

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

Wrinkled pages may film slightly out of focus. There are some creases in the middle of pages.

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
								/			

THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. IV.

MONTREAL, FRIDAY, SEPTEMBER 18, 1868.

No. 38.

ANGUS, LOGAN & CO.,
PAPER MANUFACTURERS AND
WHOLESALE STATIONERS, 878 St. Paul st.
1-1y

H. W. IRELAND,
108 St. Paul Street.
GENERAL METAL BROKER.
1-1y Agent for Iron and Nail Manufacturers.

HARMAN, FRASER & TYLEE,
Successors to Maitland, Tylee & Co,
WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
8-1y 10 Hospital st.

GEORGE CHILDS & CO.,
(IMPORTERS),
WHOLESALE GROCERS,
Nos. 20 & 22 St. Francois Xavier st.,
48-1y MONTREAL.

ROBERTSON & BEATTIE,
IMPORTERS, WHOLESALE GRO-
CERS, and General Commission Merchants, corner
McGill and College streets, Montreal. 8-1y

TEAS AND GENERAL GROCERIES.
Fresh Goods regularly received. Stock and assort-
ment large and attractive.
J. A. (Late J. A. & H.) MATHEWSON,
271 McGill St.; Stores in rear 41 to 47 Longueuil Lane.
Montreal, Feb. 27, 1868. 1-1y

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

SPRING STYLES-STRAW GOODS
GREENE & SONS. 1-1y
See next Page.

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

S. H. & J. MOSS,
WHOLESALE CLOTHIERS,
IMPORTERS OF WOOLLENS, TAILORS'
TRIMMINGS, &c., 5 and 7 Beccollet Street, and
Oriental Block, 423 Notre Dame Street, MONTREAL.
Our stock of Fall and Winter Clothing is now
complete, and is well worth the attention of buyers
East and West. To meet the requirements of the
several Provinces, especially of New Brunswick and
Nova Scotia, Clothing is now manufactured on the
premises under the supervision of English and Amer-
ican Foremen. 33-1y

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

ORATHERN & CAVERHILL,
IMPORTERS OF HARDWARE,
IRON, STEEL, TIN PLATES, &c. WINDOW
GLASS, PAINTS & OILS, Agents, Victoria Rope
Walk, Vieille Montagne Zinc Company, have removed
to Caverhill's Buildings, 61 St. Peter Street, Montreal
2-1y

HUGHES BROTHERS,
DRY GOODS IMPORTERS,
491 ST. PAUL STREET. 33-1y

W. H. HIBBARD & CO.,
Manufacturers of and Wholesale Dealers in
TRUNKS, VALISES, & CARPET BAGS,
24 and 26 Notre Dame Street, Montreal. 33-4

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.

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

CARGO OF SUGAR FOR SALE.
THE Subscribers are now receiving, and
offer for sale, the cargo of the
Brig "SIX FRERES,"
(Just arrived from Barbadoes)

CONSISTING OF:
Hhds } Choice Bright Barbadoes Sugar.
Tierces }
Bbls }
Puns Molasses.

ALSO IN STOCK.
3,000 packages of new fresh Green and Black Teas.
With our usual and general assortment of groceries
TIFFIN BROTHERS.
Montreal, 11th May, 1868. 1-1y

JAMES MITCHELL,
HAS JUST RECEIVED
166 hhd. Choice Sugar, ex "Empress," from Bar-
badoes.

ALSO IN STORE AND TO ARRIVE
238 hhd. } Choice Barbadoes and Jamaica Sugar.
139 brls. }
103 puns do. Clenfuogos and Trinidad Molasses.
25 puns Demerara and Cuba Rum.
9 hhd. "United Vineyard" Brandy, 1863.
94 brls pure Cod Oil.
80 bags Fino Jamaica Coffee.
&c. &c. &c.
Montreal 4th June, 1868. 1-1y

A. GIBERTON,
No. 7 Custom House Square,
MONTREAL,

IMPORTER OF GILLING, WRAPPING & SHOP
TWINES, Patent Seamless Hemp Hose, French
Electro-Plated Ware, Jewellery, Clocks, Fancy
Bronzes Files, &c., &c. 27

O'HEIR'S
WHOLESALE CLOTHING AND OUTFITTING
ESTABLISHMENT.
63 and 122 MCGILL STREET, MONTREAL.
33-1y Country Orders executed with Despatch.

CANADA GLASS COMPANY,
(Limited)
MONTREAL,
And Works at Hudson on the Ottawa.
Office corner of St. Paul and St. Nicholas Streets.
33-1y A. K. LUCAS, Secretary.

JOHN WATSON & CO.,
Importers of
GLASS, CHINA AND EARTHENWARE
WHOLESALE,
5 and 7 Lemoine Street,
MONTREAL. 21-1y

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

SILK HATS - SPRING STYLES.
GREENE & SONS. 1-1y
See next Page.

HALL, KAY & CO.,
METAL MERCHANTS,
MONTREAL.
Sole Agents in the Dominion of Canada for the
following Manufacturers:

Wm. Allaway & Sons, Tin and Canada Plates; Works
at Lydney, Parkend & L.B.
Morewood & Co., Lyon Galvanizing Works, Bir-
mingham.
A. & J. Stewart, Boiler Tubes, Clyde Tube Works,
Glasgow.
W. N. Baines, Engineers' Brass Work, Lancelfield
Brass Foundry, Glasgow.
S. H. Dobbie & Co., Tinned Holloware, Park
Foundry, Glasgow.
Geo. Fairbairn & Co., the F Horse Nails, Camelon
Park, Falkirk.

ALWAY ON HAND
A large and well-assorted stock of Stamped and
Japanned Tinware and General Furnishings for
Tinsmiths, Plumbers, and Brass Founders 1-1y

I. L. BANGS & CO.,
MANUFACTURERS OF FELT AND
COMPOSITION ROOFING, ENGLISH FELT
ROOFING, &c. Office: No. 9 Place d'Armes Hill,
opposite City Bank, Montreal. 3-1y

W. J. STEWART,
MANUFACTURER AND FREIGHT AGENT,
LIVERPOOL AND MONTREAL 9-1y

MONTREAL TYPE FOUNDRY,
1 St. Helen Street, MONTREAL,
33 COLBORNE STREET, TORONTO.

TOUGH METAL SCOTCH-FACETYPES,
PRINTERS MATERIAL OF ALL KINDS.
Books and Jobs Electrotyped and Stereotyped.
23-6m

FELT HATS - SPRING STYLES.
GREENE & SONS. 1-1y
See next Page.

McMILLAN & CARSON,
CLOTHING.
WHOLESALE.
143 & 150 MCGILL STREET, Montreal. 5-1y

JOHN McARTHUR & SON,
(L)IL, LEAD & COLOR MERCHANTS.
Importers of Window Glass, &c., No. 18 Lemoine
Street, facing St. Helen Street, Montreal. 1-1y

HENRY McKAY & CO.,
COMMISSION MERCHANTS
Shipping and Insurance Agents,
No. 1 Merchants' Exchange, MONTREAL. 47-1y

CAMPBELL BRYSON,
LEATHER COMMISSION MERCHANT,
9 and 11 LEMOINE STREET,
MONTREAL. 18-1y

JAMES ROY & CO.,
IMPORTERS OF DRY GOODS, including TABLE LINEN, SHEETING, &c., No 606 St. Paul st. near St. Peter. 1-1y

THE AETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.

RELIABLE, PROMPT, ECONOMICAL.
 Incorporated 1820.—Commenced business in Montreal in 1850.
 Accumulated Funds, over.....\$10,000,000
 Policies issued in 1867..... 15,251
 Amount insured in 1867..... 44,733,322
 Receipts for 1867..... 6,129,447
 Surplus Fund (over all liabilities)..... 1,834,763
 Deposited with Canadian Government. 100,000
 Daily income in 1868, nearly..... 20,000
 The best facilities for the Insurance of Healthy Lives
 Head office for the Dominion—20 Great St James Street, Montreal, with Agencies in very city and town.
 S. PEDLAR & CO., Managers. 2-1y
 Montreal, 15th August, 1868.

FINDLAY & McWILLIAM,
WHOLESALE CONFECTIONERS,
 No. 516 St. Paul Street, near McGill Street,
 MONTREAL. 33-1y

JAMES ROBERTSON,
 126, 128, 130 and 132, Queen Street, Montreal,
 METAL MERCHANT,
 Manufacturer of Lead-pipe, Shot, Paints, and Putty. 1-1y

B. C. JAMIESON & CO.,
MANUFACTURERS OF VARNISHES, JAPANS,
 and Dealers in Spirits of Turpentine, Benzine, Oils, &c., &c., No. 3 Corn Exchange Buildings, St JOHN STREET, MONTREAL 60-1y

KVANS & EVANS,
HARDWARE MERCHANTS,
 and Manufacturers' Agents, No. 7 Custom House Square, Montreal. Sole Agents for the Provincial Hardware Manufacturing Company. 36-1y

COAL OIL.
 200 Barrels favourite brands, in lots to suit purchasers.
 Cash Orders from the Country executed at lowest wholesalerates.
AKIN & KIRKPATRICK,
 47 Corner Commissioners and Port Streets.

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

T. M. CLARK & CO.,
 MONTREAL AND TORONTO.
GENERAL COMMISSION AGENTS
 for the sale and purchase of Breadstuffs and Provisions.
 Cash advanced on warehouse receipts, or Bills of Lading. 2-1y

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

EAGLE FOUNDRY, MONTREAL,
 GEORGE BRUSH, Proprietor.
 Builder of Marine and Stationary
STEAM ENGINES,
STEAM BOILERS of all descriptions
MILL and MINING MACHINERY,
 All kinds of **CASTINGS** in BRASS and IRON,
LIGHT and HEAVY FORGINGS, &c.
PATTERNS and DRAWINGS FURNISHED. 33-1y

GREENE & SONS.
 WHOLESALE
MANUFACTURERS AND IMPORTERS
 of all descriptions of
FURS, FELT HATS, &c.
 FALL STOCK NOW COMPLETE.
 Our assortment comprises a great variety of styles in
LADIES' AND GENTS' FURS.
 New styles in
FELT HATS FOR FALL TRADE.
 Large assortment of
KID AND BUCKSKIN GLOVES AND MITTS,
CLOTH CAPS, &c., &c.
BUFFALO ROBES.
 617 519 521, St Paul Street,
 1-1y Montreal.

AKIN & KIRKPATRICK,
PRODUCE COMMISSION MERCHANTS,
 MONTREAL.
 Have removed to those commodious and central premises corner of
COMMISSIONER AND PORT STREETS.
 Consignment of GRAIN, FLOUR, PORK, BUTTER, CHEESE, ASHES, and GENERAL GROCERIES, receive careful personal attention. Sales and returns made with the utmost promptness. All charges kept at the lowest point, and every endeavour made to avoid incidental expenses. Correspondents kept regularly advised by letter, circular and telegraph on all matters pertaining to the trade.

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

J. C. FRANCK & CO.,
 IMPORTERS OF
GROCERIES, WINES, LIQUORS, CIGARS, &c.,
 25 Hospital Street.
 Montreal. 32-1y

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

KINGAN & KINLOCH,
IMPORTERS AND GENERAL
WHOLESALE GROCERS, and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal.
 Wm. KINLOCH. W. B. LINDSAY. D. L. LOCKERTY. 8-1y

GILLESPIE, MOFFATT & CO.,
EAST AND WEST INDIA, GENERAL AND COMMISSION MERCHANTS.
 Agents for
 The Phoenix Fire Insurance Company of London.
 The British and Foreign Marine Insurance Company of Liverpool.
 Hunt, Roope, Teage & Co., Oporto.
 Bartolomei Vergara, Port St. Mary's.
 Otard, Dupuy & Co., Cognac. 4-1y

M. H. SEYMOUR,
LEATHER COMMISSION MERCHANT,
 231 St. Paul street, Montreal.
 References:
 Wm. Workman, Esq., Montreal, President City Bank.
 Henry Starnes, Esq., Montreal, Manager Ontario Bank.
 Hon. L. H. Holton, Montreal.
 Messrs. Thomas, Thibaudan & Co., Montreal.
 James, Oliver & Co., Montreal.
 " Thibaudan, Thomas & Co., Quebec.
 Hon. Wm. McMaster, Toronto, C. W.
 Messrs. Denny, Rice & Co., Boston, Mass.
 Austin Sumner, Esq., Boston, Mass.
 Henry Young, Esq., 24 John street, New York.
 Samuel McLean, Esq., Park place, do. 20-

OTTAWA.
HENRY GRIST,
 OTTAWA, Canada,
PATENT SOLICITOR AND DRAUGHTSMAN,
 Drawings, Specifications, and other documents necessary to secure PATENTS of INVENTIONS, prepared on receipt of the model of invention. Copyrights and the Registration of Trade Marks and Designs prepared. Established 1868. 45-3m

PORT HOPE, C. W.
B. S. HOWELL,
 Forwarder, General Commission Merchant, and Shipping Agent,
 WALTON STREET, PORT HOPE, C. W. 2-1y

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

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

QUEBEC.
THIBAudeau, THOMAS & CO.,
 Wholesale Importers of
BRITISH AND FOREIGN DRY GOODS,
 Corner St. Peter and Sons le Fort Streets, Quebec.
 A large stock of Teas kept constantly on hand. 41-1y

WHOLESALE GROCERS.
LANE, GIBB & CO.,
WHOLESALE GROCERS AND COMMISSION MERCHANTS.
 Importers of East and West India Produce, General Groceries, Wines, Brandies, &c., &c.
 ST. ANTOINE STREET, between GIBB & HUNT'S
 Oct. 23. Wharf, QUEBEC. 41-1y

COMMISSION MERCHANTS.
GETTINGS, LEMOINE & SEWELL,
COMMISSION MERCHANTS,
 QUEBEC.
 Branch House—LEMOINE & Co., Montreal. 21-1y

G. F. GIBSON & CO.,
GENERAL AUCTIONEERS
 QUEBEC.
 Trade Sales of Dry Goods, Fancy Wares, Hats, Fur, &c., &c., &c.
 Advances made on consignments. 19-3m

J. & W. REID,
GENERAL MERCHANTS,
 40 St. Paul Street, Quebec, dealers in Domestic and Foreign Paper and Stationery, Bookbinding, Felt, Paper and Oakum Stock, Pig and Scrap Metals, Oakum, Pitch, Tar, Rosin, Ship Varnishes, &c. 41-1y
J. BROWN & CO.,
MANUFACTURERS OF CORDAGE,
 18 St. Peter Street, Quebec.
 Steam Power Works at La Canardiere. 41-1y

CANADIAN NAVIGATION CO'Y

Royal Mail Through Line for Beauharnois, Cornwall, Prescott, Brookville, Gananoque, Kingston, Cobourg, Port Hope, Darlington, Toronto, & Hamilton.

DIRECT WITHOUT TRANSHIPMENT.



THIS Magnificent Line, composed of the following FIRST-CLASS IRON STEAMERS, leaves the Canal Basin Montreal, EVERY MORNING (Sundays excepted), at NINE o'clock, and Lachute on the arrival of the train leaving Beauharnois Station at NOON, for the above Ports, as under, viz.:

SPARTAN	Capt. FAIRGRIEVE	on Mondays.
PASSPORT	" SINCLAIR	" Tuesdays.
KINGSTON	" FARRELL	" Wednesdays.
GRECIAN	" KELLY	" Thursdays.
MAGNET	" SIMPSON	" Fridays.
CORINTHIAN	" DUNLOP	" Saturdays.

Connecting at PRESCOTT and BROOKVILLE with the Railways for Ottawa City, Kemptville, Perth, Arnprior, &c.

At TORONTO and HAMILTON, with the Railways for Collingwood, Stratford, London, Chatham, Sarala, Detroit, Chicago, Milwaukee, Galena, Green Bay, St. Paul, &c.

And with the steamer City of Toronto, for Niagara, Lewiston, Niagara Falls, Buffalo, Cleveland, Toledo, Cincinnati, &c.

The steamers of this line are UNEQUALLED, and from the completeness of their present arrangements, present advantages to travellers which none others can afford. They pass through all the rapids of the St. Lawrence, and the beautiful scenery of the Lake of the Thousand Islands by daylight.

The greatest despatch given to Freight, while the rates are as low as by the ordinary boats. Through rates over the Great Western Railway given.

Through Tickets, with any information, may be obtained from D. McLean, at the Hotels; Robert McEwan at the Freight Office, Canal Basin; and at the office, 73 Great St. James Street.

ALEX. MILLOY, Agent.

Royal Mail Through Line Office, }
73 Great St. James Street, }
Montreal, 25th April, 1863 } 18

THE MONTREAL

PRINTING & PUBLISHING CO

PRINTING DEPARTMENT.

(Late M. Longmoore & Co.)

Every kind of work done in the very best manner forwarded by mail or express.

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

BOOKS,

PAMPHLETS,

CATALOGUES, &c.

reality and expeditiously printed.

LEGAL,

MUNICIPAL,

and ASSESSMENT FORMS,

printed to order.

Special attention given to RAILROAD and STEAM BOAT Printing.

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

Orders for Printing to be addressed to the

Manager of the Printing Department,
Montreal Printing and Publishing Co.

**THE MERCHANTS' PROTECTIVE UNION
MERCANTILE REFERENCE REGISTER.**

THE MERCHANTS' PROTECTIVE UNION, organized to promote and protect trade, by enabling its subscribers to attain facility and safety in the granting of credits, and the recovery of claims at all points, have to announce that they will, in September, 1863, publish in one large quarto volume

THE MERCHANTS' PROTECTIVE UNION MERCANTILE REFERENCE REGISTER, containing, among other things, the Names, Nature of Business, Amount of Capital, Financial Standing, and Rating as to Credit, of over 400,000 of the principal merchants, traders, bankers, manufacturers, and public companies, in more than 20,000 of the cities, towns, villages, and settlements throughout the United States, their territories, and the British Provinces of North America, and embracing the most important information attainable and necessary to enable the merchant to ascertain at a glance the Capital, Character, and Degree of Credit of such of his customers as are deemed worthy of any gradation of credit, comprising, also, a Newspaper Directory containing the title, character, price, and place of publication, with full particulars relative to each journal, being a complete guide to the press of every county in the United States

The reports and information will be confined to those deemed worthy of some line of credit; and as the same will be based, so far as practicable, upon the written statements of the parties themselves, revised and corrected by well-known and reliable legal correspondents, whose character will prove a guarantee of the correctness of the information furnished by them, it is believed that the reports will prove more truthful and complete, and, therefore, superior to, and of much greater value, than any previously issued.

By the aid of the Mercantile Reference Register, business men will be able to ascertain, at a glance, the capital and gradation of credit, as compared with financial worth, of nearly every merchant, manufacturer, trader, and banker, within the above-named territorial limits.

On or about the first of each month, subscribers will also receive the Monthly Chronicle, containing among other things, a record of such important changes in the name and condition of firms, throughout the country, as may occur subsequent to the publication of each half-yearly volume of the Mercantile Reference Register.

Price of the Merchants' Union Mercantile Reference Register, fifty dollars (\$50.), for which it will be forwarded to any address in the United States, transportation paid.

Holders of five \$10 shares of the Capital Stock, in addition to participating in the profits, will receive one copy of the Mercantile Reference Register free of charge; holders of ten shares will be entitled to two copies; and no more than ten shares of Capital Stock will be allotted to any one applicant.

All remittances, orders, or communications relative to the book should be addressed to the Merchants' Protective Union, in the American Exchange Bank Building, No 128 Broadway, (Box 2566) New York. 34

CUSTOM HOUSE FORMS.

PUBLIC NOTICE TO IMPORTERS & CUSTOM HOUSE BROKERS.

The Customs Tariff Act, 31 Vic., Cap. 44, having repealed Sec. 133 of 31 Vic., Cap 7, relating to Customs forms, and enacted in lieu thereof the following:

"Sec 133. All bonds, documents, and papers necessary for the transaction of any business at the respective Custom Houses or places or Ports of Entry in Canada, shall be in such form as the Minister of Customs shall from time to time direct."

NOTICE is hereby given that approved forms of reports, outwards and inwards, and entries for duty, free or warehouse, are deposited at all Custom Houses of the Dominion, and that Custom House Brokers, Importers, or Printers who may wish to print the same, for their own or general use, can procure copies for that purpose by application to the Collector, and that from and after the FIRST of OCTOBER next, the Department will discontinue the gratuitous supply of the above forms for general use; but all forms prepared for sale or use, are required to be in strict accordance with the copies furnished, and upon the same sized paper.

For the present the forms can be obtained at any Custom House by payment of the cost of printing.

Blank bonds will continue to be furnished gratuitously as heretofore.

R. S. M. BOUCHETE,
Commissioner of Customs.

Customs Department,
Ottawa, 1st September, 1863. 37-8

DRY GOODS STORE TO LET.

LEWIS, KAY & CO.

ARE NOW REMOVING to their New Warehouse Corner of Beccollet and St. Helen Streets, and have their old premises to let from 1st of August, 1863, to 1st of May, 1863.
Montreal, July 23, 1863. 30

**JOHN ANDERSON & CO.,
SHIPPING AND COMMISSION MERCHANTS**

IMPORTING, FORWARDING,
Ship and Insurance Agents and Brokers
MONTREAL AND QUEBEC. 42-ly

W. & F. P. CURRIE & CO.,
100 GRAY NUN STREET, MONTREAL,
Importers of

PIG AND BAR IRON,
BOILER TUBES,
Boiler Plates,
Gas Tubes,
Horse Nails,
Paints & Putty,
Flue Covers,
Fire Clay,
Fire Bricks,
DRAIN PIPES,
Roman Cement,
Quebec Cement,
Portland Cement,
Paving Tiles,
Garden Vases,
Chimney Tops,
&c., &c., &c.

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

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

Agent for French and German Manufacturers of Window Glass, Glass Ware, Fancy Goods, &c., Birmingham Hardware, Sheffield Electro-Plate Goods, Tools, Cutlery, Files, Steel, &c. 33-ly

SPRING IMPORTATIONS 1868.

LEWIS, KAY & CO.,
Have now received their entire
SPRING IMPORTATIONS,
and would particularly call the attention of buyers to the large assortment of FANCY GOODS. 5

J. G. MACKENZIE & CO.,
Importers of
BRITISH AND FOREIGN DRY GOODS,
331 & 333 St. Paul Street,
MONTREAL. 8-ly

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

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

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

W. & R. MUIR,
DRY GOODS IMPORTERS,
166 McGill Street, Montreal.
Our Stock of Fall and Winter Goods is now very complete, to which we invite the attention of Western Merchants 8-ly

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

JOSEPH MAY,
IMPORTER OF
FRENCH DRY GOODS,
439 ST. PAUL STREET,
MONTREAL. 61-ly

McLACHLAN BROS. & CO.,
IMPORTERS OF BRITISH AND
FOREIGN FANCY & STAPLE DRY GOODS,
and Small Wares, No. 468 St. Paul St., Montreal. 35-ly

W. J. McMASTER & CO.,
IMPORTERS OF STAPLE & FANCY
DRY GOODS, No. 16 Lemoina Street,
35-ly Montreal.

WADDELL & PEARCE,
GENERAL HARDWARE AGENTS,
 AND IMPORTERS OF
 IRON, STEEL, METALS, AND RAILWAY SUPPLIES,
 27 St. John Street, Montreal.

SOLE AGENTS IN CANADA FOR:
 Charles Cammell & Co., (limited), "Cyclops," Steel and Iron Works, Sheffield; the Bowling Iron Company (near Bradford, Yorkshire; The Yorkshire Engine Company, (limited), Sheffield; Frost & Co., (late of Derby) Wadsley Bridge Iron and Steel Works, near Sheffield; The Patent Shaft and Axletree Company (limited), Wednesbury; Lloyd & Lloyd, Albion Tube Works, Birmingham; Walker & Hall Electro-Plate Works, Sheffield; Green's Patent "Solid Drawn" Brass and Copper Tube Company (limited), Birmingham; The Hockley Bolt, Nut, and Rivet Company, Birmingham; Thos. Dunn, Engineer, Windsor Bridge Iron Works, Manchester; Sim & Coventry, "Pontpool" Tin, and "Pontpool" Canada Plates, Liverpool; John Trippitt & Brother, Shipping Agents, Liverpool and New York; The Chelsea Rubber Company, Chelsea, P. O.; The Hart Manufacturing Company, (late Bilven, Alcad & Co.), New York.

N.B.—A stock of Charles Cammell & Co.'s War-anted Case Steel for Tools, Railway Spring Steel, and "Cyclops" Fish always on hand. 33-ly

THE ST. LAWRENCE GLASS COMPANY
 MANUFACTURE

COAL OIL LAMPS, various styles and sizes.
 LAMP CHIMNEYS of extra quality.
 LAMP SHADES, plain, ground and cut glass.
 GAS SHADES, do do do
 Sets of TABLE GLASSWARE, consisting of
 GOBLETs,
 TUMBLERS,
 SUGAR-BOWLS,
 CREAM JUGS,
 SPOON-HOLDERS,
 SALT-CELLARS,
 CASTOR-BOTTLES,
 PRESERVE DISHES
 NAPPIES,
 WATER PITCHERS,
 &c. &c.

Hyaline Glasses, Steam Gauge Tubes, Glass Rods, Reflectors, or any other article, made to order in white or colored glass.
 Kerosene Burners; Collars and Sockets will be kept on hand.
 FACTORY—ALBERT STREET. Orders received at the Office, 358 St. Paul street.
 41-ly A. MOK. COCHRANE, Secretary.

THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.

WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.
 Accumulated & Invested Fund - - \$18,909,350
 Annual Income - - - - - 3,376,953
 This Company will continue Business under the Insurance Act lately passed by the Dominion Parliament.
 W. M. RAMSAY,
 Manager,

RICHARD BULL,
 Inspector of Agencies
EVERY information on the subject of Life Assurance will be given at the Company's Office, No. 47 Great St. James Street, Montreal, or at any of the Agencies throughout Canada. 12 ly

PHENIX

MUTUAL LIFE INSURANCE COMPANY,
 HARTFORD, CONN.
 ACCUMULATED FUND - - - - - OVER \$2,000,000.
 ANNUAL INCOME - - - - - \$1,200,000.

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

At the rates annually charged by responsible Companies, and returns all profits to the Insured, who are now receiving a return of 50 per cent, or half their premium.
 Parties at a distance can insure from blanks, which will be furnished on application
 Usual restrictions as to residence and occupation abolished.
ANGUS R. BETHUNE,
 General Agent
 104 St. Francois Xavier Street.
 Active and Influential Agents and Canvassers sent throughout the Dominion. 49

F. SHAW & BROS.
TANNERS AND DEALERS IN
 HIDES AND LEATHER,

Importers of
ENGLISH OAK SOLE, LEATHER and STRAP
 BUTTS for Belting.
 Agents in Canada for sale of
MILLER'S PATENT EXTRACT OF HICKMOCK BARK.
 No. 14 LEMOINE STREET. 4-ly

CONVERSE, COLSON & LAMB,
 PRODUCE AND GENERAL COMMISSION MERCHANTS,
 Tea Dealers and Importers of Groceries,
 LIQUORS, CIGARS, &c.
 Corner Hospital and St. Bennett's Wharf,
 John Streets, Halifax,
 Montreal, Canada. Nova Scotia. 16-ly

ROYAL
 INSURANCE COMPANY
 FIRE AND LIFE.

CAPITAL - - TWO MILLIONS STERLING
 FIRE DEPARTMENT.
 Nearly the Largest Insurance Company in the World.
 ANNUAL INCOME - - - - - £500,000

ADVANTAGES TO FIRE INSURERS
 1st Security unquestionable.
 2nd. Revenue of a most unexampled magnitude.
 3rd. Every description of property insured at moderate rates.
 4th. Prompt and liberal settlement of Losses.
 5th. Loss and damage by explosion of Gas made good.
 6th. Moderate Premiums.

LIFE DEPARTMENT.

Large participation in profits—equal to 20 per cent. per annum on sum assured—being the Largest Bonus ever continuously declared by any office.

BOONS TO LIFE ASSURERS.

The Directors invite attention to a few of the advantages the ROYAL offers to its Life Assurers:
 1st. Exemption of assured from Liability of Partnership.
 2nd Moderate Premiums.
 3rd. All fees paid by the Company.
 4th. Thirty days' grace allowed.
 5th. Profits divided every five years.

All new Life Insurances, with participation, effected after this date, will become entitled to an INCREASED SHARE OF THE PROFITS, in accordance with the Resolution passed at the last Annual Meeting of Shareholders.

H. L. ROUTH,
 Agent.
W. E. SCOTT, Medical Examiner.
ALFRED PERRY, Inspector. 20.

THOS. D. HOOD,
 FIRST PRIZE
PIANOFORTE MANUFACTURER,
 MONTREAL.
 Show Room:—79 Great St. James Street.
 Factory:—32 Champ-de-Mars Street.
 Constantly on hand, a superior assortment of Pianos, Square and Cottage.
 Second-hand Pianos taken in exchange: Repairing and Tuning promptly attended to. 42

ROBERTSON, STEPHEN & CO.,
 MONTREAL,

Are now receiving their
FALL IMPORTATIONS,
 which will be fully completed by the
 20th INSTANT,
 When they will be prepared to exhibit a large varied selection of
STAPLE AND FANCY
DRY GOODS. 6-ly

PLIMSOLL, WARNOCK & CO.,
 Importers of
 STRAW AND FANCY DRY GOODS,
 Joseph's Block,
 18 St. HELEN STREET,
 MONTREAL. 8-ly

LEWIS, KAY & CO.

HAVE JUST RECEIVED
 100 Pieces HOP SACKING.
 50 Bales ENGLISH COTTON YARN.
 100 " BEST SOUTHERN YARN.
 100 " CANADIAN COTTON BAGS.
 500 Pieces GREY COTTONS.
 500 " DARK Madder PRINTS.
 300 " LILAC PRINTS.

Our New Warehouse, corner of BECOLLE and ST. HELEN STREETS, is now nearly complete and we intend REMOVING there about the 1st week in August.

WINNING, HILL & WARE,
 359, 321, 324, and 326 ST. PAUL STREET
 (near the Custom House)
 MONTREAL,

Importers and Wholesale Dealers in
WINES, LIQUORS, CIGARS, ETC
 AND
 MANUFACTURERS OF CHOICE FRUIT SYRUP
 TOM GINS, GINGER WINES, BITTERS
 LIQUEURS, etc., etc., etc.,
 For which the PARIS EXPOSITION OF 1875 awarded a PRIZE MEDAL for purity and excellence of quality.

SOLE AGENTS IN THE DOMINION OF CANADA
 FOR
 Ch. DeRancourt - - Bordeaux - France
 Gustave Gilbert - - Reims - do
 Boord & Son - - London - England
 S. H. Harris - - do - do
 James Kenyon & Son Bury - - do
WINNING, HILL & WARE,
 1-ly 359, 321, 324 and 326 St. Paul Street

HENRY CHAPMAN & CO.,
 IMPORTERS AND COMMISSION MERCHANTS,
 St. John and St. Alexis Streets, MONTREAL.
 AGENTS FOR THE SALE OF
 Pinet, Castillon & Co.'s Ognaco Brandies,
 A. Houtman & Co.'s double berried Hollandia Gin,
 Cunville & Co.'s old Irish Whiskey,
 R. Thorne & Co.'s fine Scotch Whiskey,
 I. G. Sandeman's celebrated Port Wines,
 Mackenzie & Co.'s (Cadiz) Sherry Wines,
 Jules Mumm & Co.'s Champagne Wines,
 P. A. Mumm's Sparkling Hook and Moselle Wines,
 Guinness' Dublin Stout, bottled by Maehen & Co.,
 McEwan's Sparkling Edinburgh Ales, &c. 1-ly

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

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

1888. AUTUMN CIRCULAR. 1888.
T. JAMES CLAXTON & CO.,
 CAVERHILL'S BUILDINGS,
 ST. PETER STREET,
 MONTREAL.

DRY GOODS
 Our Stock will be complete and open for inspection
 by
TUESDAY, the 25th AUGUST,
 Every department fully represented.
 We request careful inspection and comparison.
 1-ly **T. JAMES CLAXTON & CO.**

2,000 cases **FINEST FRUIT SYRUP.**
 1,000 " **GINGER WINE—"McKay's"**
 Also, in Kegs, Qt-Casks and Hhds,
AT LOWEST MARKET PRICES.
WEST BROTHERS,
 144 McGill Street, MONTREAL. 1-ly

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

JAMES BAILLIE & CO.,
WHOLESALE DRY GOODS,
 480 ST. PAUL STREET,
 MONTREAL. 6-ly

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

BLACK & LOCKE,
GENERAL COMMISSION
MERCHANTS,
 MONTREAL 86-ly

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

THE TRADE REVIEW
 AND
 Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, SEPTEMBER 18, 1883.

The Business Office of the "Trade Review" is
 removed from No. 4 Merchants' Exchange to
 No. 58 St. Francis Xavier Street, Room No.
 5, Up Stairs.

The following is a statement of the Revenue and
 Expenditure of the Dominion of Canada for the
 month ended 31st of August, 1883, and from July 1st,
 1883:—

Revenue—Customs.....	\$891,153
Excise.....	144,174
Post Office.....	52,237
Bill Stamp Duty.....	4,211
Public Works, including Railways..	100,064
Miscellaneous.....	185,989
	\$1,377,933

Revenue for July 1,375,720
 Total for two months.....\$2,753,653

Expenditure for August.....	\$ 964,253
July.....	1,501,624
Total for two months.....	\$2,465,877

Statement of the Provincial Notes in circulation,
 Sept. 2, 1883, and the specie held against them:—

NOTES IN CIRCULATION.	
Payable at Montreal.....	\$2,839,026
" Toronto.....	1,211,074
" Halifax.....	94,007
	\$4,144,107

SPECIE HELD.	
At Montreal.....	\$450,000
At Toronto.....	400,000
At Halifax.....	18,800
	\$868,800

RAILWAY TRAFFIC.
 We give elsewhere partial returns of railway traffic
 for the month of August. As compared with
 the month of August, 1882, they are in the main
 satisfactory. The increase in the traffic of the Grand
 Trunk is marked, being \$27,000, or about 4 1/2 per cent
 on its receipts for August, 1882. Receipts on the Great
 Western and the Northern, however, have fallen off
 about \$10,000 on each road. The Lower Province
 railways all show marked improvement.

