

Technical and Bibliographic Notes / Notes techniques et bibliographiques

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

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

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

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

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

Cover title missing/
Le titre de couverture manque

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

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

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

Showthrough/
Transparence

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

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

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

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

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

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

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments:/
Commentaires supplémentaires:

Wrinkled pages may film slightly out of focus.

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

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

Vol. V.

MONTREAL, FRIDAY, APRIL 2, 1869.

No. 14.

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

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

CHAPMAN, FRASER & TYLER,
Successors to Mailland, Tyles & Co.,
WHOLESALE WINE, GENERAL
 and **COMMISSION MERCHANTS,**
 8-ly 10 Hospital St.

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

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

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

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

CRATHERN & CAVERHILL,
 61 St. Peter Street.
IMPORTERS OF HARDWARE,
 IRON, STEEL, TIN PLATES, &c., WINDOW
 GLASS, PAINTS and OILS.
 AGENTS:—Victoria Rope Walk.
 Vieille Montagne Zinc Company, 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.

THOS. D. HOOD,
 FIRST PRIZE
PIANOFORