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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, AUGUST 9, 1867.

No. 30.

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

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

**MUNDERLOH & STEENCKEN,**  
IMPORTERS OF STAPLE AND  
FANCY DRY GOODS, 414 St. Paul st., corner  
of Custom House square, Montreal. 1-ly

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

**SMYTH & EDMINSON,**  
BOOT AND SHOE MANUFACTUR-  
ERS AND DEALERS, 201 and 203 McGill  
Street, Montreal. 9-ly

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

**DAVIE, CLARKE & CLAYTON,**  
WINE, SPIRIT & COMMISSION MERCHANTS,  
46 St. PETER STREET,  
opposite St. Sacrament Street,  
6-ly MONTREAL.

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

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

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

**S. H. & J. MOSS,**  
MANUFACTURERS OF READY-  
MADE CLOTHING, WHOLESALE IMPOR-  
TERS OF WOOLLENS, TAILOR TRIMMINGS, &c.,  
5 and 7 Recollet Street, MONTREAL,  
Our Spring Stock of Clothing is now complete, and  
is well worth the attention of Eastern and Western  
buyers. 83-ly

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

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

**CRATHERN & 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-ly

**EVANS, MERCER & CO.,**  
WHOLESALE DRUGGISTS,

266 Notre Dame Street,  
MONTREAL.

Drugs and Chemicals,  
Pharmaceutical Preparations.

Surgical Instruments,  
Druggists' Sundries,  
British and Foreign Perfumery  
and all other articles required by Druggists, Surgeons  
and Country Merchants. 10-ly

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

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

**LINTON & COOPER,**  
MANUFACTURERS AND WHOLE-  
SALE DEALERS IN BOOTS AND SHOES  
624, 626 & 628 St. Paul st., Montreal.

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

**TIFFIN BROTHERS,**  
GENERAL AND COMMISSION MERCHANTS,

**HAVE** in stock and are receiving by  
weekly steamers, and following vessels, viz. —  
Ardenlee, John Bull, Onaida, and Psyche, from Lon-  
don and Liverpool, Queen of the Clyde and Heath-  
park, from Glasgow; Canny Scot, from Tarragona;  
Schrs. Greek, Margaret and Mary, and Constance,  
from Charente; Trush, from Bordeaux; Courier du  
Canada, from Marseilles; Sil, from Evro, and Sea-  
gull, from Antwerp, their usual spring importations  
of

TEAS, GENERAL GROCERIES, WINES,  
BRANDIES, &c. &c.,  
to which they would call the attention of the trade.  
Montreal, May 21, 1867. 1-ly

Established 1803.  
**LYMANS, CLARE & CO.**

**CHEMISTS AND DRUGGISTS,**

MANUFACTURERS OF LINSEED OIL,  
Importers of  
FOREIGN DRUGS, PAINTERS COLOURS, OILS,  
DYE STUFFS, & AGRICULTURAL SEEDS,  
382, 384, & 386 ST. PAUL STREET,  
MONTREAL, 10-ly

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

**LADIES' STRAW GOODS,**  
By **GREENE & SONS.**  
See next Page. 1-ly

**TO CHEESE VAT MANUFACTURERS.**  
Large Tinned Iron Sheets 6 x 24 feet x 24 and 26 Wire  
Guage.

**HALL, KAY & CO.,**  
METAL AND TIN-PLATE MERCHANTS,  
MCGILL STREET,  
MONTREAL,  
Have on hand a large stock of the above.  
ALSO  
Galvanized Iron and Copper Sheets, &c.,  
and a general assortment of Furnishings for Tin-  
smiths, Plumbers, &c. 1-ly

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

**W. J. STEWART, 420 St. Paul St.**  
Sole Agent—For FINLAYSON BROSFIELD &  
Co.—Machine, Shoe, and Linnen Threads, Gilling  
Twines, &c. &c.  
W. HOUNSELL & Co.—Seine and other Fishing Twines.  
GRO. & Wm. WAITES.—Cheap Shop Twines.  
WM. CLARKE & SONS.—Needles, &c.  
J & I JOLLY.—Lancashire Files and Tools.  
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-ly

**GREENE & SONS,**  
HATS, CAPS, STRAW GOODS,  
[See next Page.] 1-ly

de **B. MACDONALD & CO.,**  
MANUFACTURERS OF CRINO-  
LINE WIRE and HOOP SKIRTS, FELT  
HATS, STRAW GOODS, &c., &c. Orders person-  
ally or by letter will receive best attention. 1-ly

**McMILLAN & CARSON,**  
CLOTHING.  
WHOLESALE.  
143 & 150 MCGILL STREET, Montreal. 5-ly

**JOHN McARTHUR & SON,**  
OIL, LEAD & COLOR MERCHANTS.  
Importers of Window Glass, &c., No. 18 Lemoine  
Street, facing St. Helen Street, Montreal. 1-ly

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

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

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

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

**ÆTNA LIFE INSURANCE COMPANY.**

The success of this popular Company is most extraordinary. Its policy holders now receive a yearly profit of fifty per cent. in cash, reducing the annual payments to one half the sum usually charged by other Companies.

Applications for Agencies in Canada or the Maritime Provinces made to S. Fedlar & Co. Managers, and General Agents. Office, No. 85 St. Francois Xavier Street, Montreal. 23-ly

**R. CAMPBELL & CO.,**  
**IMPORTERS OF CARPETINGS,** OIL CLOTHS, AND CURTAIN MATERIALS, 208 & 210 McGill Street, Montreal. 9-ly

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

**C. E. SEYMOUR,**  
**COMMISSION MERCHANT,** DEALER IN LEATHER, HIDES AND OIL. 507 St. Paul Street. Agent for Lyn Tannery. 46-ly

**FRED ROWLAND,**  
**GRAIN AND COMMISSION MERCHANT.**

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

LONDON, CANADA WEST.

**ROBERT SEATH,**  
**WHOLESALE CLOTHIER AND IMPORTER** of Woollens and Tailors' Trimmings, No. 10 St. Joseph Street, near McGill Street, Montreal. 31-ly

**JAMES ROBERTSON,**  
 126, 123, 130 and 132, Queen Street, Montreal,  
**METAL MERCHANT,**  
 Manufacturer of Lead-pipe, Shot, Paints, and Putty. 1-ly

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

**A. CHARLEBOIS & CO.,**  
**IMPORTERS OF HARDWARE, CUTLERY, IRON, STEEL, &c.,** manufacturers of STOVES, CUT NAILS, &c., 433 St. Paul Street, Montreal. 47-ly

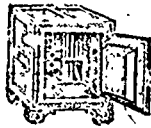
**KINGAN & KINLOCH,**  
**IMPORTERS AND GENERAL WHOLESALE GROCERS,** and Commission Merchants, corner St. Sacrament and St. Peter streets, Montreal.  
 Wm. KINLOCH. W. B. LINDEAY. D. L. LOCKERTY. 8-ly

**ANDREW MACFARLANE & CO.,**  
 Importers of  
**STAPLE AND FANCY DRY GOODS,** 258 & 260 St. Paul and 93 & 93 Commissioners Streets, MONTREAL. 1-ly

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

**H. JOSEPH & CO.,**  
**TOBACCO,** 323, 325 & 331 ST. PAUL STREET. Montreal, Aug. 30, 1866. 33-ly

**KERSHAW & EDWARDS,**



ESTABLISHED YEAR 1833.

**IMPROVED FIRE PROOF SAFE.**

1-ly 82, 84 & 85, St. Francois Xavier street, Montreal.

**GREENE & SONS**  
**HATS, CAPS, STRAW GOODS, &c.**  
 SPRING TRADE, 1867.

THE Subscribers have now on hand, and are receiving, a complete assortment of

**WOOL HATS, LADIES' STRAW GOODS, FUR HATS, MEN'S STRAW HATS, CLOTH CAPS, TWEED HATS, SILK HATS, BOYS' FANCY HATS, PLUSH, HAT & CAP TRIMMINGS, &c.**

Special attention of the Trade is directed to our Stock which embraces all the

**NEW AND LEADING STYLES,**

in Men's, Ladies' and Children's wear. Samples sent by Express to parties not visiting the city.

We are also manufacturing the Paris and Cutford CASIMERRE HAT, specially adapted for spring and summer wear.

Orders promptly executed.

1-ly **GREENE & SONS,** Montreal.

**AKIN & KIRKPATRICK,**  
**PRODUCE COMMISSION MERCHANTS,** MONTREAL.

Have removed to those commodious and central premises corner of COMMISSIONER AND FORT STREETS.

Consignments 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 Fort 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.

**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-ly

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

**HEAVY FORGINGS AND PLATE WORK.**

**E. E. GILBERT,**  
**CANADA ENGINE WORKS,** MONTREAL,

Is prepared to furnish  
**WROUGHT IRON PADDLE SHAFTS** at 5½c. per lb.  
**RAILWAY AXLES** at 4 c. per lb.  
**PLAIN ROUND BOILERS & STRAIGHT GIRDERS** at 6c. per lb., &c.

The work warranted to be fully equal to the best imported or manufactured here. 23-ly

**JOSEPH PHELAN,**  
 IMPORTER,  
**GROCERIES AND LIQUORS WHOLESALE,** 555 & 537 St. Paul Street. 27-ly

**J. Y. CUMOUR & CO.,**  
 IMPORTERS OF  
**BRITISH AND FOREIGN DRY GOODS** WHOLESALE, NO. 375 ST. PAUL STREET, MONTREAL. 52-ly

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

**JORDON & BREWER**  
 Commission Merchants & General Agents, Dealers in GROCERIES AND HARDWARE, Nos. 23 & 24 ONTARIO STREET Corner Brock Street, East side Market Square, 83-ly KINGSTON, C. W.

**MOORE, SEMPLE & HATCHETTE,**  
 (Successors to Fitzpatrick & Moore)  
**IMPORTERS AND WHOLESALE DEALERS** in Groceries, Teas, Sugars, Wines, Liquors, Tobaccos, Cigars, Fish, Oils, &c., &c. 2-ly No. 4 Lemoine st.

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

**JAMES MITCHELL,**  
**WEST INDIA AND GENERAL COMMISSION MERCHANT.**  
 In Warehouse and for sale:  
 Hhds Bright Barbadoes and Cuba Sugar,  
 Puns Strong Proof Cuba Rum,  
 Bags Jamaica Pimento,  
 Barrels Extra No. 1 Split Herrings,  
 Barrels Cod Oil,  
 Qtls. Large Codfish, &c., &c.  
 And arrive ex brig "Fawn,"  
 250 hhd's Choice Porto Rico SUGAR.  
 No. 7 ST. HELEN STREET.  
 April 4, 1867. 1-ly

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

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

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

**A. ROBERTSON & CO.,**  
 IMPORTERS OF  
**STAPLE AND FANCY DRY GOODS** 478 St. Paul, and 589 Commissioners Streets, MONTREAL. MONTREAL, 16th January, 1867. 1-ly

**MONTREAL.**

**EXCHANGE BROKERS.**

**C**HAS. T. IRISH, *Exchange,*  
11 Place D'Armes.  
**N**ICHOLS, ROBINSON & CO.,  
*Exchange,* 331 Notre Dame Street.

**ADVOCATES.**

**S**TRACHAN BETHUNE, Q.C.,  
55 Little St. James Street.  
**W**H. KERR,  
8 St. Sacrament Street.  
**L**AFRAMBOISE & ROBIDOUX,  
82 Little St. James Street.  
**L**H. DAVIDSON,  
41 Little St. James Street.

**CIVIL ENGINEERS.**

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

**COMMISSION MERCHANTS.**

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

**D**ONALD McLEAN,  
97 Grey Nun and 52 McGill Streets.

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

**ENGRAVER.**

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

**FURS-WHOLESALE.**

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

**HARDWARE MERCHANTS-WHOLESALE.**

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

**INSURANCE OFFICES.**

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

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

**C**OLONIAL LIFE,  
See Standard.

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

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

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

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

**MONTREAL.**

**LEATHER, ETC.**

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

**NOTARY.**

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

**SHIP CHANDLER, ETC.**

**G**ORDON KINGAN,  
26 St. Peter Street.

**PAPER BOX MANUFACTURER.**

**R**JELLYMAN.  
682 Craig Street.

**WHOLESALE GROCERS.**

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

**L**EWIS, KAY & CO.,  
**I**MPORTERS OF STAPLE AND  
FANCY DRY GOODS,  
1-ly Nos. 275 and 277 St. Paul street, Montreal.

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

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

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

**JOSEPH MACKAY & BROS.,**  
**I**MPORTERS OF BRITISH AND  
FOREIGN STAPLE & FANCY DRY GOODS,  
170 McGill Street. 9

**JAMES BAILLIE & CO.,**  
**W**HOLESALE DRY GOODS,  
450 St. PAUL STREET,  
MONTREAL. 5-ly

**W. & R. MUIR,**  
**I**MPORTERS OF BRITISH AND  
FOREIGN DRY GOODS  
106 McGill street.  
Montreal. 8-ly

**DAVIS, WELSH & CO.,**  
Importers of  
STAPLE AND FANCY DRY GOODS,  
No. 479 St. Paul Street,  
MONTREAL. 8-ly

**MCINTYRE, DENOON & CO.,**  
**I**MPORTERS OF STAPLE AND  
FANCY DRY GOODS.  
28-ly Lemoine st., Montreal.

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

**MONTREAL.**

**JOHN ANDERSON & CO.,**

**S**HIPPING AND COMMISSION MERCHANTS,  
IMPORTING, FORWARDING,  
Ship and Insurance Agents and Brokers,  
MONTREAL AND QUEBEC. 42-ly

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

**FOULDS & HODGSON,**

**I**MPORTERS OF  
Grey Cottons, Laces, Spools,  
White Shirtings, Blondes, Pins,  
Regattas, Handkerchiefs, Needles,  
Prints, Fancy Dresses, Tapes,  
Bed Ticks, Umbrellas, Buttons,  
Dentims, Parasols, Combs,  
Silesias, Shawls, Brushes,  
Cobourgs, Hoop Skirts, Hair Oils,  
Orleans, Table Oil Cloths, Colognes,  
M de Laines, Yarns, Soaps,  
White Muslins, Battings, Stationery,  
Jeans, Silks, Brooches,  
Moleskins, Velvets, Spectacles,  
Flannels, Linen Threads, Dolls,  
Blankets, Playing Cards, Mirrors,  
Cloths, Jewellery, Razors,  
Tweeds, Tea Trays, Pocket Knives,  
Vestings, Snuff Boxes, Table Knives,  
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 —MAY 1867—

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**MONTREAL.** 49-ly

**THE TRADE REVIEW**  
 AND  
**Intercolonial Journal of Commerce.**  
**MONTREAL, FRIDAY, AUGUST 9, 1867.**

The traffic returns of the Grand Trunk Railway, for the week ending July 20, 1867, were \$114,414, a decrease of \$13,503 as compared with the corresponding week of last year.

The Union Bank of Newfoundland has declared a dividend for the half year at the rate of 8 per cent. per annum, and the Commercial Bank of the same Colony one at the rate of six per cent. A general meeting of the shareholders of the latter institution was to have been held on Friday last, "for the purpose of further enquiry into certain allegations made at the annual general meeting of the stockholders held on the 13th "July."

The London Times of the 22nd ult. says that the accounts from Australia indicate that the supply of wheat and flour this year in all the colonies will be unusually great. Already in the period between the 1st of January and the 18th of May the exports from Port Adelaide to England had amounted to 87,621 qrs of wheat and 612 tons of flour, and larger quantities would be shipped in the event of any upward movement in prices.

The New York Dry Goods Reporter has a gloomy article on the prospects of the wool market, in the course of which it says:—

"It is very difficult now to buy wool in Canada; the high price of gold and the low price of wool entirely prevents operations at the present time. We are not sure but a large portion of Canada wool will be sent to England this year. Our manufacturers cannot afford to pay the premium on gold, the high tariff, and sell their goods no better than they have done lately."

**THE TRUE POLITICS OF THE NEW DOMINION.**

THE true politics of the New Dominion consist in perfecting the union of the different Provinces, which at present is only nominal, in developing the national resources, in devising wise laws suited to each member of the union and to the union as a whole, in fostering industry, in promoting commerce, in encouraging manufactures, and in peopling our wilderness with a numerous, happy, and prosperous population. Any Government that will do these things, and not leave undone any other things equally necessary, such as the economical and honest conduct of the public affairs, will deserve well of the country, be their antecedents what they may, be they conservative or reform, coalition or combination.

The field for true statesmanship in Canada—the new Canada stretching from the Atlantic to the Pacific—is

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CAPITAL £2,600,000 Stg.—INVESTED over £2,000,000  
**FIRE DEPARTMENT.**—Insurance granted on all descriptions of property at reasonable rates.