MONTREAL SAW WORKS.
MORLAND, WATSON & CO.,
 Manufacture all descriptions of
CIRCULAR, MILL, CROSS-CUT,
BILLET WEBS,
 &c. &c.
 Reduced Price List just issued.
 Special discount to the Trade.
 Montreal, June 25, 1883 1-ly

THE COMMERCIAL UNION ASSURANCE CO'Y
 19 & 20 CORNHILL, LONDON, ENGLAND.
 CAPITAL £2,500,000 STG—INVESTED over £2,000,000
FIRE DEPARTMENT.—Insurance granted on all
 descriptions of property at reasonable rates.
LIFE DEPARTMENT.—The success of this branch
 has been unprecedented—90 PER CENT. of pro-
 fits now in hand. First year's premiums were
 over \$100,000. Economy of management guaranteed.
 Perfect security. Moderate rates.
 Office 385 & 387 St. Paul Street, Montreal.
MORLAND, WATSON & CO.,
 General Agents for Canada.
FRED. COLE, Secretary.
 Inspector of Agencies—T. C. LIVINGSTON, P.L.S. 9-ly

THE GRAND TRUNK.
 We publish this week a report of a special meeting
 of the Grand Trunk bond and stockholders,
 held in London on the 24th-nt. The object of the
 meeting was to determine whether proprietors should
 or should not be furnished with a list of stock and
 bondholders, and as will be seen, resulted in the pas-
 sage of an amended resolution to the effect that any
 proprietor desiring it should be furnished with the list
 on payment of half a crown, and that a list should be
 printed and circulated once a year with the report.
 During the debate allusion was made to reports concern-
 ing the Canadian officials, but these, as appear in
 the report, were denied emphatically by Mr. New-
 march, auditor of the Company.
 The same number of *Herpath's Journal*, from which
 we take the report, contains a suggestion that the Cana-
 dian Government should "treat the Grand Trunk
 " as the American Government has treated the Illi-
 " nois Central Railway Company, a liberal course
 " alike beneficial to the Company and the public, for
 " while conferring on the Company a large benefit it
 " has brought into cultivation a vast quantity of land
 " that might have remained uncultivated for centuries,
 " and it has attracted a large body of immigrants who
 " would otherwise probably have never set foot in
 " America."
 The cases of the two railway companies are hardly
 parallel, but we imagine the benefits which have ac-
 crued to Canada from the construction of the Grand
 Trunk, and the loss which it has thus far been to the
 shareholders, might possibly be good reasons for our
 Government giving the company a liberal grant of
 land as a bonus. The land now unproductive might
 be so colonized through the influence of the share-
 holders in England as to become very valuable to the
 company and very productive to Canada as a country.

THE EXHIBITION.
 THE Agricultural Exhibition held in Montreal this
 week has been very successful. A large number
 of visitors from the country, as well as the city,
 have attended it, and the display of horses, cattle,
 sheep, swine, &c., has been unusually fine. The Dur-
 ham and Alderney imported stock were particularly
 worthy of notice, and attracted much attention. We
 shall endeavour to give the prize list in our next issue.
 We learned with regret of the loss last Tuesday night
 of three valuable horses belonging to the Beauharnois
 and Huntington Societies, which were burned to
 death, the stable in which they were having by some
 means taken fire.

COMMERCIAL TRAVELLERS.

We observe some complaints in the latter of business vines, with regard to the commercial agents or "travellers" who have been down in that quarter, have not been acting in a very creditable way. The specific objection is that they exhibited to the business men of these Provinces very tastily got-up samples of goods, but that when the orders were filled, the goods received were not at all equal to the samples from the exhibition of which the orders were obtained. No names are given of the "travellers" who have been guilty of such deception, and we are inclined to think that if any such case occurred, it must be more through inadvertence than design. The fact of the matter is, no respectable house expecting to do a business with our eastern fellow-citizens would be so foolish as intentionally to send articles inferior to the samples exhibited, because such a course would effectually destroy all their chances of doing a trade there. Some "catch-penny" establishment might possibly attempt this, but the prudent business man would take care with whom he dealt, and it is seldom that inferior firms send agents any great distance. At any rate, the purchaser has the matter in his own hands, and needs suffer no loss. If any deception is practised upon him—if the goods are not what they were represented to be—we take it that he can refuse them, and no Court would compel payment. Under these circumstances, traders need have little fear in ordering from travellers of well-established houses, for their engagements are generally as honourably carried out as if entered into by the heads of the firms themselves. We are rejoiced to know that an increasing number of commercial agents continue to visit the Maritime Provinces, for it affords evidence that our trade is augmenting. We trust there will be no cause given for any more complaints of the nature referred to—it is always more profitable ultimately to be honest than not, and it is better for a man to be honest merely because it pays, than to be dishonest. Of course, no honourable and conscientious merchant would permit of any but the most straightforward conduct on the part of his employees, and delivering goods inferior to the sample on which they were ordered, would be a piece of the most petty swindling.

THE HURON AND ONTARIO SHIP CANAL.

Mr Capreol, the energetic and persevering President of the H & O. S. C. Co., having returned from England, whither he had gone to meet English capitalists in the canal scheme, had a very gratifying reception from his friends and the public generally, on his arrival in Toronto last week. He was received at the railway station with loud cheering, after which he was escorted by a band and torchlight procession to the City Hall. There a complimentary address was read, referring to his past efforts in securing railway communication between Toronto and Lake Huron, and expressing pleasure that his negotiations in England on behalf of a work of far greater magnitude and importance than the Northern Railway, had been so far successful that the most serious obstacles to the construction of the canal had been overcome. The earnest hope was also expressed that a liberal policy on the part of the Government would afford the means of carrying on to completion the great project which owed so much to his indefatigable labours and perseverance.

Mr Capreol returned thanks for the handsome address and the flattering terms in which his past services had been recognized. He excused himself on the score of exhaustion and fatigue after his long journey, from entering at length upon the subject of the great work, but hoped very shortly to have a more favourable opportunity of explaining fully the present position and prospects of the Huron and Ontario Canal, and therefore would only say that his reception and experience in England were most satisfactory, and he firmly believed that when he should submit to the Government the evidence in his possession of the disposition and desire of English capitalists and contractors to undertake and carry out the work, there would be no hesitation in giving the necessary aid of the land grant. He trusted that his application for such aid would have the hearty support of his fellow-citizens and the public at large, so that the Government might feel that in acceding thereto they were but carrying out the wishes of the people. He again thanked the meeting for the kindness of his friends in

their giving him a hearing, and which any man, however exalted, might be proud. He then took his leave, promising to explain at a future meeting the result of his visit to England.

We shall look with much interest for this promised explanation, but we have Mr Capreol's personal assurances that nothing now was wanting to secure the carrying out of the project but the obtaining the grant of lands in Ontario. This we trust the Government of Ontario will provide for, and remove the last obstruction in the way of an enterprise which cannot fail of being of great value to that Province. The grant of land, however, if made, should, we think, be coupled with such conditions that it will be out of the power of the Canal Company at any future time to impose exorbitant tolls on vessels passing through their locks and with such other limitations as may be thought necessary for the public benefit.

We congratulate Mr Capreol on the success which has so far attended his efforts, and trust that notwithstanding the so long continued apathy of his friends and opposition of those who were unfavorable to his scheme, he will live to see, ere many years have passed away, the completion of the great work on which he has set his heart, and for which he has so zealously and continuously worked. We also trust that his devotion to a work of public benefit will not prove incompatible with a large degree of personal prosperity.

FIFTY MILLIONS.

MUCH interest has been created in American railroad circles, by the recent arrival of the celebrated Mr. McHenry (celebrated by his connection with English and U.S. railway enterprises) and a party connected with the Atlantic and Great Western Line. The main object of this visit is understood to be the negotiation of the sale of that important railroad, for which offers have been made by the Erie Railroad Company. The latter Company seems to contain some most courageous directors, for although their own line is not paying at present, they propose to buy out the Atlantic and Great Western—stock, lock and barrel. The transaction is an immense one. Mr. McHenry and his friends are said to ask somewhere about \$50,000,000 for their road! Much genuine pluck must belong to the Erie Company if they ultimately purchase, considering that on the business of the first six months of the year, their own line ran behind \$37,146. But "amalgamation" in railways would seem to be the order of the day. And possibly if the Erie Company owned the Atlantic and Great Western, they could make a paying line out of two rather unremunerative ones. This has been done in the United States many times before to-day, and may succeed again. Whether such immense companies—in many cases monopolies—are for the interests of the community in general, may very well be doubted.

ARE WE TO HAVE A NEW RECIPROcity TREATY?

THE reports which were circulated from Washington of negotiations for the renewal of a more liberal interchange of productions between Canada and the United States, are contradicted by the New York Journals. That the more intelligent and liberal-minded Americans would be glad to see a new treaty established, we believe to be certain, and the recent visit of Gen. Butler to Prince Edward's Island is not without significance in this connection. The general statement to the Islanders was, that regarding reciprocity his Government preferred not to open negotiations with Canada, but rather with Prince Edward's Island the latter being in the commanding position as regarded the fisheries, and they were prepared to open their markets for colonial fish and vegetables, provided the Islanders would admit American manufactures free of duty, and place American vessels on the same footing as British with regard to the fisheries and admission to their ports. The general was wonderfully complimentary in his allusions to our Gracious Majesty Queen Victoria, but for all that we think it were possible to shake the loyalty of the Islanders to that Queen, the Government of the United States would by no means object to a change of allegiance, and would rate the acquisition of such a territory very greatly beyond any sterile tract of land purchasable from the autocrat of the Russias.

HERE AND HERE!

A COMPARISON of the tariffs of the United States and Canada shows what a great difference there is in the taxation of the two countries. We sometimes speak of ourselves as being highly taxed. In one sense we regard this as true. For a young country, there is no good reason why we should have a large public debt as \$80,000,000, with a prospective immediate increase of \$25,000,000 more. Considering our circumstances and position, our tariff should never run over an average of 12 1/2 per cent., but we have seen it average 23 per cent, with 31 and 35 on some articles of import. Looked at from this point of view, the people of Canada are taxed quite high enough—but, relatively, our taxation cannot be considered burdensome. That is to say, when we compare with each person in Canada contributes to the Revenue, with what is paid by the inhabitants of the United States, Great Britain or France, it is found to be much less. The fairest comparison can, of course, be instituted between Canada and the United States and the following statement of the duties paid on the leading articles of consumption in each country respectively, manifests how much the most heavily taxed our neighbours are—

Relative Duties in Gold of the United States and Canada.

Table with 3 columns: Item, U. States, Canada. Items include Flour per \$100 worth, Cottons, Woollens, Worsted, Furniture, Boots & Shoes, Paper Goods, Glassware, Iron, Leather, Books, Wheat, Barley, Oats, Potatoes, Tea, Tobacco, Petroleum, Sugars, Ales.

The above comprises but a few of the more prominent articles in the Customs Tariffs of both countries, and the comparison is made as favorably for the United States as possible. Notwithstanding this fact, the duties paid by the American people are between 200 and 300 per cent. more than we are called upon to contribute. When there is added what our neighbours have to pay to keep up their State Governments, (all of which have heavy debts), and for municipal purposes, their burdens will be found to be unusually heavy. Compared with their load of taxation, the people of our Dominion have an easy time of it. It should be remembered, that Canada has not recently passed through any great war, and that there is no reason why our taxes should be anything like so excessive as those of our neighbours. As we said before, we think we are quite highly enough taxed when our circumstances are considered, and we hope to see a determined effort made to reduce our customs rates to 12 1/2 per cent. Our tariff may be said to average 15 per cent at present. Some reductions have been made by Parliament of late years, but there is no reason why a halt should yet be called. A low tariff (say 8 per cent) would greatly add to the attractions of Canada as a place of residence.

CROWNS, BRICK AND POTTERY WORKS.—A very interesting preliminary meeting was held at the above place for the purpose of interesting the public of Glasgow in the undertaking, which is ere long destined to be eminently successful. Considering the many advantages possessed by the company, the only reason that under ordinary good management, pottery can be manufactured here as cheaply as in Staffordshire. China clay can be shipped from Cornwall to Ficton as cheaply as it can be shipped from the former place to Staffordshire, which will enable the company to manufacture blue ware at a cheap rate. The company has been incorporated. At the present 10,000 shares of \$5 each are offered to purchasers of stock. The stock list may be seen at the office of Mr. W. S. Copeland Provost Street, for a few days. It is desirable that New Glasgow should take up its stock, inasmuch as the undertaking is eminently local interest, destined to cause the investment of a considerable amount of capital. We may add that a number of gentlemen who were present at the last two evenings were drawn, expressed themselves as highly pleased with the quality of ware submitted to their inspection. We therefore hope a considerable amount of the stock may be subscribed in Ficton and New Glasgow, and that every encouragement may be given to an enterprise so important, and so beneficial to the community as this is without doubt destined to become.—Aldo. Glasgow Chronicle.

GRAND TRUNK RAILWAY OF CANADA.

A SPECIAL meeting of the bond and stockholders was held at the City Terminus Hotel, on Thursday, August 26:—

Mr. Thomas Baring, M. P., in the absence of Mr. Watkin, in the chair.

The Chairman, in opening the proceedings, said he was sorry to have to announce that Mr. Watkin, while presiding at the half-yearly meeting of the South Eastern which was then being held in another room, had been taken seriously ill, and was at that moment lying very ill in that hotel, and would consequently be unable to be present.

The Secretary then read the advertisement convening the meeting.

The Chairman said that certain queries in relation to the business of the meeting—the supplying of a list of the bond and stockholders to any proprietor asking for the same—had been sent out to the shareholders, and it was now his duty to read a statement of the result. The first question put was, "Shall a list of the proprietors of stocks or of bonds, or both, be printed every year?" To this 416 persons, representing £918,066, said "yes," and 235 persons, representing £965,000, said "no." The second question was, "Shall a list of proprietors be supplied to any bond or shareholder on payment of the cost of copying the same, or of some small sum for covering the expense of printing?" The answers were—426 persons, representing £1,228,784 of stock, said "yes," and 199 persons, representing £23,946, said "no." The third question was, "Shall the Company abide by the board's offer of sending out for any stock or bondholders circulars from the office without supplying any list?" To this 219 persons, representing £243,313, said "yes," and 244 persons, representing £476,955, said "no." In consequence of these answers, he now had the honor to propose the following resolution:—"That a list of proprietors be supplied to any bond or stockholder on payment of the cost of copying the same."

Mr. Henry Wollaston Blake seconded the motion. Mr. Packer said he did not know what the production of the list would cost, but he thought that a charge of more than half-a-crown would be excessive. He considered that no shareholder ought to be called upon to pay more than a small sum.

The Chairman replied that the cost would be about £3—(Cries of "oh! oh!")

Mr. Packer said it seemed to him that supposing every shareholder wanted a list the cost would be very small.

Mr. Davis thought the financial position of the company was such that they ought not to incur any fresh expense. He considered that any shareholder who wished for a list of his co-proprietors should have one upon paying for it, but taking into account the present financial position of the company, he thought that it ought not to be done at the expense of the company. They must consider the state of their finances.

Mr. H. W. Blake asked to be allowed to call attention to the action which the Great Western had taken on this same matter. About seven years ago that Company came to a resolution embodying the same principle which the directors now recommend, namely, that a list of the proprietors should be supplied to any shareholders on the payment of half-a-crown.

Sir Raymond Jarvis wished to know if it was understood that any shareholder applying for a list should pay the whole expense which might be incurred in the copying out of that list.

The Chairman said that that was the intention or resolution, and that the expense would be, as he had already said, about £3.

Sir Raymond Jarvis said he had understood that, under the circumstances, the shareholders were to be supplied with a list on payment of a moderate sum, but if every individual shareholder wanting a list was required to pay a fee of £3, that was a fresh thing, and seemed to him to be an unnecessary imposition upon the shareholders. (Cheers.) He was one of those persons who considered that the shareholders were entitled by right to a list, and he did not see upon what principle the company had any right to refuse it. It was very true that in the report which the directors had issued, a copy of which he held in his hand, there was a paragraph which appeared to him to be altogether extraordinary, and he very much regretted that Mr. Watkin was not in the chair, because he believed that Mr. Watkin, standing in the position he did, had assumed not merely the character of a chairman, but a much higher character, namely, that of president, and had taken upon himself much responsibility. (Hear, hear.) It seemed to him a very essential thing, in the present awful state of their affairs, that there should be a perfect understanding between the board and the shareholders. He deprecated altogether the idea contained in that part of the directors' report which said that the rights and powers of shareholders in these undertakings were limited and defined by the several acts of Parliament, which gave to the directors only certain powers, and to the shareholders only certain other powers. The powers of shareholders were limited to what? Were not the proprietors persons who were owners of property? Was not every shareholder a *bona fide* holder of the property in question? However, these companies might presume to take upon themselves to say that they were beyond power of the law, he would beg leave to ask whether they were not established on the same principles as joint stock companies? Whatever might be the act of Parliament upon which they were formed, it still came to that one point—were they not a joint stock company? and were not the gentlemen who sat on the other side of the table their representatives and trustees for the management of the property, so as to secure the benefit and good of all who were concerned? Under these circumstances, why should he, as a proprietor, be refused the knowledge of who were connected with him in co-partnership? He was a 4th preference holder, having nearly £5,000 of bonds in the company—not as a speculation, but as

a *bona fide* investment—and in what position did he now stand? What he contended was, and he submitted it to the consideration of those present, that the proprietors were always entitled to a list of their co-partners. He had no doubt that some gentlemen on the other side of the table possessed immense sums in the Company, which they would not like to be known; but what objection could there be to their being known that their honorable chairman, Mr. Baring, a member of Parliament, was on the list of proprietors? He Sir Raymond Jarvis, an independent gentleman, was not ashamed of his name being on the list, and why should any other gentleman be? Why, then, should they not have the list? The disadvantages were nothing, while the advantages were very great. They should have directors with whom they were connected, and have an opportunity of consulting them. While he was speaking he would beg leave to ask another thing appertaining to the question. He observed that Mr. Watkin's name was appended to the report as "President." This might be an honorary title, but the gentleman who assumed the chair on the other side of the table was generally called "the chairman." Did the title of "president" give to Mr. Watkin any greater powers? He had observed that Mr. Watkin at all their meetings had said, "Oh, I take the responsibility upon myself." He would ask what responsibility had Mr. Watkin, and what responsibility had any gentleman sitting on the other side of the table, and under what act had they acquired any responsibility? He would ask them why they were not entitled to have at once every information that could possibly be got. He held in his hand documents which represented things in a most disastrous state, and he believed that they really were in a most disastrous condition. He believed that neither in his lifetime, nor in that of any one present, would the fourth preference stockholders on this side of the water get one single farthing. [A Voice—Not with the present management.] Of course he meant that. The Grand Trunk was cried up, and it was said that it was a most magnificent property. He remembered Sir Morton Peto coming to one of the meetings and saying he had just been out to Canada and he had gone over the whole line, and that it was a magnificent property, and if they wanted money they could have it directly. Why, within three or four months afterwards he was bankrupt. There was another thing to which he wished to allude. The receipts of the line were £1,300,000 or £1,400,000 a year, but where did the money go to? None of it came this side of the water, but all was left the other side. The line was valuable to the officials in Canada, and if report spoke truly the president in this country received a large amount, but what did the shareholders receive? He believed that their affairs could not be properly conducted as the board was at present constituted. He would assert, and that without fear of contradiction, that their president, Mr. Watkin, was the chairman of something like five different concerns, and was also in receipt of something like £5,000 or £6,000 a year for the services which he rendered to them. Dividing the day of ten hours into five parts, this allowed just two hours for each, but he contended that a concern of that sort required a man to give his sole time in order to work it well. It was not to be expected that the honorable gentleman now in the chair, and others who were largely concerned in mercantile affairs, could give up their whole time. They did all they could, and he believed they meant to act most honorably, but they wanted a practical working man upon the spot, who would be acquainted with every item of everything that was going on—such a practical man in fact, as one of the directors was—he meant Captain Tyler. (Cheers.) It was impossible that one man could attend to the business of five companies. It was altogether beyond human power that one man, however active he might be, could manage five large concerns, besides being a member of Parliament at the same time. Under these circumstances, he begged to move an amendment to the effect that the directors should prepare a list of the proprietors, and that any shareholder or proprietor who might require a copy of it should be supplied with one on the payment of a fee of half-a-crown.

Mr. Packer seconded the amendment.

The Chairman said he wished to remind the meeting that they were assembled for a special purpose, namely, to consider whether a list of stockholders and shareholders should be granted or not. The board, having sent out inquiries on the subject, had proposed a resolution which was in accordance with the decision of the great majority of the shareholders. The board was there merely as the instruments of the shareholders in carrying their wishes into effect. He was not going to answer any questions as to the management of the company, inasmuch as they were quite irrelevant to the object of the meeting. He thought it would be indecorous in him if he were to make any reference to the allusions which had been made to the conduct of Mr. Watkin, who was perfectly able and at all times quite willing to answer for himself. He might say, however, in answer to a point which had been raised, that there was always a "president" of the company, the first being the Hon. John Ross, of Canada, and no alteration had ever taken place in this respect. He might also state that from the very first there had been no authority in the constitution of the company for the granting of the list of shareholders. It was now proposed that the list should be granted, and the resolution he had moved was to that effect. It entirely depended upon the meeting, and the board now submitted the matter to them, whether the list should be granted or not.

Mr. Hodgson, M. P., a director, said that, treating the matter in a practical point of view, he thought it would be an exceedingly difficult thing to supply a list as required. Changes took place in the shareholders every day, and if a list were published in January it would be of no use whatever in August, inasmuch as it would be most incorrect, and an incorrect list every one would admit would be worse than no list at all. In fact, to be of any use they would re-

quire to have it weekly on account of changes which were constantly taking place.

Mr. Davis thought there would be no difficulty in having a list of proprietors once a year—say on the 31st of December.

Mr. Cyrus Legg said he did not wish to introduce anything which did not strictly belong to the business before the meeting. He believed they had met together to consider three very simple questions. The first was whether they should have a list of proprietors printed and circulated annually; the second was whether they would give a list upon the payment of a certain sum; and the third was whether they should withhold it altogether. He believed that in the railway regulations act there was a proviso that a list of the proprietors was to be printed and published by the directors of English companies once a year. He conceived that although their business was located in Canada, yet they were an English company; and he saw no reason himself why they should not act upon the same system as English companies were at present obliged to do. Talk about the expense of printing the list—why, the commission upon 100 tons of iron, or even upon the acceptances of £3,000 or £4,000 would be considerably more than the whole of it; and when he recollected this he felt that they ought to press upon the directors the production of the list once a year, with the addresses of the proprietors as far as they could be ascertained. The expense would be next to nothing, and he believed it would be a source of great satisfaction to the majority of the shareholders. His own feeling was that if the list of proprietors were withheld by the directors from those who wished it there must be something to conceal, and this being his feeling, he did not dissent entirely from the motion moved by the chairman, and also from the amendment moved by Sir Raymond Jarvis, because he thought that the making of a demand for the list and the paying for it by the shareholders were things which they ought not to be put to the trouble of doing; if, therefore, the amendment were lost he should submit as an amendment to the original motion that a list of the share and bondholders as far as could be ascertained should be printed and circulated once a year with the report. It was all very well for Mr. Hodgson to say that they would be obliged to have a list once a week, but he believed that the alterations would be very few, for most of those who were now in the Grand Trunk were not disposed to get rid of the whole of their stock. Sir Raymond Jarvis had said that they would not in their life time receive anything upon the fourth preference stock, but he was of a different opinion, for he thought if they altered the management in Canada it would not be a very great while before they received a dividend. Since he had had the honor of addressing the proprietary he had seen some gentlemen from Canada, and they had said that by all means the company ought to get rid of the present management in Canada, and they could not understand how any set of commercial men in England could be such fools as to allow such a large amount of money to be collected there annually and yet not to get any of it, while the officials of the company were getting rich.

Mr. Creak said he had no doubt that Mr. Legg had spoken with the best possible intentions, but he had started with saying that there were three points to be settled, and one of these points was to get a list immediately, whereas the amendment which he had just read would not compass that end. If they were not to have a list until the report was issued they would be thrown back very considerably. The view of the committee was that they should get a list at the meeting, and therefore the meeting was held in August in order if necessary that they might lay before it certain facts and statements upon which they thought they should be justified in asking for proxies before the meeting to be held in October. Of course, if the list was not to be supplied till the report was issued this could not be done.

Mr. Adams thought it would be very desirable that the board should not withhold from the shareholders that for which they now asked. The object of everything in business was to do it at once. They had postponed this matter for a long time. They might depend upon it that what was said about the company out of doors was not what the chairman heard from his own friends, but everybody was complaining and saying they should think it was quite impossible for such a man as Mr. Baring to refuse information to his partners. The proposition was a very simple one. They only asked the board to give them that which they were allowed to give by law, and that was a complete list of the share and bondholders, in order that they might confer with them. Was not this a perfectly fair and legitimate proposition? He called upon the chairman to act in this matter nobly, straightforwardly, and without hesitation. It could do the directors no harm to supply the list, but, as Mr. Creak had very properly said, it was of no use putting it off till October. Even then some reason might be brought forward for postponing the discussion still further, and therefore now was the time, and he hoped that before the meeting closed the chairman would come forward of his own free will and say—Gentlemen, here is a complete list for you, and we only charge you the cost of making it out. Of course you must make use of it if you can. He again appealed to the chairman to do this at once.

The Chairman said that as he had before stated, the directors were in the hands of the meeting. They would allow him to say, that so far as he was concerned, he did not believe he was being dragged through the mire so much as the last speaker seemed to suppose. At any rate he should take care of his own character without that honorable gentleman's assistance. The directors were quite ready to give the list if it was thought desirable. In fact it was there ready for them, but they must recollect the directors had taken the opinion of the shareholders, and that the great majority were in favour of the resolution which he had put from the chair.

Sir Raymond Jarvis said he understood that the

questions of the board, to which the chairman referred, were not sent out to the shareholders generally, but only partially.

Mr. Grant (the secretary) replied that they were sent to every person on the books in the office.

Several proprietors complained that they had not received a copy, but this was explained by the secretary to be owing to the fact that, although proprietors, they were not on the register.

Mr. Ritter said that Mr. Watkin had told him that morning that the list should be forthcoming during the afternoon.

Mr. Wright strongly complained of the management of the line in Canada, and said he had statements made to him which he would not repeat at a public meeting, to the effect that many of the officials in Canada who, a few years ago, had nothing at all, were now making large fortunes. He contended that the company ought not to be in its present position.

Mr. Newmarch, the auditor of the company, said that a copy of the circular containing the questions was sent to everybody whose name was recorded in the office, but they must all know perfectly well that a man might hold securities and yet not have them registered, and this would account for some of the proprietors not being sent to. The course now being taken by the chairman was really that which Mr. Adams desired. The board proposed to give a list, and were therefore only doing what the majority of the proprietary had called upon them to do. He regretted very much that Mr. Legg should have referred to one point in the manner he had done. It was perfectly true that a certain number of statements, for the most part anonymous, had come over from Canada with regard to the management of the company there; but as an entirely independent person he warned the meeting against placing implicit reliance, or indeed, any reliance whatever, upon those statements. He was now speaking of what was within his own knowledge, and he warned them against placing confidence to any great extent in those statements, and he believed that the most impartial and searching investigation which they might make into the conduct of those officials whose names were so often mentioned would only redound to their credit.

Mr. Hall thought he could put the matter in a very simple light by suggesting that they should authorise the directors to deliver to the committee then and at once the list of shareholders which the chairman had said was already made out, and that in future on a day to be named—say the 1st of January—the directors should issue a copy of the list free with the report. They wanted a list at the present time, and they also wanted a list in the future.

Mr. Moxon said he was astonished to find that the gentlemen sitting behind the table should for one moment refuse to furnish the list which was asked. In all banking companies a list of the proprietors was published annually. The chairman might reply that joint stock banks were under no act of Parliament, but certainly they published yearly a list of their proprietors. He would go a great deal farther than any one else had yet gone, and would have the books of the company open to the proprietors at large. They might rely upon it as a fact that no man would go to those books and examine them unless he had a very deep interest in the concern, and could afford to waste an enormous quantity of time; for books of that sort could not be examined in an hour, but would take weeks to inspect them. If he were a shareholder in the London and North Western, or any other English company, he could, under the power of the act of Parliament, whether the board liked it or not, inspect a vast number of books. Common sense ought to prevail, and would prevail and though they had to fight against men occupying the first position in the City of London, he would tell those gentlemen that the public sentiment of the country was dead against them—(Cheers).

The Chairman said he would recall the attention of the meeting to the fact that the only question now before it was not as to the management, but as to the resolution which had been proposed, and, as men of business, he supposed they all wished to save time. What the directors wanted to do was to consult the wishes of the proprietors. They had ascertained, as far as they could, what those wishes were, but it was a perfect matter of indifference to the board what resolution the meeting passed, that put by the chairman, or that moved by Sir Raymond Jarvis.

A Proprietor wished to say a few words before the amendment was put to the meeting. He would suggest that a committee of investigation should be at once appointed to inquire into the conduct of their officials in Canada. Mr. Newmarch had cautioned them against believing these statements, and, as the auditor of the company he ought to know, but it would be much more satisfactory to have a committee of investigation to inquire into the charges made against officials.

Mr. C. J. Eley thought it ought not to be forgotten that the directors had before now stated that they were anxious to supply a list of the proprietors, and that they were only prevented from gratifying their inclination by a fear that they would be acting illegally. He took this for granted at the time but he thought it a most extraordinary thing that when the directors sent out to the shareholders to ascertain their wishes on this matter they should at the same time have supplied them with arguments against supplying the list.

The amendment was then put to the meeting and carried unanimously, and on being put as a substantive resolution was passed with a rider appended to it proposed by Mr. Cyrus Legg. The resolution ultimately stood as follows:—"That a printed list of proprietors be immediately supplied to any bond or stockholder on the payment of 2s. 6d. per copy, and that a list of share and bondholders, with their addresses, as far as can be ascertained, be printed and circulated once a year with the report."

Mr. Cyrus Legg proposed, and Mr. Creak seconded a vote of thanks to the chairman, which was carried unanimously.

Mr. Creak said that as the chairman of the committee through whose instrumentality the present meeting was called he wished to say that it was quite possible that within a very short time the committee might be compelled to appeal to the proprietors, and when they did so he trusted they would receive their most hearty support in trying to improve the management of the company.

The proceedings then terminated.

THE PACIFIC RAILROAD.

Canada to Vancouver's Island.

At the meeting of the British Association for the Advancement of Science at Norwich, August 28th, Mr. A. Waddington read a paper on an "Overland Route through British territory from the Atlantic to the Pacific." He showed that if England did not move in the matter, the carrying trade between the East and Europe would fall into the hands of the United States. He proposed that a railway should be made entirely through British territory, to start from Ottawa, thence to Fort Garry, a distance of 1,165 miles; thence to Jasper's House at the foot of the Rocky Mountains, a distance of 1,100 miles; thence by the Yellow Head Pass to the head of Bute Inlet, opposite Vancouver's Island, a distance of 630 miles. The entire length of the line would be 2,895 miles. The cost of this gigantic line, including stations, engineering, rolling stock, contingencies, and 10 per cent for sideways, he roughly estimated at £27,000,000. "This," said Mr. Waddington, "might be considered a large sum to expend, but if the commercial supremacy of England is at stake what was £27,000,000 compared with the sad downfall which must inevitably follow such a loss, and the decay of our country? Never was a sum of money more usefully, more wisely applied, and in vain might we ransack the history of our National Debt to find a parallel. A company might be formed to carry out the work by the offer of liberal grants of land, which though at present of no value might in course of time rise in value sufficient to pay the cost of the railroad. Another inducement would be to subsidise mail steamers in connection with the line, and authorise the company to issue bonds to a certain amount, Government guaranteeing interest thereon until the line was self-paying, which he thought would be in about six years. In regard of geographical difficulties, the country from Ottawa to Fort Garry was one vast level except a narrow mountain range north of Lake Superior; beyond Fort Garry a valley presented another extensive level of fertile country as far as Jasper's House; and then the Rocky Mountains had to be traversed, and here the difficulties were serious; but a practical road had been explored by the Yellow Head Pass which had been pronounced available for a railroad; and then following the Upper Fraser the line would cross the Chilcoaten Valley and reach Bute Inlet by another practical road through the cascade range. As to the severity of the climate that had been exaggerated: the claims of the Hudson's Bay Company would be open to arrangement, nor did he anticipate any difficulty with the United States arising from any spirit of rivalry or jealousy.

OPENING OF THE WOODSTOCK RAILWAY.

The Woodstock Railway was opened for traffic on Tuesday, the 8th September, when a train arrived from St. Andrews. The road has been leased to Mr. Osburn, manager of the New Brunswick and Canada Railway; and as he has also under lease the St. Stephen branch, he has now in charge about 111 miles of railway connecting the valley of the Upper St. John with the seaboard at St. Andrews and St. Stephen. It is a charge which we trust Mr. Osburn will manage with that judgment and energy which are necessary in railways running through new and as yet only very partially developed districts. By a liberal, economical and energetic management, and by impressing his subordinates with notions of their duty suited to the necessities of a new country, he will be enabled to build up the line under his charge and at the same time promote in many respects the business wants of the districts connected by the railways under his control.

The opening of the Woodstock branch is a subject upon which we could write warmly and lengthily, were we to enter upon the history of the origin of the enterprise and of its early days, when not a few of those who now complacently take credit for securing its success, turned up their noses at the efforts of the few enthusiasts who were wild enough to think that Woodstock could build eleven miles of railway. That which was four years since the dream of these few is now a living reality. The road might and should have been ready for business in September, 1867, and not September, 1868, had the proper course been pursued. But open it now is, though not completed; and we confidently look to important results from this making of railway communication between the seaboard and the St. John river. Should an arrangement be made between the United States and New Brunswick, amongst other provinces, for a neutral interchange of the natural and partially manufactured products of both free of duty, or at a low and similar rate of duty, the effect of the chain of communication with the United States which we have completed at our end, will be felt in every ramifications of our business and industry. We are decidedly opposed to any political union with our neighbours over the line; for while we probably don't dislike their Democratic system of Government a whit more than do their best men, we are, fortunately, in a position to express that dislike

which they are not. But any and every growth of our commercial relations will receive our warm support. The natural tendency of our trade and commerce is to the seaboard. The natural outlet for our surplus mineral produce, is the coast—and what lies beyond it. Our best, most natural, most easily reached, and in every respect most accessible markets, are those which are furnished by the Atlantic seaboard of the United States, by the West India Islands, and by Europe. And the United States markets are most immediately important to us because they are nearest, surest, and afford the most prompt and certain returns. We must pause, lest we should be betrayed into writing an article, when we set out to write a paragraph.—Woodstock *Acadian*.

THE HARVEST.

THE CROPS OF CANADA.

(concluded.)

(Toronto Daily Telegraph)

HALTON.

OAKVILLE.—Wheat: Spring, 15 bush; fall, 20 bush; barley 20 bush; peas, 15 bush; oats, 30 bush; rye, very little sown here; hay, 1½ tons; roots, prospects very bad.

BRONTE.—Wheat: Spring and fall, average crop; barley, a little under average; peas and oats, a light crop; rye, an average crop; hay is good. Potatoes: roots a failure.

MILTON.—Wheat: Spring, 20 bush; fall, 30 bush; barley an average crop; peas not an average crop; oats, an average crop; rye, none sown; hay, an excellent crop, better than it has been for some years; potatoes small, below average; turnips, scarcely any; beets, none; carrots, a fair crop; flax, none sown.

ACTON.—Wheat: Spring, about 15 bush; fall, 30 bush; barley, 16 bush; peas, 12 bush; oats, 18 bush, all cereals hurt by drought; rye, none; hay, 1½ tons per acre. Roots: Potatoes and turnips, not half a crop, drought; beets, none; carrots an average crop; flax, none.

CAMPBELLFORD.—Wheat: Spring, 10 bush, drought, very short in straw; fall, 20 bush, very good and long straw; barley, 20 bush, short crop, season too dry; peas, 10 to 12 bush, poor crop; oats, 20 bush, medium crop; rye, none; hay, 1½ tons, good crop; potatoes and turnips, very poor indeed; carrots, a medium crop, flax, none.

PRINCE EDWARD.

BLOOMFIELD.—Wheat: Spring, 20 bush; fall, 22 bush, but very little sown; barley, 25 bush, great deal sown; peas, 8 bush, complete failure; oats, 30 bush; rye, 13 bush; hay, 3 tons, good average crop; roots a failure.

PICTON.—Wheat: Spring, 12 bush, rather shrunk, plenty of straw; fall, 20 bush, very good; barley, 30 bush; peas, 7 bush, all most a failure; oats, 30 bush, generally good; rye, 10, badly shrunk, all owing to the drought; hay, 1½ tons, good crop; roots too near a failure to give an estimate at this date.

AMELIABURG.—Wheat: Spring, 15 bush, far more spring wheat in this neighborhood than either of the two last years; fall, no fall wheat raised here of any amount; barley, 30 bush, large crop, though light in weight; peas, 10 bush, crop very light; oats, 25 bush, poor on light soil; rye, 16 bush, average crop not so much in this locality, injured by dry weather as other grains; hay, 2 tons, very good crop; potatoes, total failure on light land, poor crops on best of land.

CONSECON.—Wheat: Spring 20 bush, had a splendid appearance up to July, but reduced one-third by the drought; fall 25 bush, severe dry weather injured it; barley 20 bush, ripened soon, but a large quantity in the county, a splendid article; peas 15 bush, poor on account of the dry weather, nearly a failure, still a good deal of it; oats, 25 bush, not much raised here, most a failure, ripened too soon; rye 22 bushels, a very large quantity, and good light indeed, having ripened too soon; hay 1½ tons, and very large quantity and a good article; potatoes most a failure; flax, none raised.

NEW BRUNSWICK.

WESTMORELAND.—About the same number of acres are under crop this year as last; spring wet and backward; summer dry and hot; wheat in some localities injured by weevil! will be a fair crop; barley very little grown; oats look well and promise a good yield; winter rye looks admirably; hay injured by dry weather in July.

CHARLOTTE.—Grain crops promise well; wheat not much cultivated, cannot give average; barley not much raised, fair crop; oats a great abundance; hay good on some lands, others very light; roots largely cultivated, never looked better.

NORTHUMBERLAND.—Wheat: No sign of the weevil or rust, will yield well; barley little grown; oats never looked better; potatoes abundant.

GLOUCESTER.—Wheat will be good; barley none worth mentioning; oats are a fine crop and the chief staple here; hay on good soil looks well, in some places light; roots a good crop, especially potatoes.

NOVA SCOTIA.

HALIFAX.—It is difficult to get reliable information here yet. The general belief is that the yield of such crops as are sown here will be good. Wheat is little sown here, and is said to be a fair crop; oats are the staple, and promise well; hay will be a fair yield, though the weather has been too dry a good part of the time; roots are looking favorable.

LEEDS.

FARMERSVILLE.—Wheat: Spring 12 bush, dry weather has injured crops; fall 15 bush, spring kill'd, little or no weevil; barley 8 bush, drought; peas 16 bush; oats 18 bush, nearly all spring crops affected by drought; rye 12 bush, winter killed; hay from 1 to 2 tons, good quality. Roots: Potatoes 150 bush.

PORTLAND.—Wheat: Spring 15 bush, medium crop, the grain not well filled; fall 20 bush, there is only a

small quantity raised, was filled better than the spring wheat; barley 25 bus; peas 15 bus, not well filled; oats 10 bus; rye 15 bus, the grains was not well filled; hay 1 ton. Roots: Potatoes 50 bus, the drought materially affected this crop; turnips 150 bus; beets 400 bus; carrots 400 bus; flax, none sown in this section.

GANAQUE.—Wheat: Spring 20 bush, early sown good, late (a clay soil) very poor; fall 25 bus, very little fall wheat sown in this section of the country; barley 20 bus; drought shortened straw, heads stout and not well filled; peas 20 bush, plenty of straw, but not well filled, injured by long continued drought; oats 30 bush, pretty fair crop, but will be light; rye, spring 30 bush; hay 1 ton, on low lands good, on upland meadows very light, shortened by dry weather. Roots: Potatoes 50 bus, potatoes and other roots promised very well in the spring and early part of the summer, but having had no rain for nearly two months, they fell short of the farmers' anticipations.

WELLAND.

PORT COLBORNE.—Wheat: Spring 12 bush, injured by drought, fair sample; fall 20 bus, considerable over average, slightly shrunk, otherwise good quality; barley 20 bus, injured by drought; peas 18 bus, not many sown; oats 35 bush, good quality; rye 20 bush, little sown; hay 1 to 2 tons; roots injured by drought, prospects poor.

BLACK CREEK.—Wheat: Spring 10 bush, shrunk, weather too dry and hot, ripened too fast; fall 25 bus, little shrunk, generally poor; barley 20 bush, shrunk; peas 20 bus, fair; oats 30 bus, fair; rye not much raised; hay 1 to 2 tons, good; roots very poor.

LANARK.

PAKENHAM.—Wheat: Spring 12 bushels; fall not grown; barley 10 bush; peas 10 bus; oats 14 bus; rye not grown; hay 1 ton, the long continued drought unfavorable to all crops here. Roots: Potatoes cannot be estimated at present, owing to the drought, appears to be a great deficiency; beets 40 bus; carrots 10 bus; flax not grown.

NORFOLK.

BOOKTOWN.—Wheat: Spring, 10 bus; fall, 15 bus; barley, 20 bus; peas, 8 bus; oats, 30 bus; rye, none sown; hay, 2 tons; roots, middling crop.

LYNDOCH.—Wheat: Spring, damaged by drought; fall, 18 to 20 bus, damaged by midge; and on some soils by drought also; peas, very poor, except on moist soils from heat and drought; hay, a good crop generally.

PORT ROWAN.—Wheat: Spring, 20 bus, very good sample; fall, 20 bus, shrunk some owing to dryness of weather; barley, 25 bus, good, bright color; peas, 15 bus, very buggy; oats 25 bus, rather light; rye, none grown in this section; hay, 1 to 2 tons; potatoes, farmers say will turn out poorly; turnips, beets and carrots, not much grown.

ATHESTON.—Wheat: Spring, 12 bush, injured by drought and midge; fall, 25 bush, midge; barley, 20 bus, drought, straw very short; peas, 15 bus, drought has done much mischief; oats, 15 bushels, very poor, drought has spoiled them more than any other grain; rye, 20 bus; hay, 1 to 3 tons, very good and saved in excellent condition.

BLOOMSBURG.—Wheat: Spring, 15 to 20 bus; fall, about 30 bus, fair sample, midge proof is the safest crop in this county; barley, 30 bus; peas, about half a crop, but a very plump and clear sample; oats, about two-thirds of a crop, so very light; rye, an average crop; hay, 2 to 3 tons, good generally.

FRONTENAC.

BELLROCK.—Wheat: Spring, 10 bus, early sown injured by the midge; fall, 25 bus, very little sown; barley, 20 bushels, light, caused by the hot dry weather; peas, 12 bush, considered half crop, drought; oats, 20 bus, short crop, too dry; rye, 25 bus, ripened too fast; hay, 1 to 2 tons.

BINNINGTON.—Wheat: Spring, 25 bus, the cause of so small a yield, drought and weevil; fall, 20 bushels, winter killed; barley, 30 bus, favorable; peas, 18 bus; drought, unfavorable; oats, 30 bus, drought before harvest; rye, 25, winter frost; hay, 2 tons. Roots—Potatoes, 80 bushels.

ALGOMA DISTRICT.

BRUCE MINES.—Wheat: Spring, none raised here, the farmers on St. Joseph Island buy their flour; fall, do.; barley, do.; peas, the dry weather has caused them to ripen early, and they are small; oats, poor crop, late oats may be pretty good, but early ones are very short and light in grain; rye, none; hay will not average over 1 to 2 tons per acre, farmers are obliged to cut wild hay. Roots—Potatoes, early ones are taking second growth, late ones will be nearly an average crop; turnips, beets and carrots, none. Oats 15 bus, owing to long drought they have in many instances proved a total failure, not more than half a crop; rye 25 bus, is always a good crop until this year and now it has done better than anything else; hay 1 1/2 tons.

MUSKOKA DISTRICT.

BRACEBRIDGE.—Wheat: Spring 15 bus; all kind of grain has failed this year, on account of the long drought; fall 20 bus, not much sown, but always does well, expect to sow larger quantity this fall; barley, none; peas 10 bus, a partial failure, owing to want of rain, we were two months without scarcely a shower;

MIDDLESEX.

BELMONT.—Wheat: Spring 16 bush; fall 22 bush; barley 30 bus; peas 20 bus; oats 35 bus; hay 1 1/2 tons. **LUCAN.**—Wheat: Spring 10 bus; fall 25 bus; barley 25 bus; peas short crop, small; oats good, say 30 bus; rye, none; hay 1 1/2 tons; potatoes, no crop; turnips not very good.

AILSA CRAIG.—Wheat: Spring 10 to 20 bush, early sown light, late sown good; fall 20 to 25 bus; got in in good condition and of good sound quality; barley 25 to 30 bus; peas 10 to 15 bush, very small and light;

oats 15 to 20 bus, very light; rye, none. Roots—Prospects poor.

BYRON.—Wheat: Spring 15 bush, damaged some by midge, in some places not more than 10 bushels to the acre; fall 20 bus; barley 20 bus; peas 15 bus; oats 20 bus; rye 15 bus; hay 1 1/2 tons. Roots—All damaged by the drought.

FALKIRK.—Wheat: Spring 12 bushels; fall 26 to 32 bus, good; barley 25 bus, good; peas 20 bus; oats 35 bus, lighter than usual, but a good crop; rye, none grown; hay 2 tons, good and well saved; potatoes small; turnips failure; flax, none grown.

MCGLIVRAY.—Wheat: Spring 16 bus; fall 25 bus, some places 30; barley 40 bus, crop good; peas 20 bus, average crop rather light but good sample; oats good crop; rye very early sown; hay first class crop, never better; roots, a failure here.

KEAWOOD.—Wheat: Spring 16 bus, damaged by the drought, if not dry weather it would have reached 22; fall 18 bus, slightly winter killed; barley 32 bus, very good; peas 25 bush, plenty of straw, but ripened too quick, small; oats 44 bus; rye little grown; hay 2 tons good; potatoes 10 bus, very small.

LAMBETH.—Wheat: Spring 7 to 10 bus, this grain is poor, injured by weevil; fall 20 to 30 bus, it is a large crop here, the best for many years; barley 30 to 40 bush, only medium crop; peas 10 to 20 bushels, never better prospects; oats 20 to 40 bus, will be very light in general; rye very little sown, will be an average crop; hay 1 1/2 tons, good crop.

DELAWARE.—Wheat: Spring from 8 to 10 bushels, damaged by weevil; fall 20 to 25 bus; barley 30 bus; peas 15 bus, damaged by drought; oats 25 to 30 bus, damaged by drought; rye, none sown about here; hay 1 1/2 tons; potatoes very light crop, damaged by drought; turnips, very bad crop.

HASTINGS.

BELLEVILLE.—Wheat: Spring 16 bush, plenty of straw, but the hot weather dried it prematurely; fall, 25 bus; barley 25 bus; peas 5 bus; oats 23 bus; rye 20 bus; hay 1 1/2 tons; potatoes and turnips a failure; beets partial failure; flax none.

MADOC.—Wheat: Spring 12 bus, continued and excessive heat the cause of so small a yield; fall 12 bush, large quantity of straw, but berry shrunk on account of drought; barley 18 bus, short crop, dry weather; peas 12 bus, injured by drought; oats 18 bus, average, some sowing good, others very poor; rye 15 bus; hay 1 ton, late or new sowed meadows good, particularly clover, old meadows light. Early sowed grain has in every instance yielded the largest, late planted potatoes best, being benefited by the late rains.

HALDIMAND.

BALMORAL.—Wheat: Spring 25 bus; fall 30; barley 28 bus; peas 15 bus; oats 30 bus; hay 2 tons.

PORT MAITLAND.—Wheat: Spring 15 to 20 bus; fall 30 to 35 bush; barley 20 bus; peas 17 to 25 bush; oats 20 to 25 bush; rye, very little sown; hay, from 1 1/2 to 2 tons.

CAYUGA.—Wheat: Spring 10 bus; shrunk from rust and drought; fall 25 bush, at least superior quality; barley 25 bus, bright and sound but small; peas 10 bus, but very scarce owing to drought; oats light; potatoes about the size of marbles.

CHEASIDE.—Wheat: Spring 15 bush; fall 25 bush; barley 25 bus; peas 15 bus, and not very good quality, dry weather cause; oats 25 bush; rye none raised; hay 1 1/2 tons. Roots—Potatoes a total failure on account of the drought; turnips, none raised; beets, none of any account raised; flax, none raised worth mentioning.

CANFIELD.—Wheat: Spring 20 bus, not as good as fall, injured by midge and drought; fall 30 to 35 bus, excellent crop would have been plumper in berry if not injured by drought; barley 25 to 30 bush, drought shrunk but of good quality; peas almost a total failure; oats 30 to 40 bus, light in grain drought; rye 30 to 40 bush; hay 1 to 1 1/2 tons, good crop and well preserved. Roots—Potatoes, turnips, beets and carrots, not much cultivated in this vicinity greatly injured by drought; flax none sown.

OXFORD.

DRUMBO.—Wheat: Spring 15 bus, very much damaged by midge; fall 15 bus, a splendid crop; barley 20 to 25 bush, rather a light crop, shrunk from ripening too rapidly; peas 10 to 15 bus, the early sown is a fair crop, but the late sown is a complete failure; oats 25 to 30 bush, the late sown very poor on account of the drought; hay a very good crop; potatoes from present appearance, will be a complete failure; turnips not half a crop, owing to the drought.

PLATTSVILLE.—Wheat: Spring 10 bush, injured by drought and midge; fall not so good as was expected for the quantity of straw; barley 15 bus, damaged by drought; peas 10 bush; oats 5 bus; rye none sown; hay 1 ton per acre; potatoes cannot be an average crop.

BRACHVILLE.—Wheat: Spring 15 to 20 bus per acre; fall 28 to 30 bush; barley very bright but light grain; peas about 20 bush; oat crop looks well, but the grain will be very light; rye very little grown; hay from 1 1/2 to 2 tons per acre; potatoes almost a failure, owing to drought; turnip crop generally looks bad; carrots look well.

STORMONT.

BRAWICK.—Wheat: Spring 20 bus per acre; barley 25 bus; peas 20 bus; oats 25 bus, very light and short; rye none; hay 1 1/2 tons.

CORNWALL.—Wheat: Cannot give bus per acre, but crop is good; barley and peas do; oats average; rye crop good; hay very fair. Roots: Potatoes not good; turnips poor; beets and carrots do.

AULTSVILLE.—Wheat: Spring 28 bush, pretty fair crop, better than for many years past, this year enough raised in the country to bread it; fall 25 bus, not much raised; barley, 20 bush, not the usual quantity raised this year; peas 10 bus, small crop; oats 30 bus, below an average; rye not much raised; hay 1 1/2 tons in our vicinity, it is a fair crop, on the whole, much below average.

HURON.

BLUEVALE.—Wheat: Spring 10 bushels, midge and blight in early sown; fall 15 bush, midge and rust on late sown; barley 25 bus, not much sown; peas 10 bus; oats 18 bush; rye none sown; hay 1 ton; roots, can make no calculation at present.

DIXON.—Wheat: Spring 10 bus, injured by midge; fall 20 to 25 bus, generally good; barley 25 bus; peas 15 bus; oats 20 to 30 bush; rye none; hay 2 to 3 tons; roots generally a failure.

KIRKTON.—Wheat: Spring none thrashed yet, but very bad prospects on account of midge; fall 25 to 35 bush, very good sample from \$1.35 to \$1.45 per bush; barley, market not opened; peas, markets not opened, but small sample; oats pretty fair from 50c to 55c per bus; rye none; hay 1 1/2 to 2 tons, good, \$8 to \$8 per ton. Potatoes very good prospects; turnips, pretty fair crop; beets good; carrots good; flax good.

LENNOX.

BAIT.—Wheat: Spring 10 bus, infected with weevil; fall none in this section; barley, 30 bus, will not hold out weight by 6 lbs to bus on account of drought; peas 15 bus, average crop; oats 40 bus, good crop and well saved; rye very little raised; hay about 2 tons, crop very heavy and well saved; roots a failure on account of hot weather and no rains.

CAMDEN EAST.—Wheat: Spring 10 bus, hurt by the hot weather, the drought and the insect; fall 10 bush, winter killed and injured by insect; barley 16 bus, berry small; peas 10 bush, hurt by the drought; oats 10 bus, very light; rye 12 bus, berry very small, and not well filled; hay 1 1/2 tons. All roots injured by the drought; flax none sown. We had frost here on the 17th, weather quite cool.

NAPANEE.—Wheat: Spring 15 bush, owing to the very dry weather, it has not filled properly, and will not weigh as heavy as was expected; fall 18 bus, very little sown in this section, farmers would sooner risk spring wheat; barley 25 bus, a large quantity raised in this section, would have been much heavier had there been more rain, was harvesting during the dry weather, and the grain is bright; peas 8 bush, the dry weather told heavily upon peas; oats, 12 bush, the heads not well filled, cause no rain; rye, 13 bus, very fair crop, but needed more rain; hay 1 1/2 tons, considerable raised, does very well for so dry a season; roots very small, cannot say what they may do, should frost remain away for a time; flax, very little raised here.

NORTHUMBERLAND.

COBOURG.—Spring wheat 20 bush, good crop; fall 25 bus, very good crop; barley 25 bus, fair crop; peas 10 bus, very poor crop; oats 15 bus, poor and very light crop; rye 20 bus, good; hay 1 1/2 tons, good crop; root crops very poor.

FRANKFORD.—Spring wheat 8 to 10 bush; fall 15 bus; barley 20 bus; peas hardly worth reaping; oats 20 to 25 bus; rye 20 bus; hay 1 1/2 to 2 tons.

GRATTON.—Spring wheat 15 bus, partially injured by the drought; fall wheat 25 bus per acre, fair sample though rather shrunk; barley 25 bus, very thin and small, but bright sample; peas a failure; oats 20 bus, poor sample, very much damaged by the drought; rye 20 bushels, fair average crop, but not much sown with us; hay 1 1/2 tons, harvested in good condition. Roots almost a failure, on account of excessive heat and drought.

BURNLEY.—Spring wheat 25 bush, very good, a little over the average; fall 30 to 40 bus, fine samples; barley poor, very little grown; peas 15 bushels, light; oats 10 bus, very light; rye 50 bus, splendid crop; hay 1 ton; root crops a failure.

LAMBTON.

FLORENCE.—Spring wheat 14 bus, injured by midge and drought; fall wheat 20 bus, some fields frozen out in March; barley 25 bus, injured by drought and excessive heat; peas 18 bus, injured by drought and excessive heat; rye none; hay 1 1/2 tons, saved in good condition; Indian corn crop very promising.

PETROLIA.—Spring wheat 20 bus; fall 20 bus; barley very little; peas 15 bush; oats 30 bush; rye none; hay 1 1/2 tons; roots very poor.

OIL SPRING.—Spring wheat 12 bush; fall 15 to 20 bus, very fair crop; barley none of any account; peas pretty fair average crop; oats look well, but thresh out light; rye none; hay a very heavy crop.

JURA.—Spring wheat 1 1/2 to 15 bus; fall 15 bus; barley 20 to 25 bus, rather small in the berry, it will be an average crop; peas 15 to 20 bus, the grain is small but harvested in good condition; oats 30 to 40 bus, will be an average crop; rye, none; hay 1 to 2 tons, fine quality, this crop has never been better in this place.

MOORE.—Spring wheat 15 bush; fall 20 bus, midge proof turns out well; barley 25 bus; peas 20 bus; oats 40 bus; rye none sown; hay 1 1/2 tons, rather extra.

ABERARDER.—Spring wheat 14 bush, a good deal sown, partly damaged with midge and drought; fall 16 bus, winter killed, not much sown; barley 30 bush, damaged with drought, a good deal sown; peas 20 bus, damaged very much with drought; oats 30 bus, damaged with drought; rye none; hay 2 tons, good; potatoes, very poor with drought.

ESSEX.

KINGSVILLE.—Spring wheat not much sown; fall average 80 bush, and a very fair quality; barley good crop; oats very large crop; rye excellent; hay tremendous crop, nothing like it for years; potatoes poor prospects; turnips very good; carrots few sown; flax none.

BLYTHEWOOD.—Fall wheat 25 bus, about average; barley 20 bus; peas 20 bus; oats 40 bus, but light in quality; hay 1 1/2 tons; roots very light on account of dry weather.

COLONASTER.—Spring wheat not much sown, good average crop; fall, 12 to 25 bus, all our wheat is damaged by the early drought; barley about 24 bush, not much sown; peas none in this neighborhood; oats very poor crop, very light caused by the drought; rye 15 bus, not much sown; hay first-rate crop; early

potatoes poor, late very fair crop; turnips good; beets very few, carrots none; flax none.
AMHERSTHAM—Spring wheat 1 1/2 bush, heavy crop of straw grain injured by mildew and drought and hot sun fall 18 bus, barley 18 bus, peas a good crop apparently, not threshed, oats 30 bush, injured by dry weather the none hay 1 to 3 tons, good crop, potatoes suffering from drought.

ONTARIO

ATHENA—Spring wheat 15 bus per acre, fall 20 bus, barley 2 1/2 bus, coar-grains are from 4 to 1 crop, owing to scorching dry weather in July, peas 12 bushels, oats 25 bush; rye 20 bush; hay 1 1/2 tons, a good crop, rather low estimate. Roots. Potatoes 75 bus, hardly half crop, turnips 200 bus, three quarters crop.

BEAUFORT—Spring wheat was a pretty fair crop, but it was damaged by the weevil, fall was a very poor crop, on account of its being damaged by the frost, barley was a very good crop, peas were not a very good crop, oats was an excellent crop, very heavy and not damaged, rye was a very good crop indeed, hay was a splendid crop, clover was very heavy.

ATHOL—Spring wheat 20 bus, the dry hot weather has made the grain very light, and some mildew, fall 27 bush, not hurt so much with the hot weather, but very much down, barley 30 bush, light, hot weather, peas 17 bush, pods short and thin on the ground; oats 40 bus, very good, rye none here; hay 2 tons.

COLUMBUS—Spring wheat 20 to 25 bus, fall wheat 25 bush, very little fall wheat grown, the little there is is very good; barley 35 to 40 bus, very small in the grain, on account of the drought, peas 35 to 40 bush, oats 40 bus, very good; rye, none grown in this part.

BALSAM—Spring wheat 20 bus; fall wheat 30 bus; barley 30 bus; peas 15 bus; oats 35 bush; rye none; hay 2 tons per acre. Roots—Potatoes 50 bus, turnips 400 bus; carrots 300 bus, flax none.

RAGLAN—Spring wheat 25 bushels, a good average yield about this section, samples very good; fall wheat 25 bus, good, barley 25 bus, a good crop but small in the berry, in consequence of the excessive heat and drought; peas 15 bus, suffered from drought, oats 30 bus, rye 15 bus, injured by drought, hay 1 1/2 tons, an abundant crop, potatoes 75 bushels, injured badly by drought, carrots 600 bus, an average crop, flax none.

BRUCE

IVERBROOK—Spring wheat 18 bush straw short, grain pretty good, some indications of mildew but no damage, fall wheat 27 bus, good, barley not much sown, peas about 20 bus, light, oats very light, rye none; hay 1 ton.

LACKNOW—Spring wheat 15 bus will be light and short especially on high land, fall wheat 25 bus, barley very little sown; peas, in fact farmers complain that this crop is hardly worth cutting; oats not more than half last year's crop; hay 1 1/2 tons, a good crop and secured in excellent order, potatoes are small and thin; turnips none.

ARKWRIGHT—Spring wheat 15 bush; fall wheat 25 bus, barley not much raised; peas very light; oats 15 bus, rye none, hay 1 1/2 tons.

KISCARDINE—Spring wheat not all harvested yet, but reported a fair crop, although short in straw from drought; fall wheat 20 to 25 bush, all the fall wheat threshed in this neighbourhood is yielding well, but not so fine wheat as last year, barley, very little raised in this county; peas very small average, from drought; oats, not all harvested, but rather short of last year's crop, rye none, hay good average crop, fine condition, potatoes are small, but the late rains will do good.

NEWMANSTON—Spring wheat 15 bus, very much injured by excessive drought, fall wheat 25 bus, a good crop injured by drought; barley 30 bush, very little sown in this section of the county; peas 20 bushels, many fields unfit to eat on account of drought; oats 25 bush, a good deal injured by drought; rye none; hay 1 1/2 tons, old meadows very poor, new meadows a fair crop.

IVERMAT—Spring wheat 15 bus, very light crop generally, sample fair; fall wheat 30 bush, good crop, sample not so plump in consequence of extreme heat and drought, barley 20 bush, very little sown, poor crop, sample shrunk; peas 20 bus, short in straw and pods and very light, sample fair, oats 20 bush, almost a complete failure, short and not well headed, rye none. Slight damage to fall wheat by the mildew, but the failure noted above is owing principally to the drought; hay 1 ton, good crop, well saved. Roots—Potatoes turnips, beets and carrots, almost a total failure, unless the recent rains effect almost a miracle, there will scarcely be enough potatoes for seed; flax not sufficient raised to be worthy of note.

LEEDS

LXX—Spring wheat 10 bush drought and weevil; fall wheat 12 bus, winter killed, barley 25 bush, peas 12 bush, drought; oats 25 bush; rye 15 bush, winter killed, hay 1 1/2 tons, potatoes 50 bush.

GREY

CLARKSBURG—Spring wheat not up to the average, cause great drought and excessive heat fall wheat generally good; barley medium crop; peas poor, not more than half a crop, oats fair crop, straw short, rye none, hay good and well saved, potatoes poor, late and small, turnips light crop.

THE MALTLAND DISTILLERY—This establishment, we understand, will soon be in operation again, the necessary preparations for running being nearly completed. The name of the new firm is Fletcher, Hoag & Company. Mr Halliday we believe, has an interest in the concern, and will take a leading part in its management. The re-opening of the distillery will be a great boon to Maltland which has suffered very seriously by its long suspension. The addition of twenty-five families to the population of the village, and the regular disbursement of a large amount of money among the farmers of the neighbourhood for grain, hay and wood, cannot fail to restore to the place its former life and prosperity.—*Prescott Telegraph*

TRACTION ENGINES.

THE greatest difficulty which seems to have stood in the way of the successful use of road steamers of great weight, has been the mutual destruction of road and engine, but this difficulty appears now to have been overcome by the application of India rubber to the tires of the driving wheels. The following from the *Scottsman*, giving an account of the progress of a train into Edinburgh, will be read with interest:—

“On Saturday afternoon a very remarkable sight was seen in this city. A train of heavily-laden coal waggons, looking exactly like a luggage train, was observed coming steadily up the steep incline leading into Edinburgh from Dalkeith. It was one of Mr. H. W. Thomson's patent road steamers, with India rubber wheel-tires, having four huge loaded waggons in tow. Each waggon weighed, when empty, two and three-quarter tons, and carried a load of live and one-quarter ton of coals, making the gross weight of the waggon thirty-three tons. The road steamer weighed eight tons. Thus a total of forty tons was in motion. The road steamer had driven the train from Newbattle collieries, eight miles from Edinburgh, over a very hilly road, with a rising gradient of 1 in 18.”

“The hill from Pow Burn up to Minto Street is both long and steep, but the road steamer drew its train to the top with the most perfect ease. It was very curious to watch the behavior of the patent India rubber tires of the road steamer, as they passed over the various descriptions of road surfaces. In the outskirts of the city, where the roads are macadamized, there were many places where broken stones had just been spread on the surface. Over these sharp loose stones the India rubber tires of the road steamer passed without crushing or, in fact, disturbing them in the least. The roughest and sharpest bed of broken stones sank gently into the elastic cushion of India rubber, which rose from the contact with the most jagged fragments of stone without any traces of mark or injury. The perfect command which the conductors of the train had over its movements enabled them to control both its course and speed with the utmost precision. The line of streets through which it passed are always the most crowded streets in the city, but notwithstanding all these obstacles, aggravated by the streets being at some points under repair and closed for one-half of their width, no difficulty was experienced in steering clear of every impediment.”

“The extremely curious way in which the whole four waggons follow, snake-like, in the track of the road steamer was clearly seen in passing out of North Bridge into Leith street. First, the road steamer had to turn to the right, and before the last waggon was round the corner to the right, the road steamer had already turned sharp to the left to go into Leith Street—thus the train actually assumed the form of the letter S, every waggon going over the same ground as the road steamer with the most perfect accuracy. The final manoeuvre was one which the conductors of the train did not expect to be able to accomplish without breaking it into two portions. It had to be taken out of the Bonnington Road, which is a narrow street of thirty feet in width, into a lane twenty-five feet wide, which rises with a steep incline to the entrance gate of Bowershall Works. It was determined to attempt this narrow entrance with the entire train of ninety feet long, and it passed in at the first trial, leaving so much space to spare that it was found on afterwards measuring the wheel-tracks, a width of fourteen feet would have sufficed, though the breadth of the waggons is seven feet. The train curved in through this narrow entrance, mounting, at the same time, the steep incline leading up to the works, and drew up in the yard in perfect order.”

“There can be no doubt this invention of the application of vulcanized India rubber to the tires of road steamers forms the greatest step which has ever been made in the use of steam on common roads. It completely removes the two fatal difficulties which have hitherto barred the way to the use of traction engines—viz, the mutual destruction of the traction engine and the roads. The India rubber tires, interposing a soft and elastic cushion between the two, effectually protect them both from every jar and jolt—in fact, as much so as if the engine were travelling over a tramway of India rubber. The road steamer, which drew the four waggons of coal from Newbattle Colliery on Saturday, was constructed to draw less than one-half of the weight comprised in the same train.”

CONCERNING COMPOSITE SHIPS.

THE following letter addressed to a merchant of St. John, N. B., refers to the construction of composite ships in the British North American Colonies. It will be observed that the use of colonial woods, in the improved composite vessel, is admitted to a large extent, and the class assigned comparatively high. The matter is worthy the consideration of Nova Scotian builders.—

LIVERPOOL, Aug. 8, 1863.

DEAR SIR, I send by post a newspaper stating Lloyd's Committee of Registration of Shipping in London having had my patent improvement for building composite ships placed before them for building them in the British American Colonies, they have highly approved of it, and I have succeeded in obtaining an Act 11 years class for ships built wholly of North American Timber. These vessels are constructed with double ribbed iron frames, wood keels, floors, keelson, stem and stern post, beams and struts, and strongly planked longitudinally. The iron frame is of the double ribbed section, having two flanges, which makes it much stronger than any form of angle iron, and it does not

require any reverse angle iron attached to it—thereby there is a great saving in manufacturing. These iron frames are connected to the wood floors in the strongest manner, and placed in the spaces between the floors and secured by means of iron plates. This plan will be found simple and of little expense, and may be easily bent to their form by the ordinary smith or iron knee maker; and if the builder should not have engine power sufficient, I would recommend them to purchase the iron frame with the holes punched in it, which can be sufficiently numerous to secure proper fastenings for planking, say about three inches apart, which can be done in this form of iron without deteriorating its strength.

The vessels are fastened with ironails through the wood floors, and above to within one-fifth of depth of hold yellow metal bolts, and above this deck iron-fastened. Should you or any of your friends desire to build upon my plan I shall be glad to grant licenses and make you full practical specifications for building which will be approved of by Lloyd's committee, London, which I need not tell you costs time and trouble for which no charge is, including license, 6s, (say five shillings) per ton register, which I hope you will consider reasonable, as there is a great saving in the mode of shipbuilding over any other.

I remain, dear sir,
 Yours respectfully,
 JOS. BETTELEY.

MONEY MARKET.

THERE is still an abundance of money, amounting to a plethora, and it can now be borrowed on very favourable terms, provided only the securities are unexceptionable. Loans on bank stock are readily obtainable at 6 per cent, at which rate offers have been made by some of the banks. Good to fair business paper is taken at from 7 to 9, and less desirable at from 10 to 12.

Sterling Exchange has been dull and lower, having been recently at 105 1/2, and still offering at same rate. The latest quotations for Sterling in New York is 109 to 109 1/2, for best 60-day Bills. Gold Drafts on New York have had a good business, principally at par. The expectation that cash gold would be scarce, and could be loaned in New York on profitable terms, has led to the placing by banks of considerable amounts with their agents there.

