being good. Westminster Township furnishes the largest proportion of really good butter. When in Devonshire, and observed that not only were the dairy houses and utensils kept scrupulously clean and well supplied with pure spring water, but also that the cows' udders were washed before milking in the morning, and that the dairy maids had clean hands. Glass or glazed milk pans are to be preferred to metal; they should be washed first in boiling hot water, with a piece of muslin on the end of a stick—afterwards rinsed in clear spring water, and allowed to dry without being touched by a cloth of any kind. The milk should be strained into the pans through fine muslin. Cream should not be allowed to accumulate till it turns sour, as is too often the case. It is better to churn every other day, if really good butter is desired; the cream should be at a temperature of 55° to 60° when the butter comes, and the buttermilk should be worked out thoroughly with a wooden spoon and clean, cold, spring water; the hands should never come in contact with the butter or cream during any part of the process. Another evil is that too much salt—and that often of bad quality—is added. For fresh butter, in rolls, make a mixture of one pound of the finest dairy salt, pounded fine, with four ounces of pulverized loaf sugar. One ounce of this mixture is sufficient to add to each pound of butter. The cream should be taken off the milk before it turns sour. Butter, to be really good, should be entirely divested of milk; firm, free from streaks or specks when cut; taste rich, marrowy, and rather sweet, having that peculiar fragrance of smell that is only found in well-made butter; the colour of a creamy yellow, though it often happens that really good butter may be of a yellowish colour than usual in summer, or when carrots are fed to the cows in winter or spring.

Black-band iron, recently discovered in Pennsylvania and traced over one hundred miles, has hitherto been almost exclusively imported from Scotland.

## The United States Boot and Shoe Trade.

The Shoe and Leather Reporter, says of the New York market:—

It is with pleasure that we this week record a decided improvement in this branch of trade. The doubts and fears which have hitherto held back the numerous buyers from all parts of the country now represented among us, have in a great measure disappeared with the incoming of such really pleasant weather, and although the consideration of the reconstruction question has still further postponed the tariff and revenue bills before Congress, buyers have taken the philosophical view that the people were not to go barefoot in consequence and so the spring trade may be considered to have fairly opened at last. We do not hear of any noticeable changes in prices, but for the very best goods the figures obtained are fully equal to those which ruled at the close of the fall business; for poor work and inferior qualities of goods the rates are not up to the prices ruling at that time, and the accumulation of this kind of stock in the market, will have a depressing influence for some time yet. At the auction houses, the bidding is more spirited, and prices more satisfactory than at any previous time this year.

It also thus refers to the Boston trade:—

There has been some improvement in the trade the latter part of the week as regards the quantity of goods disposed of, but little or none in prices, which continue depressed and unremunerative to manufacturers. Buyers are here from all the principal cities of the West, and seem inclined to purchase a fair stock of goods, but the field of operation being extended to the neighboring towns more than formerly, their presence is not so noticeable to the trade of the city. The surplus of goods in the market is gradually being worked off, and as the stock of any particular kind decreases the price improves. Competition in selling is very strong and some manufacturers who find they cannot dispose of their goods on hand at a profit, immediately commence making an inferior quality in order to promote sales for the time being. This policy we trust will not be generally adopted as it would end in placing the Eastern market at the rear instead of as heretofore at the head of the markets for furnishing the country with boots and shoes.

**THE NEW ATLANTIC TELEGRAPH SCHEME.**—The prospectus of the British and American Telegraph Company (Limited) is issued. The object is "to establish a cheap telegraphic communication between London and New York, by submarine lines from Falmouth to Halifax, Nova Scotia, thus organizing direct communication between Great Britain, the Canadas, and America generally, and entirely avoiding the land lines through Newfoundland, which have already been the cause of such frequent interruption to the telegraphic communication between the two continents." A capital of £800,000 is estimated to be sufficient to complete the communication to Halifax, and the promoters lay stress upon the advantage they will possess in being able to adopt a much lower tariff than that fixed by the Atlantic Telegraph Company. The company propose to adopt the cable and system of telegraphy patented by Mr. Allan, which, they say, "effects a saving of about one-third on cost of construction, with extra working powers." The capital is fixed for the present at £800,000, in 30,000 shares of £20 each, "of which 10,000 shares fully paid up are to be taken in part payment of the contract for the manufacture of the cable." Amongst the directors are Sir David Brewster, the Attorney-General for Nova Scotia, the President of the Executive Council of New Brunswick, the Canadian Secretary of State, the United States Consul in London, &c.

**RAILROAD RACING.**—The St. Catherine's Post says:—"An instance of the culpable recklessness of life, too often displayed on American railroads, came under the notice of a friend of ours who lately had occasion to travel on the New York and Erie Railroad. This line runs parallel with the New York Central for the distance of about 10 miles, between the towns of Avon and Batavia, the lines being comparatively close to each other. Shortly after the train had left the former town the speed at which it was travelling was suddenly increased, and he noticed a train on the other road going at a similarly dangerous rate, which seemed to occasion quite an excitement among the passengers. Upon inquiring what was taking place, he was coolly informed that a race was going on between the trains, both of which continued to dash forward at full speed as long as they remained in sight of each other. Our informant understood that races of this description are of every day occurrence at this point. No wonder we read of numerous accidents on American Railways.

Secretary McCulloch has written to the Collector of Customs at Chicago, as follows:—

"In reply to your letter of the 8th inst., I have to instruct you to so far modify the instructions heretofore given, as to grant special permits to unlade in the night time, to all American vessels, arriving from American ports or places, on the Northern, Northwestern, and Northwestern frontiers, upon the master of any such vessel taking and subscribing to the following oath:—This is to the effect that he did not touch at or enter any port or place within the British Provinces, on the Northern, Northeastern and North-western frontiers, for any purpose whatever.

**CRANBERRY CROP OF HARWICH, MASS.**—The number of barrels of cranberries raised and sold in Harwich last year, was 5,115, and the price received for them \$52,072.

**HERRING FISHING IN WINTER.**—The St. Andrew's Standard says:—

"It may not be generally known that during the past two winters large quantities of fresh herrings have been purchased at Deer Island by some enterprising Americans, and shipped in a frozen state to New York, where remunerative prices have been paid for them. This trade has multiplied to such an extent, that within a few weeks several American vessels have visited the Island and purchased cargoes, distributing about \$20,000 U. S. Currency among our hardy fishermen. One vessel purchased 500,000 herrings at 65 cents per hundred."

**BETON AGGLOMERE.**—M. Coignet's *beton agglomeré* is a mixture of sand and hydraulic lime thoroughly worked together by machinery, and in its then plastic state moulded into any desired form. It has been extensively employed in and about Paris for several years past, and we believe that one of the station-houses on the St. Germain's line of railway is entirely formed of it, the whole building being a monolith. About twenty miles of the sewers in Paris have been made of it, and it is largely employed for building works and ornaments. Mr. Bazalgette and Mr. Grant, of the Main Drainage Works, are now experimenting with it, with a view to its use here, and the architect of St. Thomas's Hospital has given directions to make a few arches of it.—*London Paper.*

**PORTAGE LAKE CANAL.**—The work of constructing this important water-slucie, it is said, will be commenced as soon as the Spring opens. Its object is to open a water connection between the opposite shores of the Keweenaw peninsula, on Lake Superior, making, with Portage Entry and Portage Lake, a ship canal through the head of the peninsula. By such a cut as projected a saving of 140 miles of dangerous navigation will be effected. Congress aids the work by liberal grants of land.

**THE LOCOMOTIVE "STEIERDORF."**—The Austrian state railway officers exhibited at the International Exhibition of 1862 an engine in which ten wheels were coupled by rods, but two pairs, beneath the tank, were nevertheless free to move in a bogie. The same engine will be sent to the Paris Exhibition this year. This engine has worked regularly upon a continuous gradient of 1 in 50 of a length of ten miles, and having 64 chain curves. The load up is 120 tons, and down about 275 tons. From the end of 1863 to the end of 1866, the engine ran about 22,500 miles. The false axle by which the hind wheels are coupled to those in front became twisted in January 1864, in consequence of the wheels slipping. It was renewed with a stronger axle, which has worked well ever since.

## ST. JOHN TRADE REPORT.

ST. JOHN, N.B., Feb. 16, 1867.

THE business of the past week has been almost entirely limited to retail transactions, and has been unusually dull even for this season of the year. Much of this may be fairly attributed to the extraordinary weather which has prevailed. On Saturday and Sunday we were visited with a heavy rain storm, which had the effect of breaking up the roads throughout the lower portions of the Province, and flooding whole districts. The valley of the Kennebecasis in particular has suffered severely, large numbers of bridges having been carried away, and considerable property destroyed or damaged. The railway bridge, near the Apohaqui Station of the St. John and Shediac Railway, was washed away, and passengers were obliged to be ferried across in boats. Of course the freight traffic was entirely suspended. The weather is now clear and cold, but as no snow has fallen, travelling continues very bad. The interior of the country has not suffered so much, and as far as we can learn, lumbering operations have not been much impeded.

Rates of Exchange continue high, 60 day's bills on London, are 10½ premium; and gold drafts on New York, have advanced; they are now quoted ½ to 1½ premium. Rates on Montreal have also advanced ½ per cent.

The Shipping arrivals have been confined to one vessel from Portland with cargo, and a few from other ports in ballast.

**LUMBER.**—The shipments of the week have been very moderate. They comprise one vessel for Greenock, with deals and sundries; one for Philadelphia, with laths; one for Barbadoes, with boards and sundries; and three for Cuba, with sugar shocks. As usual at this season of the year, there is but a limited amount of business doing, and, with the exception of the West India Trade, there is now even less than ordinary. We notice that the vessel for Greenock took 112 boxes of spool blocks, which we believe were manufactured at a mill on the line of the St. John and Shediac Railway. There are innumerable small

manufactures of this kind with which the English market might be supplied, and for which we possess abundant facilities in the shape both of raw material, and the water power to work it up.

**FLOUR.**—There have been no arrivals of flour, for some time, and the stock is being gradually reduced. Prices have advanced 20c. to 25c. per barrel, on the various grades, and the market is tolerably firm. The demand however is still very small, and the state of the roads contributes very much to limit transactions which for the past fortnight have been entirely confined to the city trade. Strong superfine \$8.50 to \$8.70; superfine, \$8.20 to \$8.40; corn meal, \$4.50; oatmeal, \$3 to \$3.25 per 100lbs.

**PROVISIONS AND GROCERIES.**—In these departments there is no change to report. Business is dull and transactions are limited to the merest retail.

**THE MISPECK WOOLLEN MILL OF ST. JOHN.**—This establishment, situated at a distance of about eight miles from the city, is the property of the St. John Manufacturing Company. The erection of the works was commenced in 1859. The buildings which contain the machinery are large, the first being 125 feet long, 35 wide, and three storeys in height; the other 140 feet long, 18 feet broad and one and a half stories high. In addition to these, there is a stone building of one storey in height and 24x26 feet. All of these are heated by steam pipes, and are fitted up in the most complete manner for the purposes required. The machinery is driven by water power, the supply being unvarying and constant. The water-wheel is an overshot, 25 feet in diameter and 7 feet abreast. The machinery in the Woollen Mill is as follows: One wool picker, one hard waste picker, two sets of cards, two spinning jacks containing seven hundred spindles, two spoolers, one dresser for dressing woollen warps, four satinett looms, eight narrow tweed looms, two "Crompton's" drop box looms, with three boxes on each side, four broad flannel looms capable of weaving blankets, two fulling machines, one scourer, two tease gigs, one napper, one reel for reeling the yarn, two shears, one rotary brush, one powerful screw press with plates, &c., &c. There are also three large dye vats and copper kettles, which are boiled by steam. Besides a variety of other appendages usual to establishments of the kind.

In connection with the Cotton Mill the following machinery is used: One Oldham willow, one scutcher and lap machine, four cards with workers, strippers and patent boilers, forty inches on wire and forty-five inches diameter of cylinder, one grinding frame, one drawing frame with three heads and two deliveries to each, one stubbing frame, two fly frames, four throstle frames, one self acting mule, one broad warper, one dresser for warps, twenty-two looms with extra reeds, harness, &c.: together with all other apparatus necessary to a complete outfit for cotton spinning and weaving.

The Cotton and Woollen Mills combined give employment to about thirty persons, men, women, boys and girls. During the past year 98,660 yards of cloth of all kinds were turned off, the total value being about \$15,000.

The capital stock of the Company paid up to this date is \$32,320; of this amount \$12,120 is from dividends declared during the three past years of 20 per cent. on the first paid up stock.

**THE SUGAR SHOOK TRADE.**—The making of box shocks for shipment to Cuba, has grown within the past few years from a small beginning until it has attained large proportions. Several of our mills which would otherwise be idle, are running day and night in the manufacture of shocks. As an article of exportation, the shocks sent away during the past year have done very much to lessen the balance of trade, which has always been so much against us.

We learn that box shocks are only used in Cuba, the other sugar producing islands of the West Indian group still using hogheads as packages for the Sugar made there. These have to be almost entirely imported, very few being made in the vicinity of the Sugar plantations of the Southern States or West Indies. A very large and profitable trade has long been carried on between the State of Maine and these Islands in the article of hard wood staves for sugar hogheads. The quantities of these consumed are believed to be much greater than that of the box shocks, both kinds being used in Cuba, and hogheads only in the other islands. There is no imaginable reason why we should not become participants in the advantages of this trade. We possess all the kinds of wood required in as great abundance as any country in the world. Indeed, any of the numerous kinds of hard wood, so plentiful in our Province, are quite suitable for the purpose. The process of manufacture is quite simple. The staves being cut by a cylinder saw and jointed by a circular, are steamed and set up, to give them the required shape, and are then packed in bunches sufficient to form a hoghead each, for shipment. The heads are formed of boards unsuitable for other purposes, and which can be obtained here more cheaply than almost anywhere else. We do not doubt that a trade of this kind will yet spring up and give a new impetus to the operations of our Mills and Commerce.—*St. John Telegraph.*

## BY TELEGRAPH.

ST. JOHN, N.B., Feb. 27, 1867.

**B**ETTER travelling; demand for flour more active; no arrivals since last report; prices unchanged; strong superfine \$8.50 to \$8.70, ordinary brands ditto, \$8.15 to \$8.40; provisions dull.

## MONEY MARKET.

**A**LTHOUGH the banks generally have been extending their discounts for some time they are still disposed to be very liberal to their customers; good paper on the street is scarce, and in demand at rates not very much above bank rates. Sterling Exchange is steady at 109½ to 109½ for bank drafts on London, 60 days sight. New York quotations are 108½ to 108½ for same class of bills. Sight gold drafts on New York have sold freely at par, but are scarcer, and may now be quoted at par to ½ per cent premium.

**GOLD** in New York has tended steadily upward, closing yesterday afternoon at 140½, the advance being attributable to the unsettled state of financial and political affairs in Washington.

**SILVER.**—Is unchanged, buying at 4½, and selling at 4 per cent discount.

## THE GROCERY TRADE.

Anderson, John & Co.	Loeving, Thomas & Co.
Baldwin, C. H. & Co.	Mathewson, J. A. & H.
Chapman, Fraser & Tyler.	Mitchell, James.
Chapman, H. & Co.	Phelan, Joseph
Childs, George & Co.	Robertson & Beattie.
Davie, Clark & Clayton,	Robertson, David.
Fispatch & Moore.	Sinclair, Jack & Co.
Fournier, Jules	Tiffin, J. & Sons.
Frank, J. C. & Co.	Thompson, Murray & Co.
Gilliepie, Moffatt & Co.	Torrance, David, & Co.
Hutchins B. & Co.	West, Bros.
Jaffery, Brothers & Co.	Winn & Holland.
Kings & Kinloch.	Winning, Hill & Ware.

**B**USINESS generally has been quiet, there being no demand from the country trade worth speaking of. Some business has been passing in teas, and some lots of sugars have changed hands, but in other goods transactions have been limited.

**SUGARS.**—Are very firm, and the sales of the week (amounting to about 700 hds. of Cuba and Barbadoes to the Refiners,) having left the market very bare, and as good Grocery Sugars cannot be imported from the United States or West Indies to cost less than 8½c., holders ask an advance. Sales are understood to have been made at 7½c. for Cuba and Barbadoes ordinary refining grades, and at lower figures for inferior quality, and the balance in market is held at 7½c. to 8c. Sales of Porto Rico in bond at 6c to 6½c, held at 8½c to 8½c, duty paid. Some lots of Refined Sugars have changed hands at about Refinery prices.

**MOLASSES.**—The stock is light, with a fair enquiry. We hear of 83c. per gal. being offered for Centrifugal—86c. asked. Prime Muscovado would probably command 43c. to 45c. duty paid.

**TEAS.**—Twankays have been in demand and are scarce. Some ten or twelve hundred packages of all descriptions, including Uncolored Japans, Young Hysons and Imperials, have changed hands at full prices. The teas to be offered at auction on the 6th inst. are understood to include some lines of very choice, the larger proportion however being of common to medium.

**SALT.**—About 5000 sacks of Liverpool Coarse, the full stock in market, have changed hands during the week at 80c. to 83c., and it is now held firmly by present holders at 95c. to \$1.00. There is a fair demand, with sales of lots of 100 sacks at 95c. to packers and others.

Ducasse, Claveau & Co.'s London Monthly Price Current of Saturday, February 2nd, 1867, says:—

**TEA.**—The advance in price quoted in our last has been fully maintained, and in some instances increased quotations are now asked. In Congou a good business has been done, but holders are now asking for an increase of ¼d. to 1d. per lb. for shipping qualities, which buyers, at present, are not inclined to accede to. Fine to finest descriptions remain without change. Souchongs—very few are at present on offer, and Oolongs are very scarce, especially the lower qualities, for which higher prices are demanded. In Green Teas we have to report an increased demand for the finer grades of Moyune Young Hyson, which command full rates. Gunpowders continue in demand at previous quotations. In Colored Japan there is little or nothing doing; sales of Uncolored, however, have taken place at 1s. 6d. to 1s. 8d. for fair to good quality.

**COFFEE.**—An active demand has taken place for this article since the date of our last report, and a further advance of 6d. to 1s. is now established. Native Ceylon of good clean quality is now worth 65s. to 68s per cwt.

**SUGAR.**—This market presents a very firm appearance at an advance of 1s. 6d. to 2s. on nearly all descriptions, and shows a still further tendency to improvement.

**FRUIT.**—This article now presents a quieter appearance, but previous prices are maintained.

**WINES AND SPIRITS.**—In Wines all descriptions continue very firm, more especially for low qualities, which are now becoming scarce. Brandy—remain at previous rates. Rums.—In this article a good business has been done in low qualities, and prices remain very steady.



THE DRY GOODS TRADE.

Baillie, James, Co. Banklye, Beak & Co. Benjamin, Wm., & Co. Black, Lewis S., & Co. Claxton, T. James, & Co. Ewart, Shinar & Co. Foulis & Hodgson. Gauld, Broe & Co. Gilmour, J. Y., & Co. Greenhalds, S., Son & Co. Hington, James, & Co. Lane, Kay & Co. Macfarlane, Andrew, & Co. May, Joseph.

May, Thomas, & Co. McCulloch, Jack & Co. McIntyre, Denoon & Co. Meyer, J., & Co. Moss, S. H., & J. Muir, W. & R. Munderloh & Steencken. Ogilvy & Co. Prevost, Amable, & Co. Robertson, A., & Co. Roy, Jas., & Co. Stephen, William, & Co. Strirling, McCall & Co. Winks, George & Co.

THE several steamers which have arrived have brought a large quantity of goods for the spring trade, which importers are busy receiving, opening, and putting into stock. In our next issue, we hope to be able to give some particulars regarding the classes of goods being received, with other information of interest to the trade.

Orders have come in but slowly as yet, but all the leading houses having sent their travellers out, more activity may be looked for in this respect. Stocks through the country generally are heavier than was expected would be the case some time ago, but may be considerably worked down before the spring business commences.

Cable despatches from Liverpool during the past week, report the cotton market as lower, weak, and unsettled, closing at 18 1/2d. for middling uplands; and 18 1/2d. for same grade New Orleans.

THE HARDWARE TRADE.

Brush, George. Charlebois, A., & Co. Crathern & Caverhill. Currie, W. & F. P., & Co. Evans & Evans. Fraser, F. Gilbert, E. E. Hall, Kay & Co.

Ireland, W. H. Kerthaw & Edwards. Morland, Watson & Co. Mulholland, & Baker. Robertson, Jas. Round, John & Sons. Simms, F. H. Winn & Holland

THERE is nothing new to notice in the trade of the past week, which has been fairly active for the season, the demand being principally for some sizes of round and flat iron, which continue very scarce, and for which outside quotations are obtainable. Some lots have been received via Portland, but freights are much too high to allow of the profitable importation of any but small quantities for exceptional purposes.

PIG IRON.—Is without change, with only a moderate demand, and light stocks.

BAR IRON.—Scarce sizes command full rates, being saleable at \$8, while other sizes are less asked for, and can be obtained at \$2.80.

CANADA PLATES.—Are not in much request, but prices are unchanged.

CUT NAILS.—Prices are firmer, owing to the destruction by fire yesterday morning of Bigelow's Nail factory and machinery, which, for the present, will place in the hands of the other manufacturers all the orders they can possibly take on their books.

THE LEATHER TRADE.

Brown & Childs. Seymour, C. E.

Seymour, M. H. Shaw F. & Bros.

DURING the past week there has been nothing in this line particularly noteworthy. Business has been fair, with no very active demand, and with arrivals of most kind of stock fully equal to the requirements of the market.

SPANISH SOLE.—We hear of no sales of importance, and prices though nominally unchanged, are not so firm, and difficulty would be experienced in placing any large amount at outside quotations.

SLAUGHTER SOLE.—The stock in market is limited, but the demand has fallen off considerably, so that sales are less readily effected.

HARKERS.—The supply is more than usually small, and holders are asking extreme rates, rather above our quotations.

WAXED UPPER.—Prices are quite firm, the stock being principally in the hands of one or two parties, and receipts not being large, there is no prospect of any marked reduction at present.

BUFF AND PEBBLED.—These, especially of low grades, are in better supply, but prices continue firm.

PATENT AND ENAMELLED.—There is no surplus stock in market, nor is there any particularly active inquiry.

CALF-SKINS.—Are in poor supply, but are very quiet, having been in light request for some time.

SELTS.—There is a good demand for light and

medium, which are most inquired for, while prices of all descriptions are firm.

SHEEP-SKINS.—Colored linings are inactive. Russets are more abundant, and prices weaker.

HIDES.—During the week some additional lots of green salted have been received from the West, but have been taken up for manufacture, leaving the market no better stocked than before.

THE BOOT AND SHOE TRADE.

Ames, Millard & Co. Hunter, Duffy & Johnson. Smith & Cochran.

Linton & Cooper. Popham, James & Co. Seymour, C. E.

THERE is little change to note in this line of business. Customers are commencing to buy their spring stock, but are acting with great caution, as they have still large surplus stocks of fall goods remaining on their hands unsold. It will be well for manufacturers also to proceed with caution, and not hamper themselves by filling their warehouses with stock beyond the probable requirements of the trade of the year.

MONTREAL PRODUCE MARKET.

Akin & Kirkpatrick. Cameron & Ross. Crawford, James. Hobson, Thomas, & Co. Kirkwood, Livingstone & Co. Laidlaw, Middleton & Co. Laing, M.

Leeming, Thomas & Co. Mitchell, Robt. Morrice, D., & Co. Raphael, Thomas W. Sinclair, Jack & Co. Stewart, W. W. Seymour, C. E.

FLOUR.—The general features of the market continue unchanged; receipts are liberal for the season, and the demand restricted to the small local wants, which, being still insufficient to absorb the daily arrival, stocks go on accumulating. The market is better stocked with the higher grades, and prices are easier. In Superfine only the stronger samples met with favour, and for strictly good, of which there is little offered, extreme rates are given. The lower grades move very slowly, and rates for these are variable.

BAGS.—The relatively low prices lately ruling have caused dealers to substitute bags for barrels, and a considerable proportion of previous accumulations were taken at about \$3 40; the market being thus relieved prices have partially rallied, and ruling rates for good at the close were \$3 45, while for strictly prime \$3 50 has been secured. Some samples, however, are so inferior that though offered at \$3 80 to \$3 85, are not taken.

OATMEAL.—Little has been done of late, and prices though unchanged are somewhat nominal.

WHEAT.—Few sales can be noted, as the receipts as hitherto have been mostly direct to millers, \$1.45 to \$1.50 may however be considered the ruling rate for U. C. spring.

PRASE.—Till lately there has been an active demand, and all offered has moved off freely at full rates, but prospects being now less promising there is less inquiry, and former rates are barely attainable except for the choicer samples.

OATS.—There is scarcely anything doing on the spot, but considerable activity prevails at the several points on the lines of railway.

BARLEY.—In the absence of transactions rates are nominal.

PORK.—Remains unchanged. Small sales are made of Meas at about \$17.50 to \$18, and of Prime at \$11.50. Prices are firm and likely to continue without material change until opening of navigation. Dressed Hogs have been in steady demand throughout the week—and with moderate arrivals, stocks are becoming reduced. The near approach of the close of the season and high rates asked by the packing establishments, have caused some holders to press sales of parcels, which had been laid aside for either packing or resale, and this has prevented any improvement in price. Should there not be any considerable arrivals, it is probable that all that now remains on sale will be required for consumption.

The weather has continued cold and favourable for keeping the hogs, which has contributed materially to the firmness of the market. Lard, Hams, &c. are in very trifling demand, and any transactions that may take place are at low prices.

BUTTER.—Continues without improvement. Arrivals are small but still far beyond the requirements of the city trade which is amply supplied by the neighbouring farmers. Sales made in Britain latterly are unsatisfactory—netting barely from 9c. to 11c. here—a very small per centage of what was considered here as good coming up to the British standard or realising any approach to full rates.

ASRES.—Both Pots and Pearls have been unsettled and close dull with a downward tendency.

Ships Loading for the B. N. A. Provinces.

AT LIVERPOOL.—For Montreal: Lancoast, Oneida, Cavalier, Pericles, Mount Royal, Ardmillan, Forgan-hall, Ardenles. For Halifax: Alice Roy, Liverpool, Arethusas. For St. John, N.B.: New Lampedo, Ezra, Peter Maxwell, Queen, A. L. Palmer, Simonds. For St. Johns, Nfld.: Britannia, Miranda. For Georgetown, P.E.I.: Fannie Gordon.

AT LONDON.—For Montreal: Chaudiere, City of Hamilton, John Bull. For Quebec: Allan, Sunbeam, Planet. For Halifax: LaPlata, Forest King, Forest Queen. For St. John, N.B.: Eleanor Scotia, Choice. For St. Johns, Nfld.: Billow Crest, Glenlivet. For P. E. Island: Abeona, Lotus.

IN THE CLYDE.—For Montreal: Anglesea, Myrtle, Abeona, Glenlifer, Pericles, Clydesdale, Polly, Shandon, Queen of the Clyde. For Halifax: Rosenenth.

GRAND TRUNK RAILWAY OF CANADA.

(Including the Receipts of Montreal & Champlain and Buffalo & Lake Huron Railways.)

RETURN OF TRAFFIC, Week ending Feb. 23, 1887.—

Passengers..... \$80,781 Express, Freight, Mails and Sundries 5,250 Freight and Live Stock ..... 80,751

Total..... \$116,782 Corresponding Week, 1886..... 111,715

Increase..... \$5,067

STOCK MARKET.

Table with 3 columns: Stock Name, Closing prices, Last Week's Prices. Includes Bank of Montreal, Ontario Bank, Bank of B. N. A., City Bank, Commercial Bank, Banque du Peuple, Molsons Bank, Bank of Toronto, Banque Jacques Cartier, Merchants Bank, Union Bank, Gore Bank, Western Townships Bank, Mechanics Bank, Royal Canadian Bank, Montreal Telegraph Co., Richelieu Navigation Co., City Passenger S. B. Co., Government Debentures, p. c., Montreal Harbour Bonds, p. c., Montreal Corporation Bonds.

PRICES OF GRAIN.

Table with columns: Grain Type, Friday Feb. 21, Saturday Feb. 22, Sunday Feb. 23, Monday Feb. 24, Tuesday Feb. 25, Wednesday Feb. 26, Thursday Feb. 27, Average prices on, Highest price for week, Average for week, Current price week 1887.

IMPORTS.

The following is a table of the Imports at Montreal for the week ending 23rd Feb., 1887; with the figures for corresponding period of last year.—

Table with 4 columns: ARTICLES, 1886, 1887, Increase, Decrease. Includes Sugars, Peas, Molasses, Wines, Woollens, Cottons, Silks, Hardware, Other articles, Total Imports, Increase.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

Table with 4 columns: For the week ending Wednesday, Feb. 27, 1887, From the 1st January to corresponding period 1886, Increase, Decrease. Includes Wheat, Flour, Corn, Peas, Oats, Barley, Bye, Corn Meal, Ashes, Butter, Cheese, Pork, Lard, Tallow, High Wines & Whiskey.

STATEMENT OF BANKS

Acting under charter, for the month ending January 31, 1886, according to the returns furnished by them to the Auditor of Public Accounts.