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 General Agents for Canada.  
 FRED. COLE, Secretary.  
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unbounded We have immense resources to develop. Our mines are invaluable—they are dotted all over the Dominion—they embrace gold, iron, copper, and coal. The earth also yields us, besides the products of the field and forest, salt and petroleum. Our lakes carry on their surface a commercial fleet of goodly proportions, yet of infant growth; and besides they are stored with choicest fish. Our rivers are the only natural outlet by which the agricultural wealth of half this continent can reach the ocean. Ours are the richest and most inexhaustible fisheries in the world. Our unoccupied lands, including the North-West Territory, could sustain a population as great as that of the United States, and yet there would be room for more. These are all subjects to which true patriotism will address itself. The man who will bring ten emigrants to Canada as settlers for the one who now comes, will do more for his country than he who wins a political victory. He who is instrumental in removing the shackles from trade and commerce, will be remembered when his opponent, who never did anything but call hard names, is forgotten.

In the new order of things there will be ever so many hundred politicians distributed between our Local Parliaments and our Federal Parliament. And of them dear knows how many will be new men and young men, inexperienced and hot-blooded. For the love of our common country we trust that the new Parliament will not inaugurate the new Dominion by a series of party fights, fruitful only of bad oratory and great public expense, inconvenience, and suffering. Parliamentary distinction, we hope, will not be sought in that way. D'Israeli says he does not object to the strong epithet "infamy" when a gentleman is drawing towards his peroration. But, speaking calmly and deliberately, and disavowing the peroration, let us ask what other expression than infamous would describe the conduct of the man or the class of men who would drag the dirty party politics, party lives, party nicknames of the past into the unsullied and bright future which the new Dominion has opened up to us? They who would act so perversely would, with their eyes open and of malice aforethought, miss that "tide in the affairs of men (and nations) which, if taken at the full, leads on to fortune," and which when missed is followed by years of unavailing repentance and bitter mortification. Let those whom it concerns take warning.

Hereafter a statesman in the New Dominion will be known for his connection with some of the great questions of the country, such as the negotiating of a new and improved reciprocity treaty, or the opening up of new markets while those in the States are closed; or he will seek to be the author of some uniform system of banking and currency; or cheaper and better postal regulations than at present exist; or he will

seek the extension and popularization of the use of the telegraph. A statesman may also distinguish himself by a comprehensive measure regarding the opening up and peopling of the North-West country, or by his conduct in connection with the building of a work of such national importance as the Intercolonial Railway, or he might creditably identify himself with that other stupendous work, the enlarging of our canals so as to secure an adequate portion of the boundless trade of the Western States. The assimilation of the laws of the various Provinces - Lower Canada excepted for the present - is a work that would keep a statesman's name alive long after he had passed away. In the various Local Legislatures there will be enough of real work to do to make the character of the demagogue contemptible. In both the Federal and Local Parliaments there will be abundant opportunities for members honorably to distinguish themselves and to confer great benefits on their country. On the other hand, there will be some opportunities favorable to the development of sectionalism and sectarian strife. That the demagogues and the ill-disposed will seek to make the most of these occasions there is too much reason to fear. But to counteract this we must rely on the good sense of the members generally and the people generally. We are all here in British America a poor, practical people, struggling to better our condition and to lay the foundation of a new nation. Party feuds, party nicknames, frothy declamation, and old sores will not enable us to carry out this glorious programme. In the name of Heaven, then, let by-gones be by-gones, and let us henceforth, as one man, devote all our energies and talents towards the true national and patriotic policies of the New Dominion.

THE COURSE OF INTERCOLONIAL THROUGH TRAFFIC.

WE have frequently heard the point raised for discussion, as to whether St. John or Halifax is likely to prove the most favorable point of departure for the traffic of the Intercolonial Railway, and as the matter is one of considerable interest and importance, we propose devoting a little space to the consideration of the subject. We must premise that we have no wish whatever to play off one city against the other, both have their advantages, and perhaps their disadvantages, our only object is to point out the direction in which they lie. We think then it may be taken or granted that the unrivalled natural advantages of Halifax in point of position, will secure beyond the possibility of doubt, the great bulk of the passenger traffic both going to Europe and returning. It will also be likely to secure nearly all that class of light freight which always seeks the shortest or at least the quickest route. But there will be an immense quantity of freight to be conveyed both ways which will naturally seek for the cheapest way of conveyance, and for this we think the port of St. John is in a position successfully to compete. Let us first take the question of distance. If the road should be taken by the North Shore route, the distance from Quebec to Halifax will be 656 miles, and from Quebec to St. John, 575 miles. By what is called the Western route, the distance to St. John will be 411 miles. We will take the mean between these two extremes, and set down the distance between Quebec and St. John at 493 miles, or 163 miles less than the shortest route to Halifax. This of itself will be quite sufficient to draw a very considerable portion of the traffic to St. John, 160 miles of railway carriage is something considerable to save. It is not either as though a railroad to St. John had to be constructed, that question is already decided, and whichever way the Intercolonial may go, it must of necessity intersect at some point or other the St. John and Shediac line, and if it can be shown that it is not counterbalanced by other things of a disadvantageous character, there can be little doubt about which way the bulk of the heavy traffic will go. We think it can be so shown. The harbor of St. John is easy of access at all seasons of the year, it is never impeded by ice, and though not so large as that of Halifax, yet it is amply large enough to accommodate two or three hundred sail vessels, and ships of any capacity can enter and load with perfect safety. We are perfectly aware that the Bay of Fundy has a bad name, a far worse name than it deserves, as the very few casualties reported, and the current rates of insurance will fully shew. The average rates of insurance between St. John and the United Kingdom, are 1 1/2 per cent., or the same as

between the United Kingdom and the United States. The magnificent ships of the Montreal Ocean Steamship Company have frequently loaded in the port, and we have the authority of Hugh Allan, Esq., the President of the Company for stating that as far as his experience went, there was not the slightest difficulty in going into or out of St. John. There is also this great additional advantage in favor of St. John, viz., that vessels coming there can always at any period of the year be certain of a return freight offering, if there should not be any western freight offering. This is an advantage which Halifax does not possess. Again as regards facilities for repairing vessels, St. John has a decided preference, and in all matters relating to the quick discharging of cargoes, and indeed for general promptitude in business matters, is at least on a par with Halifax.

Thus far we have been speaking of the traffic between Canada and Europe, we will now turn to the West Indian and South American trades. Halifax has for years done a large business principally in fish with these countries. St. John has lately commenced to do the same in lumber and other products, and there can be no doubt, that the Provinces of Ontario and Quebec, will also seek to do a direct trade, as soon as the construction of the Intercolonial Railway affords the necessary facilities for getting to the sea during the winter season, which is the only time of the year when this business can be safely carried on. For this business St. John offers unquestionable advantages; independently of the saving of distance, the facilities for making up assorted cargoes, and filling up at any time with lumber, must necessarily give it the preference.

There are a few of the reasons why we think that St. John may reasonably look forward to doing a large share of the freight business which must pass over the railway, there are many others which time and opportunity will make apparent. In conclusion, there is one important point to which we would wish to call the attention of the people of St. John, and it is this: that if they desire their city to participate to the full in all the benefits due to its natural advantages and position, they must bestir themselves. Events march onward pretty fast now-a-days, and the prize now within their reach may easily slip from their grasp for want of a little foresight and public spirit. The rotten and tumble-down wharves which now disgrace the harbor should be replaced by more substantial erections, and on some systematic plan; there is abundance of room if only the most were made of it. If private rights stand in the way, they must succumb to the public good. The railway terminus, as at present situated, is quite inadequate to the requirements of anything except a lumber traffic, and it will have to be extended to deep water, and suitable sheds and warehouses erected for the storage of goods. A properly constructed dry dock is also much needed; but this is an undertaking which might be very well carried out by an individual or a company, and we should suppose would be very profitable.

The means by which these and similar improvements are to be effected of course rests with the people of St. John themselves. If the existing authorities are competent to carry them out, well and good, but if not, we would suggest that the affairs of the harbor should be placed in the hands of a properly constituted Trust or Commission, with powers to raise money for the necessary purposes. A very large proportion of the revenue of the city of London, available for the improvement of the navigation of the Thames, is derived from a tax on coal of one penny per ton. Might not something of the same kind be made to yield sufficient to pay interest on a considerable amount of St. John Harbor Bonds?

LETTER FROM ENGLAND. COMMERCIAL REVIEW. (Special Correspondence of the Trade Review.)

[PER RUSSIA]

THE Bank of England's minimum rate of discount has been reduced this week to 2 per cent., but it may without any exaggeration be said that the effect of this measure, either on general trade or on the Stock and Share Markets has practically been nil. The Bank rate has never been lower than 2 per cent., and only on two former occasions has it been so low, viz. on 4th June, 1852, when this rate lasted for 28 weeks, and again on 27th July, 1852, the rate was lowered to 2 per cent., and it remained at this for 18

weeks. The following is a comparative statement of the chief figures in each of these returns:—

	July 27, 1847	July 27, 1852	July 27, 1852
	£	£	£
Public Deposits	4,697,000	5,291,000	7,797,000
Private Deposits	20,770,000	17,263,000	12,531,000
Government Securities	12,831,000	10,953,000	13,846,000
Other Securities	17,249,000	19,682,000	13,755,000
Circulation	21,600,000	22,293,000	22,611,000
Specie	22,772,000	15,601,000	22,043,000
Reserve	13,700,000	10,500,000	11,000,000

These figures illustrate how great a change has come over the Bank of England and the business of the country in the last 16 years. In that time the private deposits have increased nearly 8,000,000, and a considerable portion of this increase is to be found in the large amounts which other banks, especially in London, leave in the hands of the Bank of England. The other securities have increased nearly six millions and a half, and this mainly represents the increased business which the Bank now does with the merchants and traders of England. It will be seen also that the circulation of the Bank of England continues very high. I ventured to predict at the time of the last panic that this would be the case, as bankers and others would keep (after the warning they had received) a larger amount of "legal tender" than they had ever done. Whilst commenting upon the Bank of England returns, I may be allowed to refer to the smallness of the public deposits of late years. The nation has been able to keep upon an average a smaller balance proportionally with the Bank than formerly, and although this is an undoubted advantage, still, probably, during the crisis of last year it had an unfavourable effect upon the Money Market.

The great firms of Peto, Betts, and Co., and Peto, Betts, and Crompton, have gone into bankruptcy, and a meeting has been held for the appointment of assignees. Last year when they suspended payment, it was stated that there would be a surplus of at least a million. This year, independent of the claim of the London, Chatham, and Dover, there is understood to be an admitted deficit. The liabilities of the two firms are about 2 1/2 millions, and the claim of the London, Chatham, and Dover is for nearly 6 1/2 millions in addition. This claim is said to arise entirely from the fact, that Sir Morton Peto and his partners were at once contractors for making the line and provincial agents for finding the money. In the one capacity they received various securities—bonds, shares, &c.—for the amount of work done. In the other, they sold these securities for whatever they would bring in the open markets. The railway now contends that the difference in price should be borne by the bankrupt firms, whilst the latter insist that they should only be debited with the shares at the market price. How the judges will settle the matter it would be impossible to say, but the whole transaction is a proof of how careless and reckless men are in the largest and most important transactions as well as in the ordinary and every-day walks of business.

The scheme to create a "preference stock" has finally collapsed. As every one knows there are various classes of creditors, and various classes of shareholders in the several lines of railways. In the recent discredit attaching to nearly all the lines, it was found in some cases that money could not be obtained to complete the necessary works, provide the rolling stock, and generally to put the lines in proper order. Under these circumstances the railways could not be expected to really earn anything like what they ought to do, and it was suggested that it would be to the interest of all parties to raise money for this purpose, and this should be done by giving a preference to the new lenders. To do so, however urgent the necessity, would be to sacrifice to a greater or less degree existing interests, and ultimately the measure has been defeated before a committee of the House of Commons. How the difficulty would be finally met it would be impossible yet to say, but there would seem to be two different plans which might be applied to different cases. When the concern is really a sound one, and when the discredit is only a temporary one, the plan of the Great Western might be tried with good effect. In this scheme the Directors pay in weekly to the Bank of England such a proportion of their earnings as will pay the dividend on their debentures, and by an extension of this scheme, money could no doubt be raised to complete all necessary works. The public are at present unawakened, and no doubt the allocation weekly of the interest on debentures to a special and separate fund would have the best effect. In cases where the line is thoroughly gone to the bad, the most practical remedy seems to be that the admin-

istration should be taken out of the hands of the present directors, who are elected by and represent the ordinary shareholders, and that new directors should be chosen from the preference shareholders.

The following are the returns from the Bank of England, compared with those of the preceding week, and same time last year:—

Table with columns for dates (July 23, 1867, etc.) and categories (Public Deposits, Private Deposits, Government Securities, etc.)

FRENCH VERSUS IRISH BUTTER.—Mr. Mossell, in a letter to a Limerick paper, accounts for the superiority in the market of the French over Irish butter on the ground of greater cleanliness in the manufacture.

AN IMPROVED COMPASS.—We understand that a compass on a new and important principle has been invented and is being patented by the Earl of Lathness.

U. S. MERCANTILE MARINE.

THE New York Bulletin says.—The decline of our mercantile marine during the war was a severe blow to our national pride and to our material interests.

The hope that we would rapidly recover from the injuries thus inflicted seemed to mitigate somewhat the severity of our losses.

The result, which is so unexpected and mortifying admits of solution. In the first place, an act of Congress prevented the restoration or purchase of American vessels that had been sold to foreign powers during the war.

price of iron. Next in importance is the repeal of the Canadian Reciprocity Treaty, thus cutting off the supply of cheap timber, and added to these is the high price of American labour.

THE IRON TRADE.—On Wednesday last the schooner "Mary Taylor," took on the first cargo of the Iron-masters since then other vessels have loaded and the business may now be said fairly to have commenced.

BRITISH COLUMBIA.—The British Emigration Commissioners report that 3,933 acres of country land in British Columbia were sold in the year 1866.

The Toronto Globe of Saturday says:—"On 'Change, to-day, Mr. J. G. Miller brought up a motion regarding what has of late come to be a serious loss to shippers of grain, viz., shortages in cargoes like mentioned several instances in which he and others had experienced great loss from this new species of swindling."

PATENTS OF INVENTION.

BUREAU OF AGRICULTURE AND STATISTICS, PATENT OFFICE, Ottawa, 19th July, 1867

HIS EXCELLENCY THE GOVERNOR GENERAL has been pleased to grant Letters Patent of Inventions for a period of FOURTEEN YEARS, from the dates thereof, to the persons whose names are included in the following list.

Published by command,

A J CAMBIE,

Acting Deputy to the Minister of Agriculture.

- No. 2180 John Johnson, of the city of Toronto, in the county of York, gentleman, a new and useful process or method for rendering an aqueous benzole and other hydro-carbon liquids, and for generating and illuminating gas therefrom the compound so produced to be called the Patent Gas Oil.—Dated Ottawa, 11th December, 1866

- of Halton, machinist, a new, useful and improved box stove or furnace with tubulated smoke, and improved heat conductors, with open draft regulator and atmospheric pressure pump.—Dated Ottawa, 7th January, 1867
- No. 2193, Thos. Ross Alexander, of the city of Hamilton, in the county of Westchester, machinist, a new and useful apparatus for generating hydro-carbon vapours.—Dated Ottawa, 7th January, 1867
- No. 2194 Richard Burn of the city of Ottawa, in the county of Carlton, coach-maker, a new and useful process which he terms a new method of painting.—Dated Ottawa, 7th January, 1867
- No. 2195 William Forsyth Leach, of the town of Brockville, in the county of Leeds, foundry man, a new and useful improved radiator.—Dated Ottawa, 13th December, 1866
- No. 2196 Ott. Rotton, of the city of Kingston, in the county of Frontenac, maker of steam, a new, useful and improved still or evaporator called the non destructive vapor still.—Dated Ottawa, 13th December, 1866
- No. 2197 Edward Perry of the city of Montreal, druck manufacturer, a new and useful pivot hinge.—Dated Ottawa, 17th December, 1866
- No. 2198 Louis Pierre Gauthier, of the city of Quebec, civil engineer, a new and useful cement to be called Gauthier's Orleans Hydraulic Cement.—Dated Ottawa, 18th December, 1866
- No. 2199 Elias W. Borden, of Bedford, in the county of Missisquoi, machinist, a new and useful double action churn.—Dated Ottawa, 20th December, 1866
- No. 2200 Joseph Clinton Henderson, of the town of Brockville, in the county of Leeds, iron-founder, a new and useful radiator or dumb stove which he has called Henderson's Improved Radiator.—Dated Ottawa, 20th December, 1866
- No. 2201 John Marriot of the village of Aurora, in the county of York, freeman, Marri's Aurora Flat Puller.—Dated Ottawa, 22nd December, 1866
- No. 2202 James Henry Clapham, of the city of Quebec, a new and useful drilling and pumping machine.—Dated Ottawa, 14th December, 1866
- No. 2203 Charles Joseph Smith, of the town of Bradford in the county of Brant, gentleman, a new and useful improvement in fire grate bars for furnaces.—Dated Ottawa, 3rd January, 1867
- No. 2204 Richard H. Smith, of the village of Hawkebury, in the county of Prescott millwright, a new and useful churn and butter worker.—Dated Ottawa, 7th January, 1867
- No. 2205 Thomas L. Wilson, of the city of Montreal, mechanical engineer, a new and useful improved steam jet cupola, for smelting iron and steel.—Dated Ottawa, 11th January, 1867
- No. 2206 Henry Watt, of the city of Montreal, mechanical engineer, a new and useful improvement in the manufacture of fibre and paper stock from fibrous vegetable matter, as canes, bamboos, Indian corn or maize plant, reeds, grasses, rice plant, straw, flax, hemp and other vegetable matters, for the purpose of obtaining fibre for the manufacture of paper, and also of paper stock by treatment with chemicals and steam, both operations being performed under pressure or in vacuo.—Dated Ottawa, 21st January, 1867
- No. 2207 George Watt, of Beauharnois in the district of Beauharnois, carpenter an improved double action hinge.—Dated Ottawa, 21st January, 1867
- No. 2208 Henry Wood, of the city of Montreal, mechanical engineer, a new and useful improved roller miller and movable furnace for treating or distilling vegetable matter, kieselguhr, &c. and for desulphurizing and amalgamating all kinds of ores, minerals, &c., all under pressure or in vacuo.—Dated Ottawa, 21st January, 1867
- No. 2209 Mortimer Birdall Mills, of the village of Sparto, in the county of Elgin, farmer, a new and useful triangle churn.—Dated Ottawa, 21st December, 1866
- No. 2210 John Taylor Stokes of the parish of St. Bernard de Lacolle, in the county of St. John's, in the district of Ilerverville, machinist, a new and useful lateral acting self coupling buffer for railway cars.—Dated Ottawa, 21st January, 1867
- No. 2211 Elias Wallis, of the township of Elgin, in the county of Huntingdon, farmer, a new and useful farmer's labour saving machine combined.—Dated Ottawa, 22nd January, 1867
- No. 2212 William Morse of the township of Trainsburg in the county of Halton, carpenter, a gate.—Dated Ottawa, 21st January, 1867
- No. 2213 Jonas Henry Rowe, of the township of King in the county of York, gentleman, a new and useful spinning wheel called the Improved Self-rotating Spinning Spinner, or Champion spinning wheel.—Dated Ottawa, 21st January, 1867
- No. 2214 James Rodgers, of the township of Enderdale, in the district of Arthabaska, civil engineer, a new and useful improvement in the manufacture of iron, copper, and other metals by incorporating their ores when in a pulverized state, with or without a flux with pulped charcoal as a fuel for smelting or reduction.—Dated Ottawa, 21st December, 1866
- No. 2215 Ashley Hildbrand, of the city of Montreal, manufacturer and trader, Ciro's belting.—Dated Ottawa, 31st of December, 1866
- No. 2216 Erasmus Slater, of the city of Toronto, in the county of York, carpenter, a new and useful extension ladder.—Dated Ottawa, 24th January, 1867
- No. 2217 Otto Rotton, of the city of Kingston, in the county of Frontenac, doctor of medicine, a new and useful still called the Spray Still.—Dated Ottawa, 24th January, 1867
- No. 2218 William Bowman, of the city of London, in the county of Middlesex, engineer, a crude petroleum burner.—Dated Ottawa, 24th January, 1867
- No. 2219 John Vane, of the town of Woodstock, in the county of Oxford, general arrangement maker, a new and useful truck to be known as Vane's Self Adjusting Truck.—Dated Ottawa, 24th of January, 1867
- No. 2220 P. Swan and D. E. Powers, assignees of B. H. Rose, a new and useful improvement in the cross cut saw, and the buck saw respectively.—Dated Ottawa, 24th January, 1867
- No. 2221 Charles Duff, of the township of Lincoln, in the county of Lincoln, provincial land surveyor, a new and useful gate called the Grantham Gate.—Dated Ottawa, 26th January, 1867
- No. 2222 Charles Duff, of the village of Collingwood, in the county of Simcoe, gentleman, a new and useful spring bed bottom.—Dated Ottawa, 26th January, 1867
- No. 2223 Robert Charles Lyons of the town of Simcoe, in the county of Norfolk, an improved rail pile.—Dated Ottawa, 26th January, 1867
- No. 2224 William Notman, of the city of Montreal, photographer, a new and useful art of taking photographic pictures representing winter scenes by artificial means, with or without figures.—Dated Ottawa, 26th January, 1867
- No. 2225 Bartholomew Clifford Galvin, of the city of Ottawa, in the county of Carleton, collector, a portable switch and railway engine and car lifter combined, to be used in connection with railway tracks, whereby the shunting of railway cars may be effected without the aid of permanent switches, and with or without the aid of locomotive engines, and whereby also, such engines or railway cars may be put on or off the track when desired.—Dated Ottawa, 31st January, 1867
- No. 2226 Harvey Smith Pendleton, of the township of Dereham, in the county of Oxford, yeoman, a new and useful cement or composition of matter for covering roofs, forming pavements, and for other purposes.—Dated Ottawa, 31st January, 1867
- No. 2227 Harvey Smith Pendleton, of the township of Dereham, in the county of Oxford, yeoman, a new and useful art of making butter from the liquids separated from the solids during the process of manufacturing cheese.—Dated Ottawa, 31st January, 1867
- No. 2228 Michael Spenson, of the town of St. Mary's, in the county of Perth, gentleman, a new and useful drilling machine called a double hole hand drilling machine for railroad iron.—Dated Ottawa, 2nd February, 1867
- No. 2229 Samuel Howe Manning, of the city of London, in the county of Middlesex, carpenter a new and useful hand mill, called Manning's Improved Land Roller.—Dated Ottawa, February 2nd, 1867
- No. 2230 William Philip Marston, of the city of Toronto, in the county of York, gun maker, certain new and useful improvements in breech loading rifles specially adapted to the shooting of musket loads and other rifles, to breech loaders.—Dated Ottawa, January 31st, 1867
- No. 2231 Bernard Sprad Dowd, of the township of Pakenham, in the county of Lanark, carrier, a new and improved composition cement.—Dated Ottawa, February 4th, 1867



No. 2232. Ernest Kreighoff, of the city of Toronto, in the county of York, upholsterer, certain new and useful improvements in spring matras *s. s.*, sofas and chairs, applicable to any other article which is now or might be provided with elastic stuffings.—Dated Ottawa, 7th February, 1867.

No. 2233. Samuel Hulbert, of the town of Prescott, in the county of Gr.ville, founder, certain improvements in the agricultural plough.—Dated Ottawa, 4th February, 1867.

No. 2234. Robert Leckie, of the town of Bagot, a new and useful improvement in the manufacture of sulphuric acid, sulphate of metals, copper, nickel and Oxide of cobalt.—Dated Ottawa, 4th February, 1867.

No. 2235. Robert Leckie and Thomas Macfarlane, of Actonville, in the county of Bagot, a new and useful improvement of sulphuric acid, hydrochloric sulphate of soda, gold, silver, copper, oxide of copper, of nickel, and of cobalt.—Dated Ottawa, 5th February, 1867.

No. 2236. Alfred Wilson, of Bell Ewart in the township of Innisville, in the county of Simcoe, gentleman, a new and useful self-acting car coupler and uncoupler, (in case of accidents) and hand uncoupler.—Dated Ottawa, 6th February, 1867.

No. 2237. Bernard Sprout Doud, of the township of Pakenham, in the county of Lanark, carrier, a new and improved sleight break.—Dated Ottawa, 6th February, 1867.

No. 2238. John Dewar, of the city of Toronto, in the county of York, Esquire, a new and useful steam improver.—Dated Ottawa, 8th February, 1867.

No. 2239. Mathew Lyman Roberts, of the village of Smithville, in the county of Leeds, pot ash boiler, a new and useful improved plough.—Dated Ottawa, 31st February, 1867.

No. 2240. Ashley Hibbard, of the city of Montreal, manufacturer, a new and useful improvement in the manufacture of wire being.—Dated Ottawa, 13th February, 1867.

No. 2241. Thomas Laidlaw, of the village of Hamilton, in the county of Wentworth, millwright, a new and useful compound adjustable revolving grain driving machine.—Dated Ottawa, 14th February, 1867.

No. 2242. Robert Erratt Stephens, of the town of Owen Sound, in the county of Grey, gentleman, a new and useful brewing distillery firm called the Stephens Gun.—Dated Ottawa, 14th February, 1867.

No. 2243. Benjamin Birlwood Foye, of the city of Toronto, in the county of York, telegrapher, a new and useful automatic repeater for use in telegraphic lines.—Dated Ottawa, 14th February, 1867.

No. 2244. William Vickers, of the township of Blanchard, in the county of Perth, yeoman, a swivel gate.—Dated Ottawa, 14th February, 1867.

No. 2245. James Adair Green, of the city of Hamilton, in the county of Wentworth, machinist, a new and useful improved method of casting iron arms for wagon axle-trees and the nuts used in connection therewith.—Dated Ottawa, 15th February, 1867.

No. 2246. Honble. Philip H. Moore, a new method of manufacturing put into coal, by process of steam, under special Act, cap. 191, 23rd Vic. 1860.—Dated Ottawa, 15th February, 1867.

No. 2247. Bernard Sprout Doud, of the township of Pakenham, in the county of Lanark, carrier, a new and useful hand grain rake.—Dated Ottawa, 6th February, 1867.

No. 2248. Esobce Ancell, of the parish of St. Anne de la Poudre, in the Province of Canada, machinist, and Francis Xavier Ancell, of the same place, printer, a new and improved printing press, to be called Presse Ancell.—Dated Ottawa, 20th February, 1867.

No. 2249. Robert Charles Lyons, of the town of Simcoe, in the county of Norfolk, gentleman, a new and useful improvement in the form of the steel head of railway rails.—Dated Ottawa, 20th February, 1867.

No. 2250. Daniel Macke zic, of the town of Belleville, in the county of Hastings, gas engineer, a new and useful gas generator and carburetter.—Dated Ottawa, 23rd February, 1867.

No. 2251. Norman Wilson, of the township of Ancaster, in the county of Wentworth, mechanical engineer, certain improvements in the means of rivetting, indicating and correcting an undue degree of the super-heating of steam in steam boilers, and for promoting an equality of temperature in the parts for the more economical working thereof, and the preventions of explosions.—Dated Ottawa, 23rd February, 1867.

No. 2252. George Montayn Thomson, of the city of Ottawa, in the county of Carleton, produce dealer, a certain new and useful improvement in machines for crushing, cutting and pressing hay and clover.—Dated Ottawa, 13th February, 1867.

No. 2253. Harmon Stevens Scholfield, of the town of Brockville, in the county of Leeds, gentleman, a new and useful blower and crusher combined.—Dated Ottawa, 26th February, 1867.

No. 2254. Charles W. Allen, of the city of Montreal, gentleman, a new and useful apparatus for generating heat and light by the decomposition of coal or other oils.—Dated Ottawa, 37th February, 1867.

No. 2255. Jonathan Beaumont Phrayce, of the City of Montreal, machinist, an improved self-adjusting carriage stop.—Dated Ottawa, 4th March, 1867.

No. 2256. Charles F. Anderson, of the township of Stanstead, in the county of Stanstead, photographic artist, a new and useful washing machine and ironing table combined.—Dated Ottawa, 4th March, 1867.

No. 2257. Hugh Fraser, of the village of Clarksburg, in the county of Grey, carpenter, and Abram Perrin, of the same place, carpenter, a new and useful oscillating planing screw.—Dated Ottawa, 7th March, 1867.

No. 2258. Philip Pearson Harris, for the introduction of a patent upon certain 157, 22 & 31 Vic., a machine for refining and decolorizing crude petroleum oil.—Dated Ottawa, 7th March, 1867.

No. 2259. Samuel Sedd a Walbank, of the town of Ingersoll, in the county of Oxford, physician, a new and useful coal oil and petroleum decoloring machine.—Dated Ottawa, 9th March, 1867.

No. 2260. Arthur Gatos Wilson, of the township of Kingsley, in the county of Drummond, a new and useful improvement in the manufacture of carriage and harness trappings.—Dated Ottawa, 9th March, 1867.

No. 2261. Charles F. Anderson, of the township of Stanstead, in the county of Stanstead, photographic artist, a new and useful lamp chimney cleaner and household conveniencer.—Dated Ottawa, 4th March, 1867.

No. 2262. James Edward Thomson, of the city of Toronto, in the county of York, hydraulic gas engineer, an improved scum lock.—Dated Ottawa, 7th March, 1867.

No. 2263. Israel Kinney, of the town of Woodstock, in the county of Oxford, wheelwright, a new and useful washboard to be known as the Paragon Washboard.—Dated Ottawa, 4th March, 1867.

No. 2264. Henry Wainwright, of the township of Northwich, in the county of Oxford, yeoman, a new and useful apparatus called the Canadian Dish Washer.—Dated Ottawa, 14th March, 1867.

No. 2265. George McCarty, of the town of Barrie, in the county of Simcoe, yeoman, a foot warmer and lantern combined.—Dated Ottawa, 7th March, 1867.

No. 2266. Joseph Nichol, of the town of Chatham, in the county of Kent, gunsmith, a breach loading rifle.—Dated Ottawa, 7th March, 1867.

No. 2267. Toussaint Crevier and Edouard Poitras, of the city of Montreal, tinmiths and machinists, a new and useful improved huck air furnace.—Dated Ottawa, 11th March, 1867.

No. 2268. James Wark, of the city of Montreal, machinist, an improved apparatus for producing steam in boilers by the use of cold oil or crude petroleum as fuel.—Dated Ottawa, 11th March, 1867.

No. 2269. Donald Cold, of the city of Ottawa, in the county of Carleton, gentleman, an improved corn sheller.—Dated Ottawa, 12th March, 1867.

No. 2270. Horace Merrill, of the city of Ottawa, in the county of Carleton, civil engineer, a new and useful slab cutter.—Dated Ottawa, 12th March, 1867.

No. 2271. Joseph James Inglis, of the town of Brantford, in the county of Brant, gentleman, a new and useful composition mortar for roofing, sidewalks, and other purposes, known as Inglis' Fire Proof Cement for Roofing and Side Walks.—Dated Ottawa, 14th March, 1867.

No. 2272. Cyrus Moore, of the town of Brantford, in the county of Brant, gentleman, a new and useful lubricating grease.—Dated Ottawa, 14th March, 1867.

No. 2273. Owen Theophilus Devan, of the village of Petrolia, in the county of Lambton, carpenter, a new and useful forced and crude petroleum steam generator.—Dated Ottawa, 13th March, 1867.

No. 2274. William Summers, of the village of Woodbridge, in the county of York, mach. slt., certain new and useful improvements

in grain crushing or chopping mills, and in the methods of making the fluted iron rollers for the same.—Dated Ottawa, 14th March, 1867.

No. 2275. William Campbell Van Buskirk, of the town of St. Thomas, in the county of Elgin, physician, a new and useful draining plough.—Dated Ottawa, 14th March, 1867.

No. 2276. Cyrus Moore, of the town of Brantford, in the county of Brant, gentleman, a new and useful lubricating oil.—Dated Ottawa, 14th March, 1867.

No. 2277. John Marritt, of the village of Aurora, in the county of York, yeoman, a new and useful machine to be called Marritt's Economic Knife Cleaner.—Dated Ottawa, 15th March, 1867.

No. 2278. Charles Walker Barry, of the city of Montreal, gentleman, a new and useful improved combined gas stove and furnace.—Dated Ottawa, 15th March, 1867.

No. 2279. Antoine Auguste Meilleur, of the city of Montreal, trader and manufacturer, an improved refrigerator.—Dated Ottawa, 15th March, 1867.

No. 2280. Toussaint Crevier and Edouard Poitras, of the city of Montreal, tinmiths, new and useful improvements in refrigerators.—Dated Ottawa, 15th March, 1867.

No. 2281. Aaron Magoon, of the township of Stanstead, in the county of Stanstead, farmer, a new and useful lime kiln.—Dated Ottawa, 15th March, 1867.

No. 2282. Robert Lockhart, of the town of Walkerton, in the county of Bruce, wheelwright, a new and useful hub and spoke machine for the use of wheelwrights.—Dated Ottawa, 20th March, 1867.

No. 2283. Robert Lockhart, of the town of Walkerton, in the county of Bruce, wheelwright, a new and useful self-acting face set for the use of wheelwrights.—Dated Ottawa, 20th March, 1867.

No. 2284. Thomas Henry Ince, of the city of Toronto, in the county of York, gentleman, for the introduction of a new and useful composition of manure, called the Agricultural Fertilizer.—Dated Ottawa, 23rd March, 1867.

No. 2285. John Robert Miller, of the town of Stratford, in the county of Perth, carriage builder, a new and useful and improved plough mould-board.—Dated Ottawa, 23rd March, 1867.

No. 2286. Benjamin Grant, of the village of Rosalia, in the county of Ontario, yeoman, a self-acting brake for the wheels of a wagon, that may be applied to all vehicles drawn by animals.—Dated Ottawa, 23rd March, 1867.

No. 2287. Thomas Hunter, of the city of Toronto, in the county of York, soldier, a new and improved creasing and slacking machine for leather work.—Dated Ottawa, 23rd March, 1867.

No. 2288. William Justus Dunning, of the village of Demorestville, in the county of Prince Edward, gentleman, a new and useful suction and force pump.—Dated Ottawa, 23rd March, 1867.

No. 2289. Joseph J. Lusher, of the village of St. Catharines, in the county of Lincoln, mechanic, a new and useful invention called Reynolds Renovating Fluid.—Dated Ottawa, 27th March, 1867.

No. 2290. Frederick Membrey, of the township of Ernestown, in the county of Lennox and Addington, yeoman, a new and useful oil filter, called the Expert Axle Oiler.—Dated Ottawa, 27th March, 1867.

No. 2291. Uson Adolphus Harvey, assignee of Luther Dunn, of the village of St. David's, in the county of Lincoln, Esquire, a new and useful machine for the stretching of leather to be used for binding and in saddlery and harness making.—Dated Ottawa, 23rd March, 1867.

No. 2292. Uson Adolphus Harvey, assignee of Luther Dunn, of the village of St. David's, in the county of Lincoln, Esquire, a new and useful machine for the edging, cutting and marking of leather belts and other goods.—Dated Ottawa, 23rd March, 1867.

No. 2293. Edward Spenser Piper, of the city of Toronto, in the county of York, merchant, a new and useful ventilator and smoke conductor, called the Improved Archimedeal Ventilator and Smoke Conductor.—Dated Ottawa, 1st April, 1867.

No. 2294. Frederick Cook, of the village of Oil Springs, in the township of Enniskillen, in the county of Lambton, petroleum refiner, a new and useful apparatus for burning, as a fuel, petroleum, or fluids made from it.—Dated Ottawa, 1st April, 1867.

No. 2295. Moses Peat, of the town of Windsor, in the county of Essex, carpenter and joiner, a grain separator.—Dated Ottawa, 1st April, 1867.

No. 2296. Richard Yielding, of the town of Windsor, in the county of Essex, gentleman, a new and useful invention called Richard Yielding's Apparatus for Burning, as Fuel, Petroleum and other kind of Oils.—Dated Ottawa, 1st April, 1867.

No. 2297. Peter Patterson, of the city of Toronto, in the county of York, merchant, a new and useful concave tire and tire coupling.—Dated Ottawa, 4th April, 1867.

No. 2298. Israel Kenney, of the town of Woodstock, in the county of Oxford, machinist, a new and useful seat for buggies, and other vehicles.—Dated Ottawa, 5th April, 1867.

No. 2299. Melvin Wood, of the township of Yarmouth, in the county of Elgin, millwright, a new and useful churn, called the Quakeress Churn.—Dated Ottawa, 10th April, 1867.

No. 2300. Joseph Cook, of the township of Yarmouth, in the county of Elgin, yeoman, a new and useful farm gate, known as the Copeland Gate.—Dated Ottawa, 10th April, 1867.

No. 2301. George Cliff, of the town of Sarnia, in the county of Lambton, weaver, a new, useful and improved self-acting hand loom.—Dated Ottawa, 10th April, 1867.

No. 2302. Henry Wood Dinon, of the township of Charlotteville, in the county of Norfolk, gentleman, a self acting wagon and wheeled vehicle brake, called Dinon's Self Acting Wagon Brake.—Dated Ottawa, 10th April, 1867.

No. 2303. Joseph M. Roddick, of the city of London, in the county of Middlesex, oil refiner, a new and useful composition of matter which is an improved method of decolorizing petroleum or rock oil.—Dated Ottawa, 10th April, 1867.

No. 2304. Robert Land Lucas, of the township of Trafalgar, in the county of Huron, yeoman, a new and useful farm and railway clearing-gate.—Dated Ottawa, 13th April, 1867.

(To be Continued.)

### EXAMINATION OF PASSENGERS AND THEIR BAGGAGE.

The New York Post says:—Probably few readers are familiar with the laws and regulations now in force, relative to the examination of the baggage and the persons of travellers arriving from foreign countries. The "ten thousand" Americans who are about to return from Europe, and the uncounted excursionists who are visiting the New Dominion of Canada, will have an opportunity to observe the operation of these regulations.

In August, 1864, a circular was issued from the Treasury Department to the officers of customs, directing a more careful and thorough examination of baggage. "The American people," remarked this circular, "are not accustomed to being stopped and having their trunks and travelling sacking opened and examined, and may at first exhibit some impatience under the operation; but it is expected that no officer who may have this duty to perform will suffer himself to exhibit the least irritation, but will at all times maintain entire self-control and a placid demeanor." Officers were admonished not to "disturb the contents of trunks, carpet bags, &c., more than was necessary, and yet to be sufficiently thorough to ascertain whether they contain any dutiable goods," including laces and jewelry. How an officer can be sure that a trunk contains no jewelry or laces, without disturbing every article of its contents, it is not easy to understand. How can he know that an old pair of boots crowded into an obscure corner of an emigrant's chest, conceals no gold watches or precious jewels,

unless he makes a careful examination of each individual boot? How can he ascertain that there are no laces, kid gloves, or silk goods, which should pay thirty-five, fifty or sixty per cent., hidden in the soiled linen apartment of a tourist's trunk, without hauling out and inspecting every dirty shirt, maintaining "entire self-control and a placid demeanor" all the while, according to regulations?

At most places these regulations are not thoroughly executed. There is a lack of due vigilance on the part of the officers. The contents of trunks, &c., are examined only sufficiently to ascertain that there is no great bulk of dutiable goods. Perhaps these officers may be so influenced by their sense of propriety and decency that they are unwilling to display every article of a gentleman's or lady's baggage to the gaze of the crowd—for these inspections take place on steamboat decks and in railroad depots; and are therefore not so thorough as the law requires. But under the present law a Custom House officer has no business with such feelings.

If a bottle of brandy is found in a tourist's valise, the officer should make the seizure; for the law of July, 1866, prohibits the importation of liquors in any quantity less than thirty gallons, and declares that any less quantity shall be forfeited to the United States.

It was suggested that the American people have pockets in their clothes, and that some are vile enough to conceal dutiable goods in their pockets or about their persons, with intent to defraud the revenue. It was therefore ordered in October last that the persons of travellers arriving from foreign countries should be examined. For this purpose the doors of railway cars coming from Canada were to be locked, and on arrival at the first station this side the wall they were to be opened, an officer standing at each door and inspecting the persons of the passengers as they were permitted to emerge one by one from the car. We believe this locking-up process was never practised. It was too great an outrage for even the American people to endure, and the instructions were soon modified, or else modified themselves. But the other provisions are still in force, and every traveller arriving from a foreign country who is not subjected to a careful examination of his or her person—female inspectors are appointed to examine women—escapes through the neglect or unauthorized clemency of the officers.

### THE HOP CROP IN THE STATES.

A LETTER from Waterville, Western New York dated the 17th instant, to John White, jun., of Hand Street, says that the hop crop is not looking quite as promising as a short time previous. The lice have again made their appearance, and they are affecting some yards considerably already, but we cannot say to what extent they will damage the crop yet.

The Chicago Journal of Commerce says that the market is quiet and the prices firm. The stock of prime eastern qualities is light, and scarcely equal to the demand; there is, however, little doing at present date. The latest advices from the growing districts of New York represent the vermin to be on the increase, and from Michigan we also have advices that a new grub is damaging the vine materially. We quote:

Eastern prime, 62 1/2 to 66c; Eastern medium to fair, 50 to 55c; Western, 20 to 45c; barley malt, choice, \$1.40 to \$1.50; barley malt, medium to fair, \$1.10 to \$1.20.

The Cooperstown Journal of July 19 says:—"The weather for the past week has been favorable, and the vine has made decided progress. In most of the yards the hop is now forming, and were it not for the fact that the vermin continue to infest the vine to so great an extent—in some yards completely covering the small young leaves and entering the young hop—an unusually large crop might be expected. As it is, growers are uncertain how it may turn out, for there is no predicting what damage may accrue from this source."

In Philadelphia small sales of inferior were made at 40 to 60c; and prime at 65 to 70c.

THE CROPS IN MICHIGAN.—The wheat harvest in a large portion of the State is over, and the expectation of large crops is fully realized. Not only in Michigan, but throughout the Union, the crop will be greater than ever before. E. D. Mansfield of Ohio, the "veteran correspondent" of the New York Times estimates the crop to exceed in value that of 1866, by \$500,000,000. The Detroit Post says one of the grain merchants of Detroit, who has just returned from a trip over the Detroit and Milwaukee Railroad, says that the crop will be enormous, and has not been exaggerated either as to quantity or quality. There has been some loss by insects, but it has not affected the quality, while the breadth sown has been so largely increased, that the loss will not be felt. Buyers can contract 300,000 bushels at \$2 per bushel at Kalamazoo. At Grand Rapids, millers are paying \$2 for white wheat. At Drayton Plains, in one instance, 40 bushels per acre will be realized. A round Pecumeth the yield is 18 to 20 bushels to the acre, price \$1.90 for amber, and \$2 for white—and one-fourth more grain than has ever before been produced.

WOOL FROM SOUTH AMERICA.—Australian wool will have to compete ere long with the wool grown on the banks of La Plata. The latter is inferior in quality to the Australian and Cape wool, but the quantity produced is enormous, and is increasing at more than double the rate of progress made in Australia. Eitherto, on account of what is called a "burr," our manufacturers have rejected River Plata wool. Refused in England, it finds a market on the continent. A manufacturing, patented and often made in England, is used by the Belgian manufacturers to take out the burr. They spin the wool into yarn, and then often send it to us to be worked up.—Manchester Times,

CANADIAN PATENTS.

The American Artisan has an article on the above subject, in the course of which it says—

"We have previously informed our readers that American citizens could obtain patents in New Brunswick, and that under the Union Act, by which the most important of the British American provinces were confederated, it was provided that patents previously granted in either province should be made to extend over the entire Dominion of Canada. Some doubt has recently existed both here and in the provinces themselves as to the condition of the patent laws of the provinces in the interval between the date of confederation (July 1, 1867) and the passage of a new patent law for the entire Dominion, but we now learn by a proclamation of the Governor General dated July 1 that all the existing laws of the several provinces remain in force until repealed by new laws of the general Parliament, which will not meet until some time during the coming fall. Patents can, therefore, still be obtained in New Brunswick by American citizens, and we have the best authority in Canada for saying that such patents will cover the whole Dominion of Canada, and as it is somewhat uncertain whether the new law will provide for the granting of Canadian patents to foreigners, we advise all Americans who are desirous of obtaining protection for their inventions in Canada, to do so by applying with as little loss of time as possible for patents in New Brunswick."

The New York Tribune contains the following remarks on the above extract:—

"We have no objection to American citizens following the above advice, of course, but as several gentlemen have sought information on this head at the Albany office we beg to state, for the information of all whom it may concern, that it is exceedingly doubtful whether the dodge above recommended will actually prove successful. For, in the first place, it stands to reason that the local laws of any one Province will not be extended over the whole confederacy, unless such laws are re-enacted by the Confederate House of Commons, and secondly, that the subject of "Patents of invention and discovery" having been specially, and very properly, placed under the head of interests which are considered national rather than local, we may expect the enactment of a new and carefully considered "Patent Law," covering Consolidated—or rather Confederated—Canada."

"We are not aware of any clause in the Union act by which it was provided that patents previously granted in either of the Provinces should be made to extend over the entire Dominion of Canada," and although "all the existing laws of the several Provinces remain in force," by any means, the law of any one Province shall become law for the whole Dominion. We therefore advise patent holders to disregard "the best authority in Canada," for the present, and await the "General Patent Act" of the House of Commons, which will cover the entire Dominion."

THE NEW YORK STATE CANALS.

THE COST AND THE REVENUE OF THE SEVERAL CANALS IN THE STATE.

From the Troy Times, July 26.

The Constitutional Convention recently called upon the Canal Department for a detailed report showing the cost and the revenues of the several canals of the State, and from the figures prepared in compliance with this call some interesting facts are to be condensed. Prior to the year 1840, the State Treasurer contributed to the construction of the canals, outside the canal funds, the amount of \$7,324,621.18, as follows:

From taxes.....	\$1,496,406 08
Antic duties.....	3,692,023 05
Salt duties.....	2,055,453 38
Steamboat tax.....	73,500 90
Sales of land.....	320,518 15
From the general fund for deficiencies.....	1,386,493 88

The canals had paid back in 1846 in tolls, to reimburse these expenditures, \$2,537,602 73, leaving a remainder of \$5,386,917 45. The Convention of 1846 struck a balance with the canals, and required a perpetual annuity of \$200,000 for their surplus revenues, and imposed upon them annually, in addition, a contribution of \$250,000 to pay the interest of the general fund debt. Since 1846, however, the canals have become further indebted to the State Treasury \$14,336,787 97 for taxes levied and received for canal purposes, and this debt has been very nearly discharged already by the Erie and Champlain Canals alone. The following shows the total receipts and expenditures on these canals, which are included, for some reason or other, in one construction account:

Cost of construction.....	\$40,018,237 19
Contracts for repairs.....	2,026,575 90
Superintendents for repairs.....	13,728,253 10
Pay of Collectors, &c.....	1,548,718 79
Pay of weighmasters.....	288,770 42
Total for repairs and salaries.....	\$17,592,321 97

Total receipts of tolls to 1866..... \$92,116,741 80  
Tolls on contributors for lateral canals..... 11,059,672 80

According to the books of the Canal Department the absolute balance of profit and interest in favour of the Erie and Champlain Canals is \$23,108,326 01.

The Oswego Canal makes a very good showing likewise, the balance of profits and interest in its favour

amounting to \$2,950,698 18. The following are the items of its account:  
Construction..... \$3,490,949 24  
Contractors for repairs..... 189,925 03  
Superintendents for repairs..... 1,471,818 46  
Pay of Collectors, Inspectors, &c..... 160,827 93  
Total for repairs and salaries..... 1,671,422 42  
Tolls collected on canal..... 2,663,629 48  
Tolls contributed to Erie Canal..... 6,710,600 60

The accounts of every other canal show a balance on the losing side. That of the Cayuga and Seneca is small—only \$123,491 90. Its cost of construction was \$1,620,642 60. The total expenditures on it for repairs and salaries has been \$620,080 25. Tolls collected on it, \$205,617 49; tolls contributed to Erie Canal, \$1,378,783 36.

The Chemung Canal cost originally \$1,273,261 80. Expenditures on it for repairs and salaries, \$1,209,770 30. Tolls collected, 456,774 22. Tolls contributed to Erie Canal, \$1,356,801 31. Balance against the canal on the books of the Canal Department, \$1,767,201 83.

The Crooked Lake Canal cost in construction \$333,237 27, and \$258,292 78 have been expended on it for repairs and salaries. Tolls collected, \$42,373 90. Tolls contributed to the Erie Canal, \$478,042 48. Loss to the State on this canal, as shown by the books, \$400,088 87.

The cost of the construction of the Chenango Canal was \$2,783,121 19, and the cost of its repairs and salaries has been \$970,169 49. Tolls collected, \$614,009 60. Tolls contributed to the Erie Canal, \$123,274 40. The debt of this canal to the State, according to the books of the Canal Department, is \$8,223,431 63.

The Black River Canal has been a dead loss to the nearly equal amount of \$8,103,255 80. It cost in building \$9,234,770 56, and its cost for repairs and salaries \$435,011 36. Tolls collected on it \$114,576 02; tolls contributed to Erie Canal \$123,207.

On the Genesee Valley Canal the State has lost \$14,301,989 47. It cost \$5,278,813 72. The expenditures on it for repairs and salaries has been \$1,405,342 66. The total collection of tolls on it has been only \$631,870 63, tolls contributed to the Erie Canal \$676,012 46.

The Oneida Lake Canal is charged with a deficiency of \$272,463 70. The cost of construction and purchase was \$61,837 68; expenditures for repairs and salaries, \$123,231 92; tolls collected, \$65,180 61.

The Baldwinville Canal is owing the State \$70,102 69. It cost originally \$23,556 14, and \$25,035 25 have been expended on it for repairs and salaries, while the whole tolls collected amount to only \$1,231 48.

On the improvement of the Cayuga Inlet there is shown a deficiency of \$3,876 42, but on the Oneida River Improvement a net profit \$26,349 69 is reported.

So stands the account of the Canals. Let us recapitulate it.

PROFIT.	
Erie and Champlain Canals.....	\$23,108,326 01
Oswego Canal.....	2,950,698 18
Oneida River Improvement.....	26,349 69
Total.....	\$26,085,274 78
LOSS.	
Genesee Valley Canal.....	\$14,301,989 47
Chenango Canal.....	8,223,431 63
Black River Canal.....	8,103,255 80
Chemung Canal.....	1,767,201 83
Crooked Lake Canal.....	406,088 87
Oneida Lake Canal.....	272,463 70
Cayuga and Seneca Canal.....	123,491 90
Baldwinville Canal.....	70,102 63
Cayuga Inlet Improvement.....	3,876 41
Total.....	\$33,271,892 38
Net loss.....	\$6,206,274 78
Profit of more than \$25,000,000 accruing on the great trunk canals of the State after their entire first cost has been paid, is allowed to be more than consumed by the dead loss of a so-called system of "feeders," of lateral canals. It would be an easy enough matter, from these figures, to determine the canal policy of the State, if it was to be governed by the plain principles which guide individuals in the management of their affairs.	

NEW YORK INSURANCE COMPANIES.

The Shipping List says: The Insurance interest, as most of our readers are doubtless aware, suffered heavily in 1866, which seems to have been an exceptional year. The New York Insurance Report for last year has but lately been made public, though dating back to last April. We gather that 1866 was the first year of the last seventeen years in which no new joint stock fire insurance company was organized. Two companies were changed from mutual to stock companies: one casualty was changed to a fire company, five companies had their charters extended 30 years, two companies have increased their capital, requisitions have been made on the stockholders of seven companies to make up impaired capital, three of which were not responded to; five companies have reduced their capital since January 1, 1867; thirty-three companies showed an impairment of capital, December 31, 1867, varying from 81 74 per cent. to 0 21 per cent.; ten companies which showed an impaired capital, January 1, 1866, repair their capitals during that year, seventy-one companies show capital intact, with surpluses varying between \$271,387 and \$16, and six companies discontinued business, and are closing up their affairs. The risks for the year 1866 were \$378,880 0 3, the premiums received \$4,335,305, and the losses paid \$3,800,702. The fire business, which is in addition to the above, covered in the amount of risks \$2,763,493, 107; the premiums received amounted to \$20,786,847, and the losses to \$16,312,751. The remedy to be applied to save insurance companies from annihilation is discussed, and the report inclines to the plan of not insuring property to its full value, as the surest safeguard against incendiary fires.

FOREIGN POSTAGE OF THE UNITED STATES.

The New York Times says: Postmaster General Randall's administration is likely to be distinguished by more improvements in the postal service, and especially in the foreign mail department, than the administration of any of his predecessors. The reduction of the rates of postage on letters between this country and Great Britain, which takes effect on Jan 1, 1868, will be a very important and very acceptable step in advance. Following up the conclusion of this arrangement with Great Britain, Mr. Ransom is now engaged in making similar improvements in our postal service to other countries of Europe. This task could not be entrusted to any one better qualified for it, and we may confidently anticipate the best possible results from his mission. At present we are not informed precisely regarding his movements, but it is probable that it is in consequence of his presence at Berlin that King William of Prussia is about to send an envoy to the United States to make a new postal treaty with our Government, as announced on Monday last by cable. While these efforts to improve our Transatlantic mail service are being made, our Trans-Pacific mail service is not neglected. Postmaster-General Randall has just announced his intention to apply for authority to extend our postal arrangements with the ports of Japan as fast as they are opened to the public, and his request ought to be granted promptly and cheerfully.

While Mr. Randall deserves great credit for his management of the Post office Department, it is no reflection upon him to say that our entire postal arrangements with foreign countries need revision and amendment. The rates of foreign postage are, without exception, too high. They do not bear any reasonable proportion to the freights on other articles sent by the same means or over the same routes. They are entirely wanting in that uniformity and cheapness, which are the best features in the domestic postal system of all civilized nations. Is it not practicable to abandon altogether the present method of dealing with our foreign postal arrangements in detail, and to make one job of the postal system? It is the great merit of our domestic postal system that one rate (three cents) is charged for all distances. Would not the same plan work well in our foreign mail service? Suppose three cents to be fixed as the ocean postage to all countries visited by vessels sailing direct from our ports, would not this rate pay in a short time, as well as it now pays within the United States? The cost of carrying a letter from New York to any of the European ports visited by mail steamers from this country, or from San Francisco to any similar ports in Japan or China, is less than the cost of its transportation from New York to San Francisco, or even from New York to St. Louis or Chicago. A six cent rate would probably cover all the expenses of mail service between any part of the United States and any of the great ports of Europe or Asia. A nine cent, or treble rate, would in a short time be sufficient to cover all the expenses of free delivery at any point inland, upon letters passing between this country and all countries in Europe and Asia with which we have direct postal communication. But whether this estimate be correct or not, it is very desirable that our Government should deal with our foreign postal service as a unit, and introduce into it the low and uniform rates which have proved so beneficial in the domestic postal systems of nearly every country in Europe.

THE PETERBORO RAILWAY CONNECTION.—We understand that the Directors of the C. P. and M. Railway and Mining Company decided on going on with the work of filling in Rice Lake, &c., so soon as \$150,000 in deferred or subscribed stock, or bonus is forthcoming. As Cobourg is prepared to contribute \$100,000 of this amount, and our friends at the north are actively exerting themselves, the probabilities are that by the first of May next, we shall have the satisfaction of seeing the railway between this place and Peterboro in full operation. The amount of \$50,000 to be raised by municipalities to the north is so inconsiderable an advantage to be secured so great, that there is not likely to be much delay.—Cobourg Star.

BUCKWHEAT.—This crop occupies a position in our farming which it would be very difficult to supply. Common millet is in some respects very much like it, especially as it may be sown in July, and a crop of hay or grain harvested, and as it also does well upon sandy soils. Buckwheat is a plant which makes the most of few privileges—a sort of self-made man. If it has to struggle moderately, it does well, but if it has all its needs supplied, and especially if on freshly manured land, it is very likely to fail. It does not bear fermenting manure well at all, as it runs to tops, and the seeds blast. It affords one of the most valuable green manure crops to be used on light leachy lands, for with 100 to 150 pounds of good guano, or 3 to 5 cwt. of bone dust, a heavy crop of manure may be produced on almost any soil. When sowed for the grain, it is not advisable to sow too early, as the first flowers are apt to blight in hot, dry weather. In cool weather, reasonably moist, the grain fills best, but frost is fatal. It is usual, in order to avoid extremes, to sow from the 5th to the 25th of July, according to latitude; the last of the month being preferred, where frost holds off well. It is sown on sod, without manure, at the rate of a bushel to a bushel and a half to the acre. It is best to prepare the land well by ploughing some weeks beforehand and harrowing to get a uniform surface. We have no idea how long the plant will continue to grow and blossom if frost holds off. It is customary to cut and cure in small isolated gvels, as soon as the first seeds are ripe before they will shell out in handling. The straw is as good sheep fodder as need be, and the grain nutritious and fattening.—American Agriculturist.

## WANTED—ELASTICITY IN U. S. CURRENCY.

SINCE the Government has taken the entire control of the currency, it seems to be a necessity that some financial measure be adopted that will give elasticity to it; for during some portions of the year much more currency is wanted than at other seasons.

It is already predicted that in October and November the money markets will be extremely tight, from the fact that more currency will be wanted to move the produce than can be furnished by the banks.

In order to understand the argument and the case that we shall try to bring out, it is necessary to understand the bank machinery of our cities where there are Clearing Houses:

The clerk of a Clearing House bank takes all the claims on other banks to the House, and gets in turn all the claims that the other banks have on his bank. He then readily ascertains for himself, and is also informed by the manager of the House, how the balance stands. In other words, ascertains whether he is Dr. and has to pay money, and if so how much, or whether he is Cr. and has to receive money, and if so how much. The exchanges are made at 10 o'clock, and the balances paid and received at 1 o'clock.

Three quarters of the banks sail close to the wind; that is, they manage to have on hand just about money enough to cover their 25 per cent. reserve. Hence it is evident that the balance at the Clearing House is the key that springs a contraction or permits an expansion. If a bank is debtor too great an amount, away goes its reserve money, which must be regained the next day by calling in loans. If a bank is Cr., then its ability to loan money depends on circumstances. Its credit may have been the result of calling in loans expressly to concentrate currency to send off on orders.

It is evident, then, that when the country calls for currency in large amounts, the banks will call in their loans, or "contract." The logical result is that the banks are forced into a contraction when money is wanted, and they are at times induced, by their easy position, to expand when money is not needed.

It is our design to work up a financial measure to obviate, if possible—to ameliorate, at least—this bank kink, and bad kink, in our financial machinery.

To be of solid service, our financial measure should operate as a check on expansions, as well as a break on contractions, and at the same time give the country an enlarged volume of currency when business requires it, and a diminished volume at other times; and incidentally to ward off any great revision in the price of Government bonds in a panic.

These we claim to be the features of our proposed financial measure. The necessity of elasticity will be obvious in due time, probably before New Year's.

Our measure is this: the Treasury to have ready, after being authorized by Congress, any required amount of Greenback Currency; and the Assistant Treasurers in New York, Boston, and Philadelphia to be furnished with it, to loan on call at 7 per cent. interest, taking Government bonds as collateral security at 15 per cent. under their market value.

That is all; nevertheless it is a great measure. It is not desirable that the Treasury become the loaner of money except on emergencies, we therefore have proposed a high rate of interest and a strong margin.

No one will borrow on these terms except the money market is very bad, and the loans will be paid off as soon as the market is slightly easy; still there will be times, we think, when from fifty to one hundred millions will be wanted.

This measure will check-mate the gamblers in stock who sometimes hoard greenbacks in order to intensify a tight money market.

Until recently the currency has had a power of expanding and contracting.

Take, for instance, the Honesdale Bank of Penn., which, with a capital of \$100,000, occasionally issued \$500,000 of currency, principally on the drafts of the Delaware and Hudson Coal and Canal Co. The New England banks were very elastic in their currency movements, often furnishing millions for 30, 60 or 90 days, to the West, with which to move the crops. None of this elasticity is available for the National system.—*Bank Note Reporter.*

## ST. JOHN TRADE REPORT.

St. John, N. B. August 5, 1867.

THE business of the week has been of a very quiet character, and outside of the manufacture and shipment of lumber there is very little doing. The weather has been very unsettled, and hay making has been a good deal retarded in consequence. Last night we were visited with a terrific storm of wind and rain—which happily was of short duration. One large ship dragged her anchors, and came very near drifting through the Falls. In a critical spot her anchors fortunately held, and by the aid of steam tugs, she was this morning got back to her berth.

The shipping arrivals of the week have again been very limited. We have had one ship from Liverpool, with coals and salt, two from New York, and one from Boston, with general cargoes, and the usual tri-weekly steamers from Boston and Portland.

Exchange has been in tolerably brisk demand, but no advance has taken place, though previous rates are fully maintained. Bank 60-days Bills on London, are sold at 10 per cent. premium, and Sight Bills at 11 per cent.

EXPORTS.—The clearances of the week comprise 13

vessels for ports in Great Britain, with timber and deals, and six to United States ports with boards, lath, and other sawn lumber. The market is dull and, influenced by the tone of late advices from Britain, prices have a downward tendency. Freight are dull, and although there is very little tonnage offering, it appears to be sufficient to meet the requirements of shippers. There is no change in rates since last week's report. Spruce logs \$5.25 to \$5.50 per m; deals \$5.25 to \$8.50; sapling pine logs \$4 to \$6; shipping pine boards (common) \$10 to \$12; spruce laths \$1 to \$1.10; spruce palings \$6 to \$8.50; shingles (cedar) \$2.25 to \$2.60; shingles (pine) \$3.50 to \$4.50.

Comparative statement of exports of lumber from the port of St. John, for July, 1867:—

	1867.	1866.
Deals and deal ends s. f. . . . .	23,592,320	28,652,621
Boards, scantling and plank s. f. . . . .	2,850,127	4,800,941
Pine timber, (tons) . . . . .	3,356	4,073
Birch do. do . . . . .	608	2,494
Pickets m . . . . .	1,060	611
Shingles m . . . . .	200	2,216
Laths m . . . . .	6,578	3,760
Lathwood cords . . . . .	123	80
Spars, sleepers and knees . . . . .	976	1,379

The principal miscellaneous exports are comprised in the following list.—alwives, 1,257 bbls, lobsters, 305 bxs, herring, 604 bxs, salmon, fresh smoked and spiced, 2,954 bxs, shad, 223 hf bbls, iron, 7,432 bars, iron knees, 6 tons; manganese, 824 bbls; hardware, 7 pkgs, glass, 13 boxes; carbonaceous shale 20 bbls, cedar posts, 200, haberdashery, 15 pkgs, brandy, 64 casks, molasses, 5 hhd, eggs, 546 bbls, cod oil, 40 casks; hav. 672 bales, horses, 21; nails, 329 kegs; rope, 19 pkgs, sewing machines, 261 pkgs, spool blocks, 418 cases, broom handles, 90,000, curtain rods, 20,658, matches 30 cases, paper collars, 10 cases.

Flour, &c.—The market still keeps unusually bare of good flour, the little which has come to hand during the week having been at once taken at exceptional rates and for immediate consumption. We hear of large shipments being on the way, which have been anxiously expected for some time; and we have been informed of several parcels despatched more than three weeks since which have not yet come to hand. There must be something defective in the forwarding arrangements when this is the case, but nobody seems to know whence the delay arises, whether it is owing to detention at Portland, or whether it arises from the superabundance of traffic on the Grand Trunk Railway, and we merely call attention to the facts. It really seems a little too bad that it should take nearly twice as long a time to convey a barrel of flour to St. John as it would to convey it to Liverpool, yet such, in a great number of instances, is actually the case. In quoting actual prices of to-day, it must be understood that they apply to sound flour only, and that any considerable quantity arriving, they would at once give way.—Strong Superfine, \$9.50 to \$9.75; Ordinary, \$9.00 to \$9.25.

CORN MEAL has declined under the influence of abundant receipts, and is now worth \$4.75 to \$5.00.

OATMEAL maintains its price pretty steadily, having apparently been but little affected by the fluctuation in the price of Flour. In this market it is generally disposed of in small quantities to as nearly as possible actual consumers. A considerable quantity comes from P. E. Island; but the Canadian Oatmeal, which has found its way here, seems to be equal in quality. Price per bbl., \$6.75 to \$7.00.

Receipts of Bread Stuffs for the month of July, 1867.—Flour, 7,354 barrels; Meal, 1,752 do. This is exclusive of any conveyed down the St. Lawrence and via Shediac, the returns of which we have not yet been able to obtain.

PROVISIONS, &c.—In Provisions there is no change to report. There is considerable firmness in sugar and molasses, with a prospect of an early advance.

The following is a list of the principal imports of the month.—Fig iron, 320 tons, iron bars, bundles, and sheets, 47,310, nails and spikes, 1835 bags; tin plates, 305 boxes, chain cables, 54; anchors, 51; anvils, 23; coal, 2613 tons; Y. metal 393 rods, salt, 350 tons, 2295 sacks, oakum 600 hds., rope, 765 packages, glass, 231 boxes, pitch and tar, 28 bbls, cement, 600 hds., bricks, 86,000; flour 7394 bbls.; meal, 1752 do; pork, 130 do, beef, 70 do, barley, 208 bags, cheese, 170 boxes, tea, 1183 pkgs.; sugar 123 casks, molasses, 228 hhd, tobacco, 493 pkgs.; liquors, 550 do., general merchandise and sundries not enumerated, 4775 pkgs.

Some stock of Bank of New Brunswick, sold at auction a few days since, realised 130, and 27 shares of Commercial Bank brought 45,

## PICTOU, N.S., MARKETS.

[From Circular of Joseph F. Ellis.]

PICTOU, N.S., July 31st, 1867.

THE weather continues favourable to vegetation and justifies a repetition of accounts furnished in last issue. The hay crops now being gathered in, are pronounced excellent in quality and hardly equalled in former seasons.

We have to note a slight increase in trade. Coal freights are getting a little more active. Most of the transactions, however, belong to the Mining and Gas Companies—few special charters offered.

The Provision and Produce Market very irregularly supplied,—prices in consequence being quite eccentric. The Flour demand active. The market was quite bare during latter part of last week, and the demand quite brisk. Receipts since last report about 4,000 barrels, mostly all old grain, and common brands. A special lot of No. 11 Dundera mills, fresh ground, from Halifax, realized a good figure, and sold readily. Cornmeal is in tolerable demand, prices fair, but holders of small lots in market, not firm enough to maintain profitable prices. A lot of rye flour, of good quality offered at fair price, but no purchasers, very little used in this market. Oatmeal scarce, and at firm quotations. There is an entire absence of vegetables. No potatoes to be obtained, the new crops will, however, soon be in the market.

MOVEMENT OF STEAMERS.—Iron steamship 'Lady Head,' Marmon, carrying mail, passengers and freight, leaves Quebec every alternate Tuesday, calling at Gulf Ports, and generally arrives at Pictou on the following Saturday, returning via intermediate ports on the following Tuesday. Iron steamship 'Secret,' Davidson, leaves on every Tuesday of opposite week, carrying passengers and freight over same route. Fare to Quebec, \$16. Steamers 'Princess of Wales,' and 'Heather Belle,' keep up tri-weekly communication with P. E. Island on Monday, Tuesday, and Friday, the former visits Port Hope on Friday; all connect with the train to and from Halifax. The steamer 'Flamborough,' first of the New Dominion line, is to ply hence to Montreal direct, and will leave in a few days.

## FREIGHTS.

Coal to Boston, per ton . . . . .	\$2 75
" Providence, " . . . . .	2 50
" Halifax, " . . . . .	1 25
" Charlottetown, " . . . . .	0 50
Per barrel from Quebec to Pictou . . . . .	0 50
" Pictou to Charlottetown . . . . .	0 17
" Halifax to Pictou by rail, according to quantity . . . . .	0 50

## CHARLOTTETOWN, P. E. ISLAND TRADE REPORT.

(From the Circular of Archibald McNeill.)

CHARLOTTETOWN, P. E. I., July 27, 1867.

FREIGHTS.—To Halifax oats, 6c to 7c, potatoes 7c to 8c; oatmeal, 40c, butter, per 100lbs, 35c, fish per bbl, 50c; pork per bbl, 50c, oysters per bbl, 50c. To Boston: oats, 12c cy, oatmeal, 60c cy, butter, \$1 cy, per 100lbs, fish \$1 cy, per bbl; oysters, per bbl, 75c; eggs, \$1 cy, per bbl. To Shediac, 30c per barrel bulk To Pictou, 20c per bbl bulk. From Toronto and Hamilton, via Suspension Bridge and Boston and Colonial Steam Ship Company, upon through bills of lading, \$1 per bbl for flour. Flour from Boston, 40c. Oats to England, 8d to 9d sterling, per 45 lbs.

STEAMERS—Leave Charlottetown for Pictou, Canada, Halifax, and Boston every Monday afternoon, and for Pictou every Tuesday, Thursday, and Saturday mornings, connecting with railroad for St. John, N.B. They leave Boston on Tuesday, and Halifax on Thursday, of each week, for this port. Shediac every Wednesday and Saturday on arrival of train from St. John, and Pictou every Monday, Tuesday and Friday, on arrival of train from Halifax.

MONEY—Bank rates for discount 7½ per cent. per annum, with a very little business doing.

CURRENCY—The Currency of this Island is equal to 50 per cent on the sterling, the Sovereigns being worth 20s. currency, 4s. sterling being equal to 6s. currency, or \$1.

Flour—Supply limited. During the week the demand has been more active for good sound grade. We place to-day a small lot of fancy extra at 53s. cash. Receipts for the week 799 barrels from United States, and 101 bbls from Canada. Duty on American flour 1s. 6d. per bbl. Canadian, free.

**CORNMEAL.**—The demand keeps very regular with small supplies. Market firm. Receipts for the week 811 bbls. Duty on American meal 1s. 6d. per barrel. Canada, free.

**MOLASSES.**—Is a complete drug. No demand. **SUGAR.**—Stocks are small, but quite sufficient for present demand.

**FISH.**—The catch of mackerel off the coast during the week has somewhat improved, but we have still to report no receipts, except a few small lots, but are daily looking for the first fleet. Codfish are reported plenty, but few being taken owing to the scarcity of bait.

**LUMBER.**—Spruce continues in good supply, with a slight decline in prices. Good pine wanted. Laths in better demand. Shingles in full supply.

**OATS.**—None to be had. **OIL.**—Kerosene in good supply. No demand at this season. Duty 7½d. **BANKS.**—Round lots cannot be procured, and the same remarks may now be applied to potatoes. Prices in both cases nominal.

**MONEY MARKET.**

**MONEY** is very easy, and the demand light. Sterling Exchange is rather lower, with sales of round amounts on the street at 109½. Transactions have taken place between banks at the present quotations of New York, 109½ to 109½.

**GOLD** in New York has not fluctuated much during the week, keeping in the vicinity of 140, generally a fraction above. The closing rate yesterday was 140½. **SILVER** has been abundant at unchanged rates.

The following are the latest quotations of Sterling Exchange, &c.:

Bank on London 60 days sight	109½ to 110½
" " " sight	110½ to 111
Private, " 60 days sight	109 to 109½
Bank in New York 60 days sight	109½ to 109½
Gold Drafts on New York	par to ½ prem
Gold in New York	140½
Silver	4½ to 4½ dis

**THE DRY GOODS TRADE.**

Ballie, James, Co.  
Bankhart, Bank & Co.  
Johnstone, James, & Co.  
Clark, Jas P & Co.  
Carron, T. James, & Co.  
Davis, W. & Co.  
Foulds & Hutcheon.  
Gault, Bros & Co.  
Gleimour, J. Y. & Co.  
Orenshields, S., Son & Co.  
Hingston, James, & Co.  
Lewis, Kay & Co.  
Macfarlane, Andrew, & Co.  
MacKenzie, J. G. & Co.

Mackay, Joseph, & Bro.  
May, Joseph.  
May, Thomas, & Co.  
McCulloch, Jack & Co.  
McIntyre, Dennis & Co.  
Moss, S. B., & J.  
Muir, W. & R.  
Munderloh & Steadman.  
Ogilvy & Co.  
Pittsford, Aubin & Co.  
Robertson, A., & Co.  
Roy, Jas., & Co.  
Stephen, William, & Co.  
Stirling, McCall & Co.  
Thomas, Taboucaud & Co.

**A**NOTHER week of quietness has been added to the many previous, but with a slight indication of improvement. A good many goods are coming forward by every ship, some of which are being opened and marked, but the bulk of these are being bonded, as it is yet too early to prepare stocks for buyers.

The goods being opened are generally staples, and in Cottons show a marked decline on spring prices, quotations now beginning to appear cheap as compared with those for the past five years.

Trade will probably be late this season, as country merchants hold large stocks, and will desire to reduce them as low as possible before making their fall purchases. The elections, also, will be likely to interfere considerably with trade, and tend still more to postpone business. Some travellers are about leaving for their first trip, but we suppose it will be fully the middle of the month before samples will generally be complete, and the end of the month or the first week in September before stocks will be fully assorted and in trim for our Western friends.

**THE HARDWARE TRADE.**

Bush, George.  
Charles, A., & Co.  
Cairns & Carehill.  
Currie, W. & F. P., & Co.  
Evans & Evans.  
Evans, John Henry.  
Fisher, F. Co.  
Fraser, P.

Gilbert, F. E.  
Haji, Kay & Co.  
Irland, W. H.  
Kershaw & Edwards.  
Merrill, Watson & Co.  
Mulholland, & Baker.  
Robertson, Jas.  
Rond, John & Sons.  
Waddell & Pearce.

**B**USINESS is completely flat, absolutely nothing doing. Not a single transaction is reported of any magnitude, and less freight in the shape of iron or hardware is offering for the West than at any time since the opening of navigation. Every one who can has gone out of town, and until the hot days are at an end, at least until the beginning or middle of September, we do not look for much animation in this department of trade. In the absence of business, quotations are mainly nominal.

**THE GROCERY TRADE.**

Raddwin, O. H., & Co.  
Chapman, Fraser & Tyloo.  
Chapman, H., & Co.  
Childs, George, & Co.  
Converse, Colson & Lamb.  
Dunn, J. Mark, & Clayton.  
Fitzpatrick & Moore.  
Fountain, J. A.  
Frank, J. C. & Co.  
Gillespie, Moffatt & Co.  
Jaffey, Brothers & Co.

Anderson, John & Co.  
Eggen & Kinloch.  
Leeming, Thomas & Co.  
Mitchell, James.  
Phelan, Joseph.  
Robertson & Leattie.  
Robertson, David.  
Sinclair, Jack & Co.  
Tiffin, Joe, & Sons.  
Thompson, Murray & Co.  
Thurman, David, & Co.  
West, Bros.

**T**RADER generally is quiet, the country trade in particular, and as a general thing prices remain as previously quoted.

**TEA.**—There has been a more lively enquiry for Twankays and Uncolored Japans. Want of stock has prevented transactions in the former, but Japans have changed hands to a considerable extent at stiffer prices. They are now held at 600 for medium, and 60c for the finer grades. There has not been much doing in other classes of greens, and blacks are still neglected.

**COFFEE.**—Rio has been in better request, and is firmer, though we do not alter quotations.

**SUGAR.**—Messrs. H. Routh & Co. offered for sale by auction yesterday some 100 hhds. of bright grocery sugars Porto Rico, Cuba, and Barbadoes. The attendance was limited to a small number of city buyers, and the bidding was rather spiritless. About 35 hhds. were sold, at prices ranging from \$8 30 to \$8 70 per 100 lbs.; the balance was withdrawn, figures realized not being considered satisfactory.

**TOBACCO.**—The leaf markets in the United States have been quite excited for the past month, and prices have advanced from 1½c per lb. on common, to 5c on fine leaf, and are very firm and brisk at the advance, without any chance of abatement, but exhibiting a strong tendency to further increase in price. The city manufacturers have been obliged to advance prices accordingly, and well known reliable brands are in short supply.

In other articles there is little doing, and in the absence of enquiry, prices continue as before.

**MONTREAL PRODUCE MARKET.**

Akin & Kirkpatrick.  
Cameron & Ross.  
Converse, Colson & Lamb.  
Crawford, James.  
H. Leon, Thomas, & Co.  
Kirkwood, Livingstone & Co.

Laidlaw, Middleton & Co.  
Leeming, Thomas & Co.  
Mitchell, Robert.  
Raphael, Thomas W.  
Sinclair, Jack & Co.  
Seymour, C. E.

**F**LOUR.—Receipts, which have been light, have largely consisted of common goods drawn in from the States and elsewhere by the recent activity, and satisfactory rates ruling, a steady demand for Superfines has generally ruled, and latterly the supply of good reliable Flour has been inadequate to the demand, and towards the close enhanced rates were demanded, and to some extent given. Closing transactions in Superfine have been at \$7 50 for the commoner and somewhat doubtful samples ranging up to \$7 80 for strictly sound and good, while for delivery \$8 was secured for favourite sponging brands. Extras have been in full supply, and prices have not materially changed. Little disposition to operate in the commoner kinds has latterly been shown, owing to excessive supplies, and rates may be quoted somewhat lower. *Rye Flour*, though coming in sparingly, and the quantity in stock being gradually lessened, has nevertheless been depressed in price by the unfavourable reaction in the common goods. Latest sales from place of landing have been at \$5 90, and of choice from store at \$5 95. *Bag Flour*, good, is scarce, the supply being mainly from the local mills, and satisfactory prices have ruled. We quote \$3 60 to \$3 70 as closing rate for best, and \$3 60 to \$3 60 for ordinary. The market has been largely regulated of late by supplies, and till the new harvest is available, prices will mainly depend on receipts.

**OATMEAL.**—Little has been latterly done either for export or consumption, and rates have continued unchanged.

**GRAIN.—Wheat.**—The arrivals by rail have been fair for the season, and with previous accumulations, there has been further more than the milling capacity could absorb, and to effect sales some little concession in prices has been found necessary. Latest sales of Upper Canada *spring* were at \$1 54, from track and store. The recent improvement in flour will tend to enhance the value of wheat somewhat. *Pease* no change to note, supplies are small and competition active, ruling prices are still 95c per 60lbs. *Oats* have become very scarce, and now fetch 46c to 47c for city use.

**PORK.**—There is little change to note. Holders are

firm, and for the little changing hands full rates are secured. There is however no speculation and purchasers restrict themselves to present consumptive want.

**CUTMEATS** continue in excess and fetch relatively low prices.

**LARD.**—Engages little attention, rates are nominal. **BUTTER.**—Continues neglected as hitherto, and the weather being excessively hot, what arrives is necessarily much heated, and out of condition.

**ASHES.**—*Pots* have been quiet without much change in value, towards the close rather more competition was manifested. *Pearls* continue neglected and drooping, nominal rate at the close \$0 90 to \$0 95, but no one buying except desirable tares.

**THE LEATHER TRADE.**

Hus & Richardson.  
Seymour, C. E.  
Seymour, M. H.  
Shaw F. & Bros.  
Smith & Edmonson.

**T**HE business of the past week has been of an improved character, though not positively active; and stocks of some descriptions have been considerably reduced.

**SPANISH SOLE.**—Has been coming forward rather more freely, but with continued fair sales, especially of low grades and No. 2 there is no accumulation.

**SLAUGHTER SOLE.**—No sales of any consequence are reported, and the demand is unimportant.

**HARNESS.**—We have no change no report; the market is quiet at recent quotations.

**WAXED UPPER.**—Stocks are small, and no immediate prospect of any great increase, as all fair stock finds ready sale on arrival at unchanged prices.

**KIP.**—Preference is given to imported stock, so that Canadian is moved with difficulty, and quotations cannot be realized at present.

**GRAINED UPPER.**—Has sold more freely; Choice at outside figures, and a round lot of Extra heavy as low as 40c.

**BUFF AND PEBBLED.**—The call is mainly for first class stock, which is not over abundant while poor is in full supply, and cannot be sold except at low rates.

**PATENT AND ENAMELLED.**—Continue dull with little or no enquiry.

**CALFSKINS.**—There is a fair amount of stock in market, but sales are slow even where concessions are made.

**SPLITS.**—Have been in fair request, particularly heavy, the supply of which is small.

**SHEEPSKINS.**—Are not in large stock, the call is only moderate.

**HIDES.**—Such as are suitable for curried or upper leather stock are scarce, and prices are very firm.

**A WISE GENEROSITY.**—Theodore S. Faxton, Esq., of Utica, who is largely interested in some manufacturing establishments in that city, is about to do a handsome thing for the benefit of the operatives. His plan is to erect a fine building in the western part of the city, near the cotton mills, at a cost of about \$20,000, which shall be exclusively their own, to contain a suitable hall for lectures, with reading room, library, and all such arrangements needful to mental and moral improvement. It is designed to make it a place far more attractive than the frog shop, and so, not only improve the condition of those who frequent it, but perchance also save some from utter ruin. It is a wise and noble work, and will long stand, we trust, a suitable monument to the energy and liberality of the founder.—*Moore's Rural New Yorker.*

**PUNISHMENT OF SWINDLING IN FRANCE.**—A London paper says M. Pollet, the banker of Boubaux, who failed some time ago with liabilities to the amount of 16,000,000f, and assets of about 2,000,000f, has just been condemned by the Police Court of Lille to five years' imprisonment and 3,000f fine for swindling. His horse enjoyed the highest reputation, so much so that an eminent banker declared that "any person inquiring about its credit would have been as much laughed at as if he had asked if the Rothschilds were solvent." Yet for thirty years it was in a most embarrassed position, and for a great many of them only excited by putting into circulation petitions, bills of exchange drawn and accepted by clerks, serants, women, &c. Amongst the victims are Lecuyer and Co., banker, for 1,650,000f; the Bank of France, for 1,050,000f; Messrs. Fould and Co., for 1,650,000f; Messrs. Mallet and Co., for 800,000f; and several other bankers for sums of 240,000f, 350,000f, 420,000f, and 60,000f.

CANADIAN SECURITIES IN ENGLAND.

LONDON, 27th July, 1867.

GOVERNMENT SECURITIES.