Gold in New York has fluctuated somewhat, though not to any very wide range, 143 1/2 being the lowest point touched, and 144 1/2 the closing rate. Greenbacks and currency drafts on New York and Boston have been in fair supply, selling at 33 1/2 to 34 1/2 per cent discount.

Silver has been steadily improving under the influence of a generally improved demand for it usual at this season, when grain is being moved to market, and also owing to heavy speculative purchases in this market, the rates being now for buying 3 1/2, and selling 3 per cent discount.

The following are the latest quotations of Sterling Exchange, &c:—
 Bank on London, 60 days sight..... 108 1/2
 Private, " " 60 days sight..... 110
 Bank in New York, 60 days sight..... 109 to 109 1/2
 Gold Drafts on New York..... 144
 Gold in New York..... 143 1/2
 Silver, large..... 3 1/2 to 3 3/4

THE DRY GOODS TRADE.

Baile, James & Co.
 Clark, Jas. P. & Co.
 Fraser, T. James & Co.
 Donald, James & Co.
 Youle & Macmillan.
 Greenhalgh, S., Son & Co.
 Hughes Brothers.
 Lewis, Ray & Co.
 MacKenzie, J. G. & Co.
 Wm. Joseph.
 McLachlin Bros. & Co.
 McMaster & Co., Wm. J.
 Sims, S. D. & J.
 Blair, W. & B.
 Pilmoll, Watson & Co.
 Roy, Jas. & Co.
 Robertson, Stephen & Co.
 Stringer, McCall & Co.

BUSINESS during the past week has been tolerably brisk. A number of buyers have been in the city, some of them purchasing quite freely.

The principal demand still continues to be for staple Cottons and Fancy Goods.

Dark Prints, of which less than usual were imported in the spring, and which since then have been scarce, are much wanted, and selling steadily at full prices. The stock now here has been sold down pretty low, but each steamer brings additional supplies, and will do so for several weeks yet. Grey and White Cottons also sell readily, stocks through the country being reduced below an average. Woolen Goods are still neglected, blankets and flannels being especially difficult of sale. For dress goods, the principal choice is for shot, in plain colors, which are fashionable and of unusual variety. Imported Hosiery is somewhat dull, Canadian being preferred.

The aggregate business done so far this season is reported as poorer, rather than under expectation.

and the general tone of feeling amongst country merchants from nearly every section is hopeful founded on the quantity, quality, and current prices of the crops, which are now harvested and ready for market. We trust all sanguine expectations may be abundantly verified by the event.

THE GROCERY TRADE.

Baldwin, C. H., & Co.
Cassidy, Fraser & Tylo.
Chapman H., & Co.
Chubb, George, & Co.
Conroy, Colton & Lamb.
Frank, J. C., & Co.
Gillmore, Moffatt & Co.
Jeffery, Brothers & Co.
Kings & Kitchin.

Mathewson, J. A.
Mitchell, James.
Robinson & Beattie
Robertson, David.
Timin, Bro.
Thompson, Murray & Co.
Tverence, David, & Co.
West, Bro.
Winnings, Hill & Ware.

The grocery market during the past week has generally exhibited a very good feeling, considering the near approach of the Trade Fair. For the last few days, the influx of visitors to this city, attracted at this time by the agricultural exhibition now in progress, the ride match, &c., &c., has caused increased animation; but, nevertheless, it has been found difficult to dispose of large lots, buyers preferring to hold off for the auction sales. There is an improved feeling in most staples, and a generally healthy appearance for trade this fall.

TEAS—In high priced Greens there has been but little doing, and sales have been confined to lots required for our local trade. Medium and low Young Hysons have had fair enquiry. Iwankays are more enquired for and scarce, samples being taken at advanced figures to supply immediate wants. Japans of all grades have met with good enquiry, but chiefly for samples at from 50c. to 62c., which are now scarcely obtainable, unless at an advance of 1c. to 1c. on previous rates. In grades of about this value nearly 1,500 half-chests have changed hands in the past ten days, and holders are very careless of parting with their stock unless at full value. Really fine samples are also enquired for, though chiefly for our local trade, and are also somewhat scarce. Oolong is also in demand. Blacks in fair demand, but no transactions are reported.

COFFEES—Has met a fair enquiry, more especially for Java, Maracabo, and Laguayra. The first named is scarce, and principally required for the local trade. Prices of all grades are steady.

BROAR—A fair business has been done in raws, though the feeling has not been one of activity. Sales reported are of about 200 bhd. of bright Barbadoes and Porto Rico, on private terms. Cubas have been to less demand, though we understand some Refinery offers have been made for most lots in market. Advice from New York and London report prices firm in those markets, and holders here are looking for an advance.

MOLASSES—Has exhibited a firmer tendency, with a demand mostly for better grades. Centrifugal lately in the market having been bought up, holders of balance of stock are unwilling to sell at previous rates. Clayed is also held firmly, and finds willing buyers at full previous rates. In barrels, all grades are much wanted, and full prices would be readily paid for round lots, if obtainable. The high grades, including Barbadoes Syrup, bright Muscovado, Porto Rico, and British Island, in puncheons have also received good demand for our local trade; but being held for high prices, sales have been small.

FISH—So far this season, the imports have been small, consisting principally of dry table Codfish and Salmon, the former being sold in round lots readily at \$1.50 to \$1.75, according to quality; the latter at \$13 to \$14. Labrador Herrings, really good No. 1 splits have not yet been seen. A lot of so-called were offered at auction last week, but proved small, and could hardly command a bid. Really good No. 1 would readily bring \$4.00 to \$5. Hake continues in fair demand, at \$3 to \$3.25 per 112 lbs.

FIGS—Continues to receive fair attention, though but little changed from last week. Layer Raisins being very scarce, and no arrivals as yet of new crop, are in demand, but prices are as before quoted. Valentia, however, having arrived rather early by steamship, have been offered in market in round lots at 7c to 8c., though most holders are asking 8c. to 9c. H.R.s are now offered at \$1.90 to \$1.95. Currents are in better demand, good ordinary samples old being held for 3c. to 3c., and really fine to 4c. to 6c. Fig. but few in the market, and without much demand, no change in figures. Nuts unaltered.

EGGS—During the earlier part of the week showed some firmness, and holders were unwilling to sell unless at full prices; still the arrivals have been some-

what large, and the market being in an unsettled condition, buyers and holders are holding off until prices become established. We quote Arracan, good, \$4.30 to \$4.45; medium, \$4 to \$4.35, with sales of exceptional and broken lots at somewhat lower figures. Hangoon, \$4.20 to \$4.40; Patna and Moulin \$4.05 to \$4.20.

SALT—Liverpool Cargo, ex store, is held firmly at 7c, with the reported intention on the part of Quebec holders to advance their pretensions to 7c, in the course of the coming week, the arrivals being now expected to fall short of what was previously looked for. Fine is held at 8c.

TOBACCO—Of all classes have met with good demand, but more especially for 10's, 8's and 6's, McDonald's manufacture of Prince of Wales, Queen's Own, and Forget-me-not, being principally asked for. Holders in the meantime (McDonald being unable through accident to machinery to execute orders) are unwilling to part with their stock unless at advanced rates. Qr-tos also are in good demand, though more especially for mahogany and semi-bright, black samples being at present unasked for.

WINES AND LIQUORS.—A fair feeling has been shown, both at auction and private sale. In Wines, medium Sherries and No. 1 Burgundy Ports have been most enquired for, both of which have had a fair sale and at full prices. Madeira also has good demand, and some few lots have been sold for the Western market. In Brandy, cases of Hennessy's are well looked for and full prices paid. Other cases are also in fair demand, with transactions at full rates. Brandy in wood also well enquired for. DeKuyper's Gin is held for full rates, and although transactions are small, buyers are supplying themselves gradually. In this article there has been a gradual but decided upward tendency, and advices from the Dutch markets is of a character to strengthen prices.

THE HARDWARE TRADE.

Cuthbert & Carruthill.
Evans & Evans.
Evans, John Henry.
Hall, Kay & Co.
Ireland, W. H.

Morland, Watson & Co.
Milbolland, & Baker.
Robertson, Jas.
Weddell & Pearce.

WITHIN a few days, we have to report a very sensible improvement in this branch of trade. A good many Western buyers have arrived, and are purchasing freely, both of heavy and of shell goods. The anticipations are that a large trade will be done, buyers being sanguine of a good general demand through the country.

PIG IRON.—There has been increased demand for favorite brands. No. 1 Galt's herrie is now quoted \$21.50 for round lots, although transactions are restricted in exceptional cases on rather better terms. Summerles has had more enquiry, some considerable Chicago orders having been in the market. No transactions reported.

BAR IRON.—Scotch Bar has been somewhat more asked for, but stocks are large, and prices are as previously reported.

HOOP AND BAND IRON.—Meets with an ordinary demand, at unchanged prices.

BOILER PLATES.—Are without animation, but quotations are unaltered.

TIN PLATES.—Are in fair demand, and with no overstock in market, prices are well sustained.

CUT NAILS.—Are selling freely at quotations, in ordinary lots. Large parcels may be had at somewhat lower figures.

MONTREAL PRODUCE MARKET.

Allen & Kirtland.
Black & Locke.
Conroy, Colton & Lamb.
Crawford, James.
Dawson Brothers & Co.

Hannan, M., & Co.
Hobson, Thomas - & Co.
Micheil, Ross.
Raphael, Thomas W.

FLOUR—We have to report another week of a varying dullness in all descriptions of flour, which have further declined fully 25c. per barrel since date of our last. The local millers as well as holders generally, have felt the necessity of meeting buyers whenever they presented themselves, and of accepting such rates as they were able and willing to pay, hence a gradual settling down of the market; to near a point at which operators would feel justified in commencing shipping operations on a large scale—both the Western and British markets have fluctuated somewhat during the week, but without very material alteration in value. Low grade Western Supers have been sold as low as \$5.75. City brands and Welland Canal from \$5.50 to \$5.90, while strong Supers has been retailed out in the vicinity of \$5. No. 2's close dull at \$5.25 to \$5.45, and fine at \$5. Extras have virtually disappeared from the market. Log 100-

sells in a retail way at \$2.90 to \$3 for good samples.

GRAINS—Wheat—The arrivals of Canadian have been mostly by carloads which have moved off from store at about \$1.30 for Upper Canada spring and red winter; cargoes afloat would fetch somewhat more money when shippers are in the market; Pease are still scarce and are selling in carloads from store at \$1.07 to \$1.10 per 60 lbs. Cargoes afloat would fetch outside rates.

PROVISIONS—Pork—The high price of Mors tells considerably upon consumption which is greatly reduced, and sales are merely by retail at somewhat irregular rates. Other grades are mostly in small supply, and stocks are beginning to run out. Prime Mors is worth \$17.50 to \$18. Prime \$ 7, and Extra Primo \$15.50 to \$16. Butter—The little coming forward for sale is mostly required for City trade—a few shipping parcels have changed hands in the vicinity of 20c. to 21c.

ARISES—Pots have been steady and quiet throughout the week. Pearls have been sold at \$5.40 to some extent, but close weaker, a sale having been made at \$5.35.

THE LEATHER TRADE.

Black & Locke.
Bryson, Campbell.

McCormack, M. H.
Shaw P & Bro.

BUSINESS having been rather more active among boot and shoe manufacturers, there has been a better enquiry for stock, yet the leather interest has not felt the effect of an increased demand for boots and shoes to the extent it will probably a little later in the season. The receipts of stock are not heavy, and Prime is not abundant.

Prices are steady, favoring buyers on all descriptions of an inferior character.

NORTHERN RAILWAY.

Traffic receipts for week ending 29th August, 1883.

Passengers.....	\$ 3,287.68
Freight and live stock.....	8,782.91
Mails and sundries.....	216.67

Total.....	\$12,287.26
Corresponding week, 1882.....	10,967.01

Increase \$1,320.25

Traffic for week ending Sept. 5th, 1883.

Passengers.....	\$ 2,419.39
Freight.....	7,255.70
Mails and sundries.....	1,163.04

Total receipts for week.....	\$11,883.04
Corresponding week, 1882.....	7,067.60

Increase \$ 4,815.44

GREAT WESTERN RAILWAY.

Traffic for the week ending 21st August, 1883.

Passengers.....	\$3,172.74
Freight.....	23,445.02
Mails and sundries.....	4,127.28

Total receipts for week.....	\$34,745.02
Corresponding week, 1882.....	63,032.45

Increase \$ 28,287.43

ASSIGNEES APPOINTED.

NAME OF DEBTOR	RESIDENCE	NAME OF ASSIGNEE
Ainsley, J.	Port Hope	E. A. Newman
Chapman, C.	Montreal	T. Sarragosa
Curo, Brother	Quebec	A. B. Stewart
G. Allan, Thomas	Quebec	J. Bolger
Gray & Co., E. R.	St. Thomas	Samuel Price
Granville, H. Albert	Quebec	S. Mel. Bodley
Hazen, D. C.	Quebec	E. Saunders
Hart, Alex.	Montreal	J. Sarragosa
Miller, Anna S.	Hamilton	J. J. Mason
Moak, G. William	Amherstford	Alex. MacL.
Roberts, H.	Rockville	H. C. J. Jones
Sullivan, J.	Quebec	J. Bolger
Wells, D.	Quebec	J. Bolger
Wallace, Geo. A.	Brighton	Alex. MacL.

APPLICATIONS FOR DISCHARGE.

NAME	RESIDENCE	DATE
Bergman, P.	Hamilton	Sept. 28
Chapman, C.	Montreal	Oct. 28
Gray, A. B.	St. Thomas	Nov. 12
Griffith & Ballard	Quebec	" 17
Richardson, R.	Quebec	" 19
Roberts, W.	Quebec	Oct. 19
Wells, D.	Quebec	" 27
McPherson, W. C.	Quebec	Sept. 16
Wall, W. & F.	London	Sept. 18
Robert, James	London	" 7
Robinson, James	London	" 27

WEEKLY PRICES CURRENT.—MONTREAL, SEPTEMBER 10, 1888.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for GROCERIES, Fish, Fruit, Meats, Spices, Teas, TOBACCO, WINES AND LIQUORS.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for HARDWARE, Iron, DRUGS, OILS, PAINTS, &c.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for Glass, Soap and Candles, Boots, Shoes, PRODUCE, BEETROOT, BRASS, and PURE.

MARKET PRICES OF COUNTRY PRODUCE.

Table with columns: NAME OF ARTICLE, CURRENT RATES. Includes sections for MONTEREAL, September 17, OATS, FOWLS AND GAME, DAIRY PRODUCE, VEGETABLES, SUGAR AND HONEY, HAVANA PRICES CURRENT, and PRICES.

TORONTO.

BROWN'S BANK,

(W. R. BROWN. W. C. CHEWETT.)

60 KING STREET EAST, TORONTO..

TRANSACTS a General Banking Business, buys and sells New York and Sterling Exchange, Gold, Silver, U. S. Bonds, and Uncurrent Money. Receives deposits subject to cheque at sight, makes collections, and discounts commercial paper.

Orders by Mail or Telegraph promptly executed at most favourable current quotations.

Address letters, BROWN'S BANK, Toronto.

39-ly

BOOT & SHOE MANUFACTURERS.

SESSIONS, TURNER & CO.,

(Successors to Sealock, Carpenter & Co.)

Manufacturers, Importers, and Wholesale Dealers in

BOOTS, SHOES, LEATHER & FINDINGS,

No. 8 Wellington Street West,

37-ly

Toronto, C. W.

ROCK OIL.

PARSON BROTHERS,

PETROLEUM REFINERS

and Wholesale Dealers in

LAMPS, Etc.,

37-ly

Toronto, C.W.

JOHN FISKEN & CO.,

ROCK OIL

AND

GENERAL COMMISSION MERCHANTS

13 Corn Exchange,

MONTREAL,

AND

63 Yonge Street,

TORONTO.

33-3m

RIDOUT, AIKENHEAD & GROMBIE,

(Late Ridout Brothers & Co.)

Corner of King and Yonge Streets, Toronto,

Importers of and Dealers in

IRON, STEEL, NAILS, COPPER, LEAD, TIN,

CUTLERY, PAINTS, CORDAGE,

Fishing and Shooting Tackle.

And every description of

British, American, and Domestic Hardware.

42-3m

STATIONERY, ACCOUNT BOOKS, &c.

BROWN BROTHERS,

WHOLESALE & MANUFACTURING STATIONERS, Dealers in BOOKBINDER'S MATERIALS, &c.

King Street, Toronto, have now received a large and complete assortment of General and Fancy Stationery, selected personally from the producers, which they can confidently recommend, both as regards quality and price. They continue to manufacture and keep on hand a full assortment of Account Books, comprising all sizes and styles. Also, Pocket-books, Wallets, Purse Diaries, &c., &c. On hand a full supply of Binder's Leathers, Cloth, Board, and other materials, at low prices.

42-3m

GROCERS.

TEAS! TEAS! TEAS!

FRESH ARRIVALS NEW OROP TEAS

Ex-steamships *Nova Scotia, Nestorian & Belgian*

SPECIAL INDUCEMENTS GIVEN TO PROMPT PAYING PURCHASERS

All Goods sold at the very Lowest Montreal Prices

W. & R. GRIFFITH,

Corner of Church and Front Street,

37-ly

TORONTO.

GEORGE MICHIE & CO.,

IMPORTERS & WHOLESALE GROCERS

Front and Yonge Streets,

TORONTO.