Table with columns for Bank Name, Capital, Capital paid up, Promissory Notes, Balances due to other Banks, Cash deposits, and Assets.

HAVANA PRICES CURRENT.

The following is the last (James M. Lawton) Havana Prices Current of Imports, dated Feb. 20 1867:

Table listing various goods such as Oil, Petroleum, Beans, Coffee, and their respective prices in dollars and cents.

Table showing exchange rates for London, Paris, and New York, including currency and gold prices.

BOSTON CATTLE MARKET.

Cambridge, Tuesday, February 26, 1887. AMOUNT OF LIVE STOCK AT MARKET.

Table showing market statistics for Cattle, Sheep, Swine, and other livestock, including weekly and monthly totals.

There were - cars over the Boston & Maine Railroad, - over the Eastern, 30 over the Boston & Lowell, and 106 over the Fitchburg Railroad. Total 136.

PRICES OF MARKET BEEF.—Extra, \$12.00 to \$14.00; first quality, \$11.50 to \$12.50; second quality, \$10.00 to \$10.75; third quality, \$9.50 to \$10.00.

BEST ROOT SUGAR.—The manufacture of beet-root sugar in the countries of Germany which formed the Zollverein, has increased in a marked manner.

THE BAND SAW FOR IRON.—Among the many samples of War Department ingenuity now ready for shipment in Woolwich Arsenal, for the Industrial Exhibition at Paris, is a work hitherto unattempted—namely, a device in iron cut by the circular or riband saw.

ASSIGNEES APPOINTED.

Table listing names of insolvent parties, their residences, and the names of appointed assignees.

APPLICATIONS FOR DISCHARGE.

Table listing names of applicants, their residences, and the dates of their applications for discharge.

WRITS OF ATTACHMENT ISSUED.

Table listing defendant names and residences, plaintiff names, and the dates when writs of attachment were issued.

JOHN B. GOODE, WHOLESALE IMPORTER, Small Wares, Cutlery, Fancy Goods, &c., No. 57, St. Salpêre Street, Montreal. 1-ly

\*Statement of the Bank of British North America acting under Royal Charter, refers to Canadian Branches only, and of the paid up Capital of this Bank the sum of £20,000 sterling, or \$3,017,838 is allotted to the Branches in Canada.

Commercial Bank includes Cash Credits with "Bills Discounted." JOHN SIMPSON, Asst. Auditor, Ottawa, 18th Feb., 1887.