Canada 6 per cent. Jan. and July 1877	96 to 98
Do 6 per cent. Feb. and Aug	98 to 100
Do 6 per cent. March and Sept	98 to 100
Do 6 per cent. Jan. and July	82 to 84
Do 5 per cent. inscribed stock	82 to 84
New Brunswick 6 per cent. Jan. and July	90 to 93
Nova Scotia 6 per cent., 1876	95 to 97

RAILWAYS.

Atlantic and St. Lawrence	56 to 58
Buffalo and Lake Huron	3 1/2 to 4 1/2
Do preference	5 to 6
Buffalo, Brant, and Goderich, G p. c.	68 to 71
Grand Trunk of Canada	16 to 17
Do equipt. mort. bds., charge G p. c.	80 to 85
Do 1st preference bonds	50 to 54
Do do deferred	00 to 00
Do 2nd preference bonds	40 to 45
Do do deferred	00 to 00
Do 3rd preference stock	35 to 37
Do do deferred	00 to 00
Do 4th preference stock	18 to 20
Do do deferred	00 to 00
Great Western of Canada	14 1/2 to 14 1/2
Do now	00 to 00
Do G without option, 1873.	93 to 95
Do 5 1/2 do 1877-78.	86 to 88
North. R. R. of Canada G p. c. 1st prf. bds.	53 to 55

BANKS.

British North America. . . . . to . . . x d

MISCELLANEOUS.

Atlantic Telegraph	23 to 33
Do do 3 per cents	75 to 80
British American Land	18 to 23
Canada Company	65 to 68
Canadian Loan and Investment	2 to 1 dis
Hudson's Bay	14 1/2 to 15 1/2
Trust and Loan Company, U C	1 to 4 dis

BOSTON CATTLE MARKET.

Cambridge, Tuesday, August 6, 1867.

AMOUNT OF LIVE STOCK AT MARKET.

	Cattle.	Sheep.	Swine.
This week	673	6,048	1719
Last week	713	6,372	2210
Same week last year	1009	9,016	1862

NUMBER FROM EACH STATE.

	Cattle.	Sheep & Lambs.	Calves.	Swine
Maine	23	754		
N. Hampshire	53	754		
Vermont	245	3339		19
Massachusetts				
New York	70	543		
Western	342			1703
Canada	23	1512		
Total	678	6018	150	1719

And 105 Horses.  
There were 3 cars over the Boston & Maine Railroad, 2 over the Eastern, 2 over the Boston & Lowell, and 132 over the Fitchburg Railroad. Total 214.

PRICES OF MARKET BEEF.—Extra, \$12.25 to \$13.00; first quality, \$11.00 to \$12.00; second quality, \$10.00 to \$10.50; third quality, \$9.00 to \$9.50.  
PRICES OF STORE CATTLE.—Working Oxen—Sales at \$150, 200, 250 to \$300 per pair.  
MILCH COWS AND CALVES.—\$50, \$60, \$75, \$90 to \$100 YEARLINGS.—\$20 to \$30; two year old, \$40 to \$50, three year old, \$60 to \$75.  
VEAL CALVES at \$5.00 to \$15.00.

PRICES OF STORE LAMBS.—Prices in lots, \$2.50, \$3.00, \$4.00 to \$5.50 each; extra, \$3.75 to \$4.00 each, or from 3 to 5c per lb.  
HIDES—9c to 10c. per lb. Tallow 7c to 7 1/2c per lb.  
SKINS—Lamb Skins 50c to 62c each. Calveskins 20c to 25c per lb.  
Sheep Lamb Skins 25c to 37c each.  
N. B. BEEF.—Extra and first quality includes nothing but the best, large, fat, stall-fed oxen; second quality includes the best grass-fed oxen, the best stall-fed cows, and the best three-year old steers; ordinary consists of bulls and the refuse of lots.  
SHEEP.—Extra includes Coesets, and when those of an inferior quality are thrown out.

REMARKS.

CATTLE.—The market was nearly as good as last week as they were driven from Brighton as there were Northern oxen. The large supply from the West has depressed prices 50c per cwt. Some of the Northern drovers, taking note of the sales of Western Cattle, with the quality combined, say that they can't get them up for that money. We believe that prices will decline considerably more this Fall. The quality of the Cattle at market was generally fair, and the market was easy.  
SHEEP AND LAMBS.—There were from 200 to 300 less from our Northern States this week than last, and a better quality could be purchased for the same money. The market was hardly as good as last week as they were disposed of early.

ASSIGNEES APPOINTED.

NAME OF INSOLVENT.	RESIDENCE.	NAME OF ASSIGNER.
Allen, O'Lawrence	Alexandria	John Whyte.
Brinley, Henry	Napague	W. S. Robinson.
Burris, William	Canton	E. A. Macneil.
Chapman, Louis	Montreal, C. E.	T. Saureau.
Chapman, Christopher	Magog, C. E.	A. M. Smith.
Catterson, John	Napague	W. S. Robinson.
Cronkite, Nathan	Moorstown	Geo. Stevenson.
Doglar, C. M.	Quebec	J. Thibault.
Duscher, Othello	Statenow, C. E.	A. M. Smith.
Hendry, Anthony	Claque	S. Tullock.
Hude, Andrew	Brantford	A. W. Smith.
McKay, Hugh	Woodstock	James Shaw Arter.
Ross, Robert	Horseshoe	Joseph Rogers.
Sloan, Jas. & Anderson, Jas	Woodstock	John McWhirrer.
Trout, Chester A.	Windsor	J. McCrac.
Wardle, Alfred	London	Thos. Churcher.
White, Jabez	St. Catharines, W.	W. A. Mitchellberg.

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Buckle, William Dixon	London	October 7
Clark, John	Brantford	October 7
Forryth, H. C.	Oxford County	October 7
Lindsay, James	Lindsay	October 7
Lynn, Lyman	Woodstock	October 7
Northcott, John	St. Catharines	October 7
Rowbottom, James	Quebec	October 7
Sinclair, Coll	London	October 7
Smith Wm C.	St. Thomas, C. W.	October 7
Withoughly, James	Brackville	October 7
Wright, M. C.	St. Catharines	October 7
Zinkann, John & Son.	Galt	August 12

WRITS OF ATTACHMENT ISSUED.

DEFENDANT'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE.
J. D. Kogan & T. Sullivan, Goderich	F. W. Gates & John O'Keefe	July 27
James Lindsay, Cayuga	Maerke	July 28
James Ogilvie, Brantford	Kerr, Brown & McKeen, James Canning	July 28

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers,) Havana Prices Current of Imports, dated July 26, 1867:

Land Pr. Refined in kegs	38 50 per 100 lbs.
" " " " "	do
Butter, yellow, kegs and boxes	5 63 1/2
Cheese, American	3 10 1/2
Hams, American, in cans, Sugar Cured	4 83
Pork, morn in bbl.	4 83
Racon, clear and unsmoked in boxes	2 72
Best, morn in bbl.	1 75 1/2
Hams, White, Kegs and Starrow	0 46
Tobacco	2 75
Onions	5 75
Corn, Yellow, Round	4 12
Oats	4 12
Bran Shipping Standard	1 20
Hay	34
Oil, Petroleum	2 30
Tallow	1 04 1/2
Hemp, Brown	1 10
Wool, Yellow, Wiggins	2 80
Lumber, Yellow Pine	2 30
White Pine boards	1 13 per 100 ft.

Wheat, Superior Extra	68 1/2	In demand.
Extra	68 1/2	do
Fancy	68 1/2	do
Superfine	68 1/2	do
Choice No. 2	68 1/2	do
Bag Flour, 100 lbs.	68 1/2	do
Oatmeal, 100 lbs.	68 1/2	do
Wheat, U. C. Spring	68 1/2	do
Barley, per 48 lbs.	68 1/2	do
Pearl, per 32 lbs.	68 1/2	do

EXCHANGE.—London 60 days . . . . 15 1/2 to 16 per cent prem  
Paris . . . . 3 to 3 1/2 per cent prem  
New York . . . . 23 1/2 to 25 per cent dis  
Sight, Currency 24 to 25 1/2 per cent dis  
60 days . . . . 3 1/2 to 4 p.c. prem  
Sight, Gold . . . . 5 to 5 1/2 p.c. prem

STOCK MARKET.

BANKS.	Closing prices.	Last Week's Prices.
Bank of Montreal	130 a 130 1/2	30 a 130 1/2
Bank of N. A.	105 a 105	105 a 105
Commercial Bank	103 1/2 a 103 1/2	60 a 65
City Bank	103 1/2 a 103 1/2	101 a 101
Banque de Peuple	104 a 104	102 1/2 a 104
Melons Bank	113 a 113 1/2	113 a 113 1/2
Ontario Bank	103 1/2 a 103 1/2	103 1/2 a 103 1/2
Bank of Toronto	116 a 117	116 a 117
Quebec Bank	99 a 100	99 a 100
Bank Nationale	104 a 107	104 a 107
Gore Bank	91 a 92	91 a 92
Banque Jacques Cartier	103 1/2 a 109	108 a 109
Eastern Townships Bank	96 a 96	95 a 96
Mercants Bank	104 1/2 a 1 1/4	104 a 104 1/2
Union Bank	101 a 101 1/2	101 a 101 1/2
Mechanics Bank	99 a 100	98 a 100
Loyal Canadian Bank	96 a 98	95 1/2 a 96

RAILWAYS.	Closing prices.	Last Week's Prices.
G. T. R. of Canada	17 a 18	17 a 18
A. & St. Lawrence	13 a 14	13 a 14
G. W. of Canada	11 1/2 a 12	11 1/2 a 12
C. & St. Lawrence	8 1/2 a 9	8 1/2 a 9
Do. preferential		
MINES, &c.		
Montreal Consolidated	\$2 12 1/2 a \$2 1/2	\$2.00 a \$2 1/2
Canada Mining Company		\$2.00 a \$2 1/2
Huron Copper Bay		
Lake Huron S. & C.		
Quebec & L. S.		
Montreal Telegraph Co.	123 a 128	21 a 21 1/2
Montreal City Gas Company	57 1/2 a 101	85 a 100
City Passenger R. R. Co.	94 a 101	85 a 100
Ritchell Navigation Co.	110 a 112 1/2	110 a 112
Canadian Inland Steam N. Co.	112 a 115	109 a 110
Montreal Elevating Company	100 a 105	107 a 110
British Colonial Steamship Co.	104 a 109	104 a 109

GOVERNMENT DEBENTURES, 5 p.c. etc.	85 1/2 a 87	87 a 87 1/2
6 p.c., 1878, etc.	94 a 95 1/2	94 a 95 1/2
Montreal Water Works 6 per cent.	92 1/2 a 95	92 1/2 a 95
Montreal City Bonds, 6 per cent.	93 a 91	90 a 91
Montreal Harbour Bonds, 7 p.c.	102 a 103	102 a 103
Quebec City 6 per cent.	94 a 94	94 a 94
Toronto City Bonds, 6 per cent., 1860	85 a 90	85 a 90
Ottawa City Bonds, 6 per cent., 1860	90 a 91	90 a 91
Champlain R., 6 per cent.	79 a 80	79 a 80
County Debentures		

EXCHANGE.		
Bank on London, 60 days	109 1/2 a 110	109 1/2 a 110 1/2
Private do	109 1/2 a 109 1/2	109 1/2 a 109 1/2
Private, with documents	109 1/2 a 109 1/2	109 1/2 a 109 1/2
Bank on New York	21 1/2 a 21 1/2	21 1/2 a 21 1/2
Private do	21 1/2 a 21 1/2	21 1/2 a 21 1/2
Gold Drafts do.	par a 1/2 prem.	par. a 1/2 p.c. em.
Silver	4 a 4 1/2	4 a 4 1/2
Gold in New York	140 1/2 a 140	140 a 140

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

For the week ending Wednesday, Aug. 7, 1867.	From 1st August to Aug. 7, 1867.	To corresponding period 1866.
Wheat, bushels	27,417	417,817
Flour, barrels	16,309	342,539
Corn, bushels	22,333	642,171
Peas, "	6,017	871,533
Oats, "	1,522	180,827
Barley, "	1,810	43,494
Rye, "	2,864	110,414
Corn Meal, bbls.		1,697
Alfalfa, barrels	560	13,977
Butter, kegs	2,063	19,019
Cheese, boxes	83	8,434
Pork, barrels	43 1/2	9,270
Lard, "		3,673
Tallow, "	104	2,731
High Wines & Whiskey	165	3,357

PRICES OF GRAIN.

Articles.	Average Prices on											
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
Flour, Superior Extra	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Extra	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Fancy	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Superfine	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Choice No. 2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Bag Flour, 100 lbs.	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Oatmeal, 100 lbs.	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Wheat, U. C. Spring	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Barley, per 48 lbs.	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Pearl, per 32 lbs.	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2

IMPORTS.

The following is a table of the Imports at Montreal for the month ending July 31, 1867, with the figures for corresponding period of last year:

ARTICLES.	1866	1867	Increase.	Decrease.
Sugars	\$30,022	\$24,346		\$5,676
Tea	47,967	91,274	43,307	
Molasses	6,142	6,003		139
Wines	60,121	51,100		9,021
Woolens	465,610	515,073	49,463	
Cottons	222,761	283,148	60,387	
Silks	26,012	22,012		4,000
Hardware	76,739	83,627	6,888	
Other articles	1,083,001	1,287,562	204,561	
Total Imports	2,265,043	2,679,124	414,081	
Decrease.			114,106	

WEEKLY PRICES CURRENT.—MONTREAL AUGUST 8, 1867.

AUGUST 3, 1867. HALIFAX. ST. JOHN.

Main table of weekly prices current for Montreal, August 8, 1867. Columns include Name of Article, Current Rates, and Name of Article, Current Rates. Categories include Groceries, Meats, Hardware, Soap and Candles, Boots and Shoes, Produce, and various oils and spirits.

MARKET PRICES OF COUNTRY PRODUCE. MONTREAL, August 8.

Table of market prices for country produce in Montreal as of August 8, 1867. Lists prices for various types of grain, fowls, and meats.

## CAMERON &amp; ROSS.

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

Trusting that the attention given to the interests of our consignors and which has brought our trade to its present magnitude, will merit us a still larger share of the patronage of our friends in the country. Parties writing or telegraphing for market quotations will be attended to, and our reports found reliable.

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

CAMERON &amp; ROSS.

**CARVELL BROTHERS,**  
COMMISSION MERCHANTS,  
CHARLOTTE TOWN, P. E. I.  
REFERENCES.

CHARLOTTE TOWN.—The Hon. T. H. Haviland, President Bank of Prince Edward Island; Charles Palmer, Esq., President Union Bank of Prince Edward Island.

St. JOHN, N. B.—Messrs. Daniel & Boyd, Merchants; George Thomas, Esq.

BOSTON.—Messrs. Wise and Russell, Merchants; Messrs. Franklin, Snow & Co., Merchants,  
HALIFAX.—Messrs. Maclean, Campbell & Co. 15-6

W. C. WILLIS,

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

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

SULPHURIC ACID.

**THE Subscriber as Agent for THE  
CANADA CHEMICAL MANUFACTURING  
COMPANY is now prepared to execute orders for  
SULPHURIC ACID at lowest market rates.**

H. W. IRELAND.

Montreal, June 20, 1867

23-6

**THE MONTREAL  
PRINTING & PUBLISHING CO.  
PRINTING DEPARTMENT.**

(Late M. Longmoore &amp; Co.)

Every kind of work done in the very best manner promptly, and at reasonable rates.

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

LEGAL,

MUNICIPAL,

and ASSESSMENT FORMS,

On hand, and 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 GAZETTE.

NEW SERIES.

A JOURNAL OF THE DOMINION OF CANADA.

PRICE ONE PENNY.

Delivered in the City by Carriers—in Advance...\$9.00  
Sent by Mail ..... do. ... 5 00  
Tri-Weekly Edition, by Mail..... do. ... 3 00  
Weekly Edition, do. .... do. .... 1-00

**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 telegraph. It contains more reading matter than any other daily paper in the Dominion.

It contains correspondence from all parts of the world.

Read what other papers think about it. The Quebec News says:—

*The Montreal Gazette.*—Our cotemporary comes to us clothed in a new dress, and in a complete change of typographical appearance. The proprietorship has lately been merged into a joint-stock company, though Messrs. Low & Chamberlin remain the leading spirits of the enterprise. It is now, as it has been all along, one of the ablest conducted sheets in the Province, and is, without exception the only newspaper in the proper sense of the term, that we can boast of. Its typographical appearance is really beautiful, and the very large quantity of reading matter it contains will make it most acceptable to its patrons. We doubt, however, if Montreal has sufficiently advanced in wealth and intelligence to make such an enterprise a success. We have been anxious to try the experiment all along but found it wouldn't pay. We wish our cotemporary every prosperity, and hope it is the beginning of a new era in Journalism in the Dominion.