25-ly

JOHN BOYD & CO.,

WHOLESALE

GROCERS & COMMISSION MERCHANTS

61 and 63 Front Street, Toronto.

SOME BODD. ALAN. M. MONRO. C. W. BUNTING.

37-ly

TORONTO.

DRY GOODS.

A. R. McMASTER & BROTHER,

Importers of

BRITISH & FOREIGN DRY GOODS

And Manufacturers and Dealers in

CANADIAN FABRICS,

32 YONGE STREET, TORONTO, CANADA.

102 Cross Street, Albert Square,

MANCHESTER,

Alexandra Building, James Street,

LIVERPOOL,

ENGLAND

37-ly

NEW GOODS

FALL AND WINTER TRADE

EACH DEPARTMENT WELL ASSORTED.

JOHN MACDONALD & CO.,

21 and 23 Wellington Street,

23 and 30 Front Street,

TORONTO.

Toronto, 16th June, 1883.

37-ly

NEW FALL GOODS.

JOHN CHARLESWORTH & CO.,

Wholesale Importers of

BRITISH & FOREIGN DRY GOODS

MILLINERY, &c.,

44 Yonge Street, Toronto.

37-ly

MILLINERY AND STRAW GOODS.

HENDERSON & BOSTWICK,

Importers and Wholesale Dealers in

MILLINERY & STRAW GOODS.

MEN'S FELT HATS,

Manufacturers of Mantles, Hats, Caps, and Straw Goods.

18 and 20 Wellington Street, Toronto.

COX & COMPANY,

Wholesale Importers of

MILLINERY & FANCY DRY GOODS,

and Manufacturers of

Mantles, Millinery, and Straw Goods,

23 Wellington Street East, Toronto.

44-ly

TORONTO AUCTION MART.

Established 1834.

WAKEFIELD, COATE & CO., Mann

ufacturers' Agents, Auctioneers and Commission

Merchants, King Street, Toronto.

WILLIAM WAKEFIELD. FREDERICK W. COATE.

37-ly

TORONTO.

DODGSON, SHIELDS & CO.,

Wholesale and Retail

GROCERS

AND

PROVISION MERCHANTS,

And Manufacturers of

BISCUITS, CONFECTIONERIES, &c., &c.,

Corner Yonge and Temperance Streets,

42-2m

TORONTO.

THE LEADER.

THE DAILY LEADER is published every Morning at 10 00 a year in advance.

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

THE PATRIOT,

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

JOB PRINTING executed in all its branches.

JAMES BEATY,

Proprietor,

63 King Street East,

42-ly

Toronto.

THE SINGER SEWING MACHINES.

NORRIS BLACK,

No. 18-King Street East, Toronto,

Is General Agent for these justly celebrated Machines. The Manufacturing Company have lately made very valuable improvements in the

No. 2 IMPERIAL MACHINE,

which places it in advance of every other Machine for Fine, as well as General Shoe work. Their

NEW FAMILY MACHINE

is the most desirable Machine now offered to the Public. Their Machines are the best for every purpose for which a Machine can be used.

Norris Black is also Agent for the

NEW ENGLAND WAX THREAD MACHINES.

A supply always on hand.

Address Box 1,101, Toronto.

41 ly

LYMAN & MACNAB,

(Successors to the late JOHN HARRINGTON.)

Wholesale Dealers in all kinds of

SHELF and HEAVY HARDWARE

38 King Street East,

TORONTO.

WILLIAM LYMAN.

JOHN MACNAB

32-ly

J. GILLESPIE & CO.,

HATS, CAPS & STRAW GOODS

WHOLESALE,

64 Yonge Street, Toronto.

43-ly

HURD, LEIGH & CO.,

IMPORTERS AND DEPOSITORS OF

FRENCH CHINA.

Hotels supplied.

72 Yonge Street, Toronto.

33-ly

TORONTO SHIRT FACTORY.

ROBERT H. GRAY,

Manufacturer of

HOOP SHIRTS and SHIRT MATERIALS,

No. 43 Yonge Street

37-ly

TORONTO.

HAMILTON.

D. McINNES & CO.,

CANADIAN MANUFACTURES

EXCLUSIVELY.

Hamilton, June, 1868.

AUTUMN 1868.

McINNES, CALDER & CO.

HAVE NOW OPEN

FULL AND COMPLETE ASSORTMENTS IN ALL THEIR DEPARTMENTS OF

BRITISH, CONTINENTAL,

AND

AMERICAN GOODS.

Hamilton, September, 1868.

44-ly

SANDFORD, McINNES & CO.,
Manufacturers of and Wholesale Dealers in

CLOTHING,

87 and 89 King Street East,
Hamilton, Ontario.

44-ly

YOUNG, LAW & CO.,

HAMILTON,

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

DRY GOODS,

Including

CANADIAN

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

DUNDAS COTTON MILLS AGENCY.

44

SPRING 1868.

WHOLESALE MILLINERY,
STRAW GOODS, MANTLES,
&c., &c., &c.

Our Stock for the Season now on hand.

G. H. FURNER & CO.

Hamilton, March, 1868.

44-ly

MARTIN & FERGUEON

BARRISTERS AND ATTORNEYS
AT LAW, SOLICITORS IN CHANCERY,
CONVEYANCERS, NOTARIES PUBLIC, &c.

Office—Corner of King and James streets,
HAMILTON, C.W.

H.B.—Collections and Insolvency Matters promptly attended to.
E. HARRIS

J. W. FERGUEON.

83-ly

HAMILTON.

KERR, BROWN & MACKENZIE,

HAMILTON,

BEG leave to inform their customers and the trade generally, that they have THIS DAY commenced opening their

SPRING IMPORTATIONS

and will, by 17th instant, have a large quantity ready for inspection.

Hamilton, 14th March, 1868.

44-ly

JAMES SIMPSON,

WHOLESALE GROCER,

Market Square, Hamilton, Ont.

47-8m

G. J. FORSTER & CO.,

IMPORTERS OF GROCERIES,

Hamilton, Ontario.

44-ly

HARVEY STUART & CO.,

IMPORTERS & WHOLESALE GROCERS,

Hamilton, Ontario.

44-ly

BROWN, GILLESPIE & CO.,

WHOLESALE GROCERS,

AND

GENERAL MERCHANTS,

Hamilton, Ontario.

44-ly

PERKINS & CLARK,

IMPORTERS AND WHOLESALE GROCERS,

Proprietors of the Excelsior Coffee and Spice Mills,

46-ly

Catherine Street, Hamilton, Ont.

SINGERS'

NOISELESS SEWING (New York) MACHINES.

J. & E. KILGOUR, Agents,

No. 17, King Street, Hamilton, Ontario.

Machines repaired on short notice; corresponding parts always on hand.

48-ly

EDWARD MAGILL & CO.,

Importers and Wholesale Dealers in

SHELF AND HEAVY HARDWARE,

South Side King Street, Hamilton, Ont.

38-ly

D. MOORE & CO.,

King Street East, Hamilton, Ontario,

Manufacturers of Stoves, Tin and Japanned Ware, Importers and dealers in Tin-Plate, Sheet-Iron, Wire, Copper, and Copper Bottoms, Zinc, Block Tin, Rivets and Kettle Ears, &c., &c. Also, Tinmen's Tools and Machines.

44-ly

W. H. GLASCO,

Importer and Wholesale Dealer in

HATS, FURS, &c.,

46-ly

King Street, Hamilton, Ont.

WOOL.

MCKENZIE & MACKAY,

9 King Street, Hamilton, Ontario,

WOOL AND FLAX BROKERS.

AGENTS FOR:

The Queen Insurance Company.

Western Assurance Company of Canada.

Phoenix (Marine) Insurance Co. of Brooklyn.

87-ly

WOOL.

LONG & BISHY,

DEALERS IN FOREIGN & DOMESTIC WOOL

42 James Street, HAMILTON, Ontario.

Consignments solicited, and orders promptly attended to.

83-ly

J. H. DAVIS & CO.,

WOOL DEALERS,

COMMISSION MERCHANTS AND BROKERS,

13 King Street East, Hamilton,

Next Door to the Gore Bank.

J. H. DAVIS.

H. BUCKHOLZER.

Cash Advances made on Consignments.

87-ly

HAMILTON.

R. JEWELL DUNSTAN & CO

8 Royal Hotel Buildings, Merrick St.

Hamilton, Ont.,

CANADA AGENTS FOR

Messrs. POTTERS & TAYLOR, General Dry Goods,

Manchester.

WRIGLEY SON & Co., Paper-makers and Wholesale

Stationers, Bury and Manchester.

A. WINTERSBROOM, Manufacturer of Bookbinders

Cloth, Lancashire.

A full assortment of Samples of each class of goods,

from which to take orders, always on hand.

New patterns of Dry Goods and Price Lists received weekly.

44-ly

D. GALBRAITH & CO,

Manufacturers and Importers of

HATS, CAPS, AND FURS,

BUCK & CALF GLOVES AND MITTS,

BUFFALO ROBES.

Fall Stock complete in every department.

King Street, HAMILTON.

44-ly

KINGSTON.

GROCERS—WHOLESALE.

GEORGE ROBERTSON & CO.,

Importers and Wholesale dealers in

GENERAL GROCERIES.

Special attention of buyers is solicited to our large

83-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

LONDON—ONT.

ROWLAND & JOHNSON,

OIL WAREHOUSEMEN and Agents

for the sale of Oil. Office:—Richmond Street,
opposite City Hall London, Ontario.

FREDERICK ROWLAND.

JAMES JOHNSON,
Sunnyside.

FRED. ROWLAND,

GRAIN AND COMMISSION MERCHANT.

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

43-ly

BRANTFORD, ONT.

VICTORIA FOUNDRY,

CEDAR STREET, BRANTFORD.

STOVES, PLOUGHS, &c., &c., in great

variety. Prices very low. Send for Illustrated

Catalogue and Price List. Address,

WILLIAM BUCK, Victoria Foundry, Brantford.

43-ly

BRANTFORD ENGINE

ENGINES, PLOUGHS, &c., &c.

OF ALL SIZES, UPRIGHT AND PORTABLE STEAM ENGINES, SAW

MILLS, CRIST MILLS, &c., &c.

C.H. WATEROUS & CO. BRANTFORD, ONT.

43-ly

HESPELER.

JACOB HESPELER & SON,

MANUFACTURERS OF TWEEDS,

AND

RANDALL, FARR & CO.,

Manufacturers of

HOSIERY, WOOLEN YARNS, JACKETS,

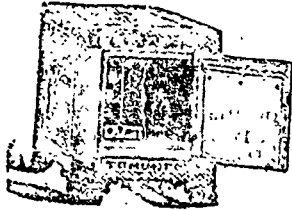
SHAWLS, SCARFS, &c., &c.,

Now and in future will sell to Retail Dealers, direct
from their Mills, at Manufacturers' wholesale prices
and terms, thereby saving the trade one profit.

Hesperler, Ontario, April 17, 1868.

16

TORONTO SAFE FACTORY.



J. & J. TAYLOR'S

PATENT

FIRE & BURGLAR PROOF SAFES

MANUFACTORY:

No. 198 and 200 Palace Street, TORONTO.

Price List Free. 6

SUBSCRIBE TO THE WEEKLY TELEGRAPH, TORONTO.

A Popular Paper at Popular Prices

ONLY ONE DOLLAR PER YEAR.

It contains more news and general reading matter than either the Weekly Globe or Leader, at one half the price.

THE people who want to read the cheapest and best Weekly in the Dominion should enclose One Dollar for a year's subscription to the Toronto Weekly Telegraph...

AS A LITERARY PAPER it utters its opinions fearlessly, avoids vulgar sensations, and becomes at once a high-toned and popular paper.

ITS EUROPEAN NEWS is carefully selected and condensed, and its Canadian and American News is full and complete from all parts of the continent.

THE FASHION DEPARTMENT contains readable advice on the Fashions, Foreign and Domestic Gossip, Tales, Sketches, Poems, Wit, Humor, Science and Art.

ITS COMMERCIAL DEPARTMENT is admitted to contain a more reliable Market Report, fuller Grain, Produce, Lumber, Dry Goods, Hardware, and Groceries Reports, than is to be had in any of the so-called large weeklies published in Toronto.

SEND FOR A SPECIMEN COPY.

OUR CLUB RATES.

Table with 2 columns: Number of copies and Price per year. Includes rates for 5, 10, 20, 40, and 80 copies.

SUPERB PREMIUMS

For 30 subscribers with cash (\$30) a Loop Lock Stitch Sewing Machine worth \$16. For 60 subscribers a beautiful Machine worth \$26. For 100 subscribers either a Howe, Singer or Wheeler & Wilson Machine worth \$45.

No Farmer who wants to have a reliable record of the markets should be without the Weekly Telegraph.

REMEMBER ONE DOLLAR PER YEAR.

Address and register all letters

ROBERTSON & COOK,

PUBLISHERS, Toronto, Canada.

J. ROSS ROBERTSON } JAMES B. COOK. 25

MR. A. H. ST. GERMAIN, Proprietor of the CANADIAN ADVERTISING AGENCY Toronto, Ont., is our SOLE Agent for procuring American Advertisements, and is authorized also to receive Canadian Advertisements for this paper.

ENGLAND.

BY ROYAL COMMAND



JOSEPH GILLOTT'S

Celebrated

STEEL PENS.

Sold by all Dealers throughout the World.

THOS. MEADOWS & CO.

35 MILK STREET, CHEAPSIDE LONDON,

AND

60 and 61 THE ALBANY, LIVERPOOL,

GENERAL COMMISSION, SHIPPING, INSURANCE, AND FORWARDING AGENTS,

Agents for The British Colonial Steamship Company (Limited)—London to Canada and U.S. The American Steamship Company—Liverpool to Boston, U.S. And Canadian Express Company.

ANDREWS, BELL & CO.,

COMMISSION MERCHANTS AND SHIPPING AND INSURANCE AGENTS,

7 INDIA BUILDINGS, Fawcett Street,

LIVERPOOL. 42 1/2

J. LYONS & SONS,

MANUFACTURERS OF CLOTHING, CARPET BAGS, &c.,

Willson Street,

Finsbury,

LONDON.

MANCHESTER 6 Short St., Tib Street

GLASGOW 46 Buchanan Street.

LIVERPOOL 19 Canning Place.

1-1/2

WILLIAM TURNER & SON,

MERCHANTS and Manufacturers of STEEL FILES, ENGINEERS' TOOLS, &c.

SALESMEN, WILKINS, SHEPHERD, England. FRANCIS FRASER, Agent, 23 St. Maurice Street, Montreal. 23-1/2

IRELAND.

DUNVILLE & CO'S

V. B.



OLD IRISH WHISKEY

BELFAST,

Of same quality as that supplied to the INTERNATIONAL EXHIBITION OF 1862, DUBLIN EXHIBITION 1865, PARIS EXHIBITION 1867,

And now regularly to the HOUSE OF LORDS, the quality of which is equal to the finest French Brandy, may be had in casks and cases, from the principal Spirit Merchants in Canada. The trade only supplied. Quotations on application to

10 Market Street, DUNVILLE & CO., Belfast, Ireland

PICTOU, N. S.

JOSEPH F. SILLIS,

GENERAL COMMISSION MERCHANT,

AND

Agent Royal Insurance Company,

PICTOU, N.S.

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

Good references given if required. 50-1/2

THOMAS HOBSON & CO.,

486 & 488, St. PAUL, & 427 COMMISSIONERS STREET

MONTREAL,

PRODUCE AND COMMISSION MERCHANTS

ATTEND personally and promptly to the proper disposition of all Consignments of FLOUR, FINE, ASHES, TALLOW, LARD, BUTTER, and all other descriptions of Produce.

Sales effected with every possible promptitude, consistent with the solid interests of our consignors, and returns made at the earliest moment.

If long experience in the Produce Trade, and careful personal attention to the interests of our friends will avail us, we are confident that every satisfaction will be given.

ST. JOHN, N. B.

STEPHENSON & MCGIBBON,

COMMISSION MERCHANTS,

Are prepared to receive Consignments of Fine Pork, and Canadian Produce, realizing the highest market rates for such, and prompt returns on Drafts authorized.

No. 8 North Wharf,

41-1/2

St. John, N.B.

ST. STEPHEN, N. B.

JOHN BOLTON,

SHIP BUILDER AND MERCHANT.

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

THE GAZETTE.

NEW SERIES.

A JOURNAL OF THE DOMINION OF CANADA

PRICE ONE PENNY.

Delivered in the City by Carriers—in Advance. Sent by Mail. Fri-Weekly Edition, by Mail. Weekly Edition.

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

It contains all the latest news by mail, and it contains more reading matter than any daily paper in the Dominion.

It contains correspondence from all parts of the world.

Registered letters at the risk of the Publishers.

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

THE TRADE REVIEW

AND

INTERCOLONIAL JOURNAL OF COMMERCE

Office No. 68 St. Francois Xavier Street, Montreal.

MONTREAL,

PUBLISHED EVERY FRIDAY.

TERMS OF SUBSCRIPTION.

\$2 per Annum strictly in advance

Registered letters at the risk of the Proprietor. Address all communications to

THE TRADE REVIEW,

Montreal.

The Trade Review and Intercolonial Journal of Commerce, printed and published for the Proprietor every Friday, by the Montreal Printing and Publishing Company, Printing House, 67 St. James Street, Montreal.