NO NAME ART (C)	CURRENT RATES.	NAME OF ARTICLE.	CURRENT RATES.	NAME OF ARTICLE.	CURRENT RATES.	NAME OF ARTICLE.		CURRENT RATES.	CURRENT RATES.
						\$. c.	\$. c.		
<b>GROCERIES.</b>									
Coffee.		Alc.		Glenn.		Coffee—(in bond.)			
Laguays, per lb.	0 19 to 0 20	English.	2 50 to 3 00	German.	1 00 to 2 00	Jamaica, per lb.	0 16 to 0 18		
Lio.	0 13 to 0 18	Montreal.	1 25 to 1 50	042 254	1 50 to 2 00	Java.	0 10 to 0 12		
Java.	0 23 to 0 26	Popper.		723 254	1 50 to 2 00	St Domingo, per lb	0 21 to 0 19		
Mocha.	0 27 to 0 28	London.	2 00 to 2 25	10212	1 50 to 2 00	Ro.	0 14 to 0 16		
Ceylon	0 27 to 0 28	Dublin.	2 30 to 2 25	10214	1 50 to 2 00	<b>LEATHER.</b>			
Capo	0 17 to 0 20	Montreal.	0 03 to 1 50	10218	1 50 to 2 00	Hem R A Sole, No 1	0 27 to 0 30	0 25 to 0 27	
Marsaibo	0 20 to 0 23	<b>IRONWARE.</b>		10218	1 50 to 2 00	" Slaughter Sole, No. 1	0 26 to 0 27	0 23 to 0 25	
<b>FISH.</b>									
Hortings, Labrador	4 00 to 4 50	Cast Iron.		1210	2 00 to 2 10	Waxed Upper (Light), per sh.	2 50 to 3 00	3 00 to 3 50	
Patino	0 04 to 0 25	Common, per lb.	0 03 to 0 09	1210	2 00 to 2 10	Upper (Heavy & Med.), "	2 50 to 3 00	3 00 to 3 50	
Glabb.	2 00 to 3 50	Fully Wrought	0 03 to 0 10	1210	2 00 to 2 10	Alps, Whole, per lb.	0 50 to 0 55		
Round.	2 00 to 3 00	Hick Tin, per lb	0 23 to 0 20	1210	2 00 to 2 10	Spils, "any."	0 20 to 0 25	0 25 to 0 33	
Mackerel, No. 2	4 00 to 4 50	Copper-Plg.	0 23 to 0 21	1210	2 00 to 2 10	Waxed Calf, Light, per lb.	0 80 to 0 85	0 65 to 0 75	
Salmon	4 00 to 4 50	Shot.	3 25 to 0 25	1210	2 00 to 2 10	" Heavy,	0 80 to 0 85	0 65 to 0 75	
Dry Cod	3 00 to 3 50	Cut Nails.		1210	2 00 to 2 10	Harnes	0 25 to 0 30	1 00 to 1 50	
Green Cod	2 50 to 3 00	Assortd. Shingle.		1210	2 00 to 2 10	Emmelled Cow, per foot	0 18 to 0 21	0 17 to 0 20	
<b>FRUIT.</b>									
Rutinas, Layers	2 25 to 2 40	per 112 lbs.	2 50 to 4 20	1210	2 00 to 2 10	Patent	0 21 to 0 26		
L. R.	2 25 to 2 30	Shingle stone, ditto.	4 00 to 4 40	1210	2 00 to 2 10	Bluffed	0 14 to 0 18		
Valentia, lb.	0 07 to 0 08	Lath and Sdy.	4 25 to 4 40	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Currants, per lb.	0 02 to 0 07 1/2	Galvanized Iron.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
<b>MOLASSES.</b>									
Clayed, per gal.	0 35 to 0 38	Assorted sizes.	0 02 to 0 09	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Muscovado.	0 40 to 0 45	Best No. 1.	0 09 to 0 10	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Contrifugal	0 27 to 0 33	" 20.	0 09 to 0 10	1210	2 00 to 2 10	Patent	0 14 to 0 18		
<b>RICE.</b>									
Arracan, per 100 lbs.	3 50 to 4 00	" 25.	0 10 to 0 10 1/2	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Patna	1 10 to 1 20	30.	0 10 to 0 10 1/2	1210	2 00 to 2 10	Patent	0 14 to 0 18		
<b>BIT.</b>									
Liverpool Coarse	0 95 to 1 00	Horse Nails.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Sorted	0 90 to 0 95	Quarts of Griffin's.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
<b>SPICES.</b>									
Cassia	0 22 to 0 35	No. 9.	0 21 to 0 00	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Cloves	0 10 to 0 11	No. 8.	0 21 to 0 02	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Nutmegs	0 40 to 0 50	No. 7.	0 21 to 0 22	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Pepper, Ground	0 14 to 0 30	No. 6.	0 21 to 0 21	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Jamaica	0 23 to 0 25	No. 5.	0 21 to 0 21	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Pepper, Black	0 09 to 0 09 1/2	No. 4.	0 21 to 0 21	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Pimento	0 07 to 0 07 1/2	No. 3.	0 21 to 0 21	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Mustard	0 18 to 0 20	No. 2.	0 21 to 0 21	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Pepper, White	0 18 to 0 20	No. 1.	0 21 to 0 21	1210	2 00 to 2 10	Patent	0 14 to 0 18		
<b>SUGARS.</b>									
Korto Rico, per 100 lbs.	8 25 to 8 30	W. P. N.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Cuba	7 75 to 8 00	No. 12.	0 18 to 0 19	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Canada Sugar Refinery.		Iron.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Yellow Refined, No. 3	0 07 1/2 to 0 08 1/2	Flg.—Quarts.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Crushed X.	0 10 to 0 11	No. 1.	0 00 to 0 10	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Dry Crushed.	0 11 to 0 12	No. 2.	0 00 to 0 10	1210	2 00 to 2 10	Patent	0 14 to 0 18		
Ground.	0 11 to 0 12	Other brands.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Extra Ground	0 12 to 0 13	Bar—Scotch, 112 lbs.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Loose	0 12 to 0 13	Refined.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Syrup, Golden	0 45 to 0 50	Kept.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Standard.	0 45 to 0 50	Hoop—Coopers.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
<b>TEAS.</b>									
Teany and Hyson.		Boiler Plates.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Teany		Canada Plate Steel.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Medium to fine.	0 37 to 0 45	Best Union Jack.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Common to good.	0 30 to 0 35	Pony		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Japan uncolored.	0 53 to 0 65	Svenska		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Common to good.	0 53 to 0 65	Iron 3/4".		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Fine to choicest.	0 65 to 0 75	No. 6, per bundle.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Colored.	0 65 to 0 75	" 12.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Common to good.	0 50 to 0 60	" 15.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Fine to finest.	0 70 to 0 90	" 18.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Common and Souther.		Lead.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Ordinary		Best, per lb.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
dusty kind.	0 35 to 0 40	Sheet.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Fair to good.	0 42 to 0 54	Shot.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Fine to choicest.	0 75 to 0 90	Swag.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Colony		Tubing.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Infior	0 51 to 0 59	Powder.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Good to fine.	0 50 to 0 60	Blacking, per keg.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Young Hyson.		FF		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Common to fair.	0 40 to 0 60	Pressed Spices.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Medium to good.	0 60 to 0 80	Regular sizes, 112 lbs.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Fine to finest.	0 75 to 1 05	Extra		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Extra choicest.	0 95 to 1 05	Bay		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Ganpowder.		Tin Plates.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Common to fair.	0 60 to 0 70	Charcoal IC.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Good to fine.	0 75 to 0 90	IX		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Imperial.	1 00 to 1 10	IX		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Fair to good.	0 85 to 0 70	IX		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Fine to finest.	0 80 to 0 90	IX		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Hyson		IX		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Fair to good.	0 75 to 0 70	IX		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Fine to finest.	0 60 to 0 70	IX		1210	2 00 to 2 10	Patent	0 14 to 0 18		
<b>TOBACCO.</b>									
Canada Leaf, per lb.	0 64 to 0 05	Cordage.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
United States Leaf.	0 62 to 0 05	Manilla per lb.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Homebrew, 10 1/2.	0 58 to 0 40	<b>DRUGS.</b>		1210	2 00 to 2 10	Patent	0 14 to 0 18		
" 9 1/2.	0 58 to 0 40	Alum.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Bright, 8 lbs.	0 60 to 0 65	Acid, Sulphuric.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Extra fine bright.	0 55 to 0 65	Tartric.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
<b>WINE, SPIRITS, AND LIQUORS.</b>									
Wine.		Hilo & Ferri.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Moet & Chandon Chp	15 00 to 16 00	Camphor.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Bonche, Fla & Co.	13 00 to 15 00	Carb. Ammon.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
H. Moo's Champ'gn.	14 00 to 15 00	Cocheinal.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Burgundy Port, gal.	0 90 to 1 20	Cudbear.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Port Wine.	1 20 to 1 50	Green Sulfur.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Ruby.	1 20 to 1 50	Chloride Lime.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Mum.	14 00 to 16 00	Gum Arabic.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Rubart.	14 00 to 16 00	" " " com.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Ferr.	16 00 to 18 00	" " " good.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Claret.	16 00 to 18 00	Equorice, Catalpa.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
French Night wine.	3 00 to 5 00	Retined.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Brandy.		Sulfuris.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Henney's, per gal.	1 00 to 2 00	Opium.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Martell's.	1 50 to 2 00	Oil, Almonds.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Robin & Co's.	1 75 to 2 00	" Cloves.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Flint, Cartillon & Co.	1 75 to 2 00	" Lemon.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Card, Dupuy & Co's.	1 75 to 2 00	" Peppermint.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
C. V. H.	1 75 to 2 00	Blackberries.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
J. D. N. Sweeney's.	1 75 to 2 00	" ordinary.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Geo. Sayer & Co.	1 75 to 2 00	" per gal.		1210	2 00 to 2 10	Patent	0 14 to 0 18		
Other brands, per gal.	1 50 to 2 00	Saled.		1210	2				