The London Evening Advertiser is very nearly as complimentary, thus noticing *The Gazette* in its new form:—

The *Montreal Gazette* appears in an entirely new dress, and is, we think, the handsomest sheet in the Dominion of Canada. As the type is small, though sharp and distinct, a very large amount of reading matter is given in each issue. Placard types are eschewed, the advertisements being set up in a neat, compressed style. The typography of the paper has a thorough English appearance. We have often thought of adopting a stringent rule with regard to the hand-bill advertisements which disfigure newspapers, and probably shall do so ere long. Where all announcements are displayed in black letter, what advantage has one merchant over another? Where all the advertisements are neatly and compressedly displayed, no person can complain, and the advertisements are certain to be more widely read. The *Gazette* is about the size of the *Evening Advertiser*, which is another proof—if proof were needed—that a superfluity of waste paper is no indication of influence or status. The *Gazette* is published under the auspices of a joint-stock company, numbering among its members leading capitalists, literary men, heads of the mechanical departments, etc. The *Gazette* has long been the leading paper of Montreal, and under the present arrangements will take a first place among the press of the Dominion. We wish our cotemporary every success, and we hope its enterprise may prove abundantly remunerative.

The Dundas Courier wishes success to the new enterprise in the following handsome terms:—

*Montreal Gazette.*—Quite a transformation has lately taken place in the appearance and general conduct of this well-known journal. In the first place, the hand-bill form of displaying advertisements is entirely discarded, and the old country style adopted of condensing them in the smallest space, and, at the same time, so classifying them that they are much easier found out. By this means more room is given for general reading matter. In the second place, it is published on the co-operative system, under the name of the "Montreal Printing and Publishing Company." The company comprises the firms of Low & Chamberlin, Longmoore & Co., together with "assistant editors, reporters, the heads of the printing and press departments, a number of literary men and a few friends." By this combination the *Gazette* must become a power in the new Dominion, and will, in all probability, prove to be in Canada what the *Times* is in England, the leader of public opinion. In addition to all these advantages, the price has been reduced to a penny, and the old arrangements are to be such that the paper can be had at all the principal points in the Dominion. To mail subscribers, the advance price of the Daily has been reduced to 85. The *Gazette* has always, in dealing with public questions, taken a higher tone, than most other leading journals in the Province, and we doubt not that under the new order of things no falling off in this respect need be feared. We wish the new enterprise the greatest possible measure of success.

These are only a few of the notices which have appeared in the papers all over the British Provinces, but may be taken as a sample of the others.

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.

All newspapers copying this advertisement for three months will be furnished with the *Daily Gazette* for the same time as an exchange, on receipt of the paper containing the notice.

**A. B. McMASTER & BROTHER,**  
(Successors to Wm. McMaster & Nephews)  
**IMPORTERS OF GENERAL DRY GOODS and  
Dealers in all Canadian Manufactures,**  
32 YONGE STREET, TORONTO.  
Established in 1841. 13-ly

**JOHN B. CAMPBELL & CO.**  
GENERAL COMMISSION MERCHANTS  
AND  
**WHOLESALE GROCERS;**  
ANDERSON'S BUILDING,  
(Old Merchants' Exchange,)  
Corner Bedford Row and Prince Street  
HALIFAX, N. S.

**MAYFLOWER TOBACCO FACTORY.**—Celebrated Prizo Medal Mayflower, and other choice brands, Flat and Twist Tobacco.

**JOHN B. CAMPBELL & CO.,**  
Proprietors,  
Halifax

17-ly

BLACK WALNUT LUMBER.

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

G. &amp; W. WURTELE,

St PAUL STREET, QUEBEC,  
**IRON AND GENERAL MERCHANTS**  
Importers of Tin and Canada Plates, Sheet Lead, Pig Iron, Chains and Anchors, Wire Rope, Paints, and Window Glass, &c. Manufacturers of Cut Nails  
19-ly

JOHN B. GOODE,

**WHOLESALE IMPORTER OF ELECTRO  
PLATED WARES, JEWELLERY, FANCY  
GOODS, CUTLERY, &c., No. 57 St. Sulpice Street  
MONTREAL. 9-ly**

**CAMPBELL BRYSON,**  
LEATHER COMMISSION MERCHANT,  
9 and 11 LEMOINE STREET,  
MONTREAL. 18-ly

MONTREAL, 16th May, 1867.

**IRONMASTERS' PRICE LIST  
MONTREAL CUT NAILS.**

In 100 lbs. kegs inclusive: a fair assortment with not over one-quarter, Shingles, under 25 tons.....\$3.22 1/2 per keg.

25 tons and over.....\$3.12 1/2 per keg

Shingle Nails, when sold alone. EXTRA over assortment.....20c. per keg.

2 lb. and 5 lb. Nails, when sold alone (five per cent being a loss in assortment) 40c. per keg.

Terms 4 months, or 3 per cent for cash.

H. W. IRELAND,  
18 BROKER.

**ROBERT WATSON,**  
ASSIGNEE, ACCOUNTANT, AUDITOR,  
Commissioner for taking Affidavits for Upper Canada  
OFFICE—MERCHANTS' EXCHANGE,  
Immediately over the Reading Room,  
Montreal, May 30, 1867. 17

**GEORGE P. BLACK,**  
COMMISSION MERCHANT,  
DOMINION WHARF, HALIFAX, N. S.

**SOLICITS** Consignments from Canada; also, orders for West India and Nova Scotia Products.

Acting for the Agent at Halifax of the Grand Trunk Railway, he is enabled to offer facilities for Storage, &c., which are equal, if not superior, to what can be found any where else in Halifax. Consignments to him via Grand Trunk Railway will be free from Drayage and consequent Extra Coopersage.

He can furnish Storage, if necessary, at all times for 20,000 bbls. at moderate rates.

He refers to Honble. Benj. Wier, Agent of Grand Trunk Railway at Halifax. 22-6 mps

**JOHN HENRY EVANS,**  
Importer of  
**IRON & GENERAL HARDWARE,**  
SADDLERY AND CARRIAGE HARDWARE,  
No. 463 at 1 465 St. Paul Street,  
and 12, 14, 18, 20, 22, and 26 St. Nicholas Street,  
MONTREAL.

**JOHN HENRY EVANS,**  
Solo Agent for Canada  
For the TROY BELL FOUNDRY, 14-17

**MCCULLOCH, JACK & CO.,**  
WHOLESALE IMPORTERS OF  
**FANCY AND STAPLE DRY GOODS,**  
423 & 425 ST. PAUL STREET,  
corner St. Francois Xavier Street.  
MONTREAL. 3-1y

**ROBERT MILLER,**  
(late R. & A. Miller)  
WHOLESALE MANUFACTURING STATIONER,  
PUBLISHER AND BOOKBINDER.

Importer and Dealer in  
**SCHOOL BOOKS, WINDOW SHADES & WALL  
PAPERS,**

AGENT FOR Lovell's Series of School Books, Canadian School Slates.

Printing and Wrapping Paper and Strawboard  
Manufacturer.

397 NOTRE DAME STREET,  
MONTREAL. 10-52

**LIDLAW MIDDLETON & CO.,**  
Commission Merchants and Shipping Agents,  
Montreal. 21-1y

**DUNCAN & FORSTER,**  
IMPORTERS OF EAST & WEST  
INDIA PRODUCE AND GENERAL GROCERIES, 12 & 14 St. John Street, Montreal. 9-1y

**THE "MORNING NEWS,"**

A FIRST-CLASS  
POLITICAL, COMMERCIAL, AND GENERAL  
NEWSPAPER,

Established in the year 1839, and printed in St. John, New Brunswick, is furnished to Subscribers on the following cash terms:—

Tri-Weekly Edition, per year..... \$2.50  
Weekly Edition, " " " " " 1.00

The "NEWS" contains the latest intelligence, foreign and domestic, and affords to the general reader an invaluable source of information.

The "NEWS," being without a successful rival in New Brunswick in point of circulation, etc., offers to Canadian Merchants, Manufacturers, and others, an excellent medium of advertising, by means of which, to a certain extent, now that Confederation may be regarded as accomplished, an extension of trade to the Maritime Provinces, may be secured.

TERMS MODERATE.

WILLIS & DAVIS,  
Proprietors.  
23-6m.

A MARITIME ADVERTISING MEDIUM.

**THE MORNING JOURNAL,**  
ST. JOHN, N.B.

A COMMERCIAL, POLITICAL AND GENERAL  
NEWSPAPER,

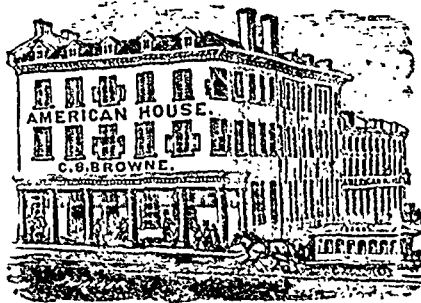
PUBLISHED TRI-WEEKLY.

Terms of Subscription, —\$2.50 per Annum, in advance,

Advertisements inserted at usual rates: Brief Business Cards \$10 to \$14 per annum.

The Colonial Presbyterian, issued weekly from the same Office, is an excellent Advertising medium.

WILLIAM ELDER, A.M.,  
Editor and Proprietor.



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

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

**JESSE THAYER,**  
WHOLESALE GROCER AND COMMISSION  
MERCHANT,  
640 ST. PAUL STREET,  
(opposite Albion Hotel)  
MONTREAL.

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

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

References kindly permitted:

HENRY STARNES, Esq., Manager Ontario Bank.

Messrs. Greene & Sons, | Messrs. J. L. Cassidy & Co.  
" Starke, Smith & Co. | " Blimmer, Gunn & Co.  
" Henry Joseph & Co. | " L. Chaput, Son & Co.

**JOHN RHYNAS,**  
COMMISSION AND SHIPPING MERCHANT,  
MONTREAL.

Consignments of General Merchandise received and advances made. Orders for the products of Canada carefully executed.

**DAVID E. MACLEAN & CO.,**  
PRODUCE AND GENERAL COMMISSION  
MERCHANT,  
Shippers and Ship Agents,  
MONTREAL, C. E.

DAVID E. MACLEAN. | BENJAMIN DAGAMAN.  
THOMAS C. CHISHOLM.

**E. D. TUCKER & CO.,**  
SHIPPING AND COMMISSION MERCHANTS,  
Boak's West India Wharf  
HALIFAX, N.S.

REFERENCES:  
Messrs. R. Simms & Co., } Montreal.  
Joseph Tiffin, Esq., }  
Messrs. Henry Chapman & Co., }  
Messrs. Cudlip & Snider, St. John, N.B.  
Messrs. Harvey & Co., St. John, N.B.  
The Union Bank of Halifax, Halifax. 3-6m

**DAVID TORRANCE & CO.**  
**EAST AND WEST INDIA**  
MERCHANTS,  
Exchange Court,  
1-1y MONTREAL.

**THOMPSON, MURRAY & CO.**  
GENERAL COMMISSION MERCHANTS AND IMPORTERS  
42 St. Sacramento Street, Montreal,  
Solo Agents in Canada for  
J. Denis, Henry Mounie and Co., Brandies,  
Wolfe's Schiedam Schnapps.  
1-1y

1867 IRELAND'S 1867  
**FREIGHT AND PASSENGER LINE**  
FROM

Montreal to Kingston, Toronto, Hamilton, St. Catharines and vice versa.

ON opening of Navigation the following First Class Steamers will form a Line for the Transportation of Freight and Passengers, viz:

OSPREY..... Capt. SMITH.  
AMERICA..... " MOORE.  
BRANTFORD..... " HANNA.  
(new composite steamer now building at  
Hamilton..... Capt. MALCOLMSON.  
CITY OF LONDON..... " FOLLOK.

The above steamers, having first class accommodation for passengers, will afford to families during the summer months, a cheap and comfortable mode of travelling, and give merchants quick dispatch in the transportation of Freight.

THE STEAMER CITY OF LONDON,

will be continued as last year in the Lake Erie trade, viz. — From Montreal to Ports Dover, Burwell, Byrora, Bruce, and Stanley, calling at Hamilton and Toronto, as the trade may require.

Freights as Cheap as by any other Line.

For Freight or Passage apply to

E. D. MACKAY..... (MacKay's Wharf), Hamilton.  
S. F. HOLCOMB..... Exchange, Toronto.  
NORRIS & NEELON..... St. Catharines.  
WM. BOWMAN..... London.

H. W. IRELAND,  
409 St. Paul Street,  
Montreal. 13

**FERRIER & CO.,**  
Wholesale Dealers in  
**HEAVY AND SHELF HARDWARE,**  
IRON, STEEL, &c.,  
24 and 26 St. Francois Xavier 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.

**THOMAS PECK & CO.,**  
Manufacturers of  
**IRON, NAILS, SHIP AND RAILWAY SPIKES**  
No. 391 St. Paul Street  
MONTREAL.

**MULHOLLAND & BAKER,**  
IRON, STEEL AND GENERAL HARDWARE  
MERCHANTS,  
419 AND 421 ST. PAUL STREET,  
MONTREAL,  
YARD ENTRANCE, St. Frs. Xavier St. 3-1y



**A. MES, MILLARD & CO.,**  
Manufacturers of and Wholesale Dealers in  
**BOOTS AND SHOES,**  
No. 23 St. Peter Street, Montreal.  
Now on hand one of the largest and best assorted  
stocks ever offered to the trade, warranted to give  
satisfaction in wear, and at prices as low as the lowest.  
August 3, 1866. 29-ly

**C. DORWIN & CO.,**  
**BANKERS AND EXCHANGE BROKERS,**  
48-ly 33 St. François Xavier st., Montreal

**FRANCIS FRASER,**  
**HARDWARE AND COMMISSION**  
**MERCHANT,** Agent for Manufacturers Birmingham  
and Sheffield Goods of every description, 23 St  
Sulpice street, Montreal. 1-ly

**JOSEPH MAY,**  
IMPORTER OF  
**FRENCH DRY GOODS,**  
459 ST. PAUL STREET,  
MONTREAL. 51-ly

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

**THOS. ADCOCK,**  
Importer and Wholesale Dealer in all kinds of  
**ELECTRO-PLATED WARES, &c.,**  
301 COMMISSIONERS STREET,  
MONTREAL. 27-3m

**HINGSTON, TELFER & CO.,**  
IMPORTERS OF DRY GOODS, &c., 476 St. Paul and  
397 Commissioners streets. 46-ly

**W. F. LEWIS & CO.**  
**WINE AND SPIRIT MERCHANTS,**  
St. Peter st., Montreal. 2-ly

**CANADA VARNISH COMPANY.**  
**JOHN JAMIESON & Co.,** manufactur-  
ers of every description of Varnishes, Japans, &c.,  
and dealers in Spirits of Turpentine, Benzine, &c.,  
Factory: St. Patrick Street, Canal. Office 490 St.  
Paul Street, Montreal. 9-ly

**HOPS: HOPS!! HOPS!!!**  
**A LARGE supply always on hand received**  
direct from Growers, for Sale at lowest rates.  
**CHAS. D. PROCTOR**  
Montreal, Sept., 1866. 34-ly

**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-ly

**W. R. DIXON,**  
**LONDON, ENGLAND,**  
(Late of Montreal.)  
**COMMISSION MERCHANT,**

**BEGS** respectfully to inform his numer-  
ous friends who favored him with the Sale of  
their Produce and Provisions when in Montreal, that  
he is now settled in London, receiving Consignments  
on Commission of Produce, &c., and is prepared to  
transact any business intrusted to his care properly.  
Having also a knowledge of General Merchandise, and  
the relative value of Manufactured Goods in the home  
markets, he is in a position to purchase carefully se-  
lect, and ship to order, every description of Goods  
suitable for Canada, will also effect sales from samples  
forwarded to him of Canadian Manufactures.  
6 Morpeth Terrace,  
Victoria Park, London N F  
Bancars.—London and County Bank, 21 Lombard  
Street.  
Montreal Referee and Correspondent.—Messrs Cam-  
eron & Ross, 438 Commissioners Street. 12-4m

**MARTIN & FERGUSON,**  
**BARRISTERS AND ATTORNEYS**  
AT LAW, SOLICITORS IN CHANCERY,  
**CONVEYANCERS, NOTARIES PUBLIC, &c.**  
Office—Corner of King and James streets,  
**HAMILTON, C.W.**  
N.B.—Collections and Insolvency Matters promptly  
attended to  
**R. MARTIN.** **J. W. FERGUSON.**  
32-ly

**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, Thibaudau & Co., Montreal.  
" James, Oliver & Co., Montreal.  
" Thibaudau, Thomas & Co., Quebec.  
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