**CAMERON & ROSS,**

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

**Dry Goods.**—For the past four months it cannot be said that this trade has proved overly profitable for either wholesale or retail dealers. This does not arise from any want of prosperity which the country might be subject to from a bad crop or low prices, but rather from the great mistake into which many of our importing houses have fallen into, of taking more goods into this market than is necessary for the requirements of the country, although, in many instances the trade done by some houses last season has come up to that of the previous one in point of extent. In no instance do we hear of it being so satisfactory, owing to the large stocks which are left over. One great evil which is sure to result from an overstocked market, is the way in which goods are forced on country merchants, and thus fostering that mistake, of all others, which most of them, at one time or another, fall into of keeping too large a stock,—the consequence of which is very often in order, to reduce them, offering goods at and under cost to realise for payments of purchases injudiciously made, and frequently too large to be promptly met. It should be always borne in mind by country traders that small and well assorted stock, often turned over, pays the best. Whatever the opinion of importers may be regarding the trade of the coming year, if the quantity of goods now held by retail dealers throughout the country is any guide to go by, the spring trade will be more of a sorting nature than of the buying of general large parcels. In many of the towns and villages throughout the country which we have visited lately, the stocks appeared to be sufficiently large to have been commencing the fall trade with. One encouraging feature is that the agricultural interests of the country were never more prosperous than at present.

**GROCERIES.**—There does not exist much animation at present, there being some sales announced to take place early in the month; after which we will be better prepared to give an idea of the supply and demand.

**GRAIN AND FLOUR.**—The market is very quiet at present, late accounts show some decline to have taken place in the British markets, dealers vary greatly in their opinions as to future prospects. From what we could learn through the country, a large amount of wheat and other grains is still in the hands of the farmers.

**BUTTER.**—This commodity has proved anything but profitable to those extensively engaged in it during the past season, those who sold early and submitted to the first loss, made the least loss. We have heard of several shipments which were made on account of country merchants, to the British markets, but in no instance have we seen a return, but what brought them in for a large loss. Stocks in this market being very large at present, and there being no demand for shipping lots, prices are likely to rule low. 35c to 36c per lb. are the figures got in silver for the best quality for city trade, there being only a very small proportion of what is coming forward suitable for the local trade, so that any lots of ordinary quality, if a purchaser could be met with, would not bring over 21c to 22c. We notice that the price in the country is not guided by our market, we have seen 14c paid for very inferior quality. Country merchants should always have a margin of 2c per lb. between the prices they pay, and our market prices, and also the quality to guide the price. Having a large city trade we are enabled to realise good prices for good quality.

**LARD.**—Rather 45¢, 50 to 45¢ per lb.

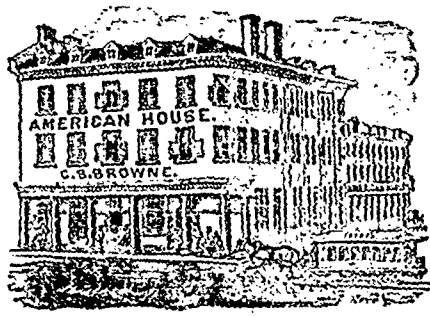
**SEEDS.**—Clover is worth 11c to 12c per lb., late quotations from New York, show prices to be somewhat lower. Timothy, 4c to 4 1/2c per lb., according to quality. Flax Seed, \$1.00 per bushel.

**DRIED APPLES.**—By the barrel 11c to 12c per lb.

**ASHES,** per 100 lbs.—First pots, \$5.00 to \$1.65; seconds, \$4.75 to \$1.50; thirds, \$4 to \$4.06; First peats, \$6.90 to \$7.

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

**CAMERON & ROSS.**



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

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

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WHOLESALE GROCER AND COMMISSION MERCHANT,  
640 St. PAUL STREET,  
(opposite Albion Hotel)  
MONTREAL.

Orders for Flour, Oatmeal, Tobacco, Cheese, Hams, Brooms, Fats, Leather, or any description of Merchandise, promptly attended to.

Consignments of Fish, Cod and Seal Oils, Wool, &c., respectfully solicited and returns promptly made.

References kindly permitted:  
**HENRY STARNES, Esq.,** Manager Ontario Bank.

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" Starke, Smith & Co. " Rimmer, Gunn & Co.  
" Henry Joseph & Co. " L. Chaput, Son & Co.

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COMMISSION AND SHIPPING MERCHANT,  
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Consignments of General Merchandise received and advances made. Orders for the products of Canada carefully executed.

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**E. B. TUCKER & CO.,**  
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REFERENCES:  
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Joseph Tiffin, Esq., }  
Messrs. Henry Chapman & Co., }  
Messrs. Cadell & Snider, St. John, N.B.  
Messrs. Harrey & Co., St. John, N.F.  
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**DAVID TORRANCE & CO.**

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10-1y**DEPOT FOR SALE OF HOPS.****A LARGE** supply always on hand received  
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CHAS. D. PROCTOR.

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231 St. Paul street, Montreal.**References:**Wm. Workman, Esq., Montreal, President City Bank  
H. H. Holt, Esq., Montreal, Manager Ontario Bank.  
Hon. L. H. Holt, Montreal.  
Messrs. Thomas, Thibaudau & Co., Montreal.  
" James, Oliver & Co., Montreal.  
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November 29. 4-46

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Montreal, Ang., 1866. 5-1y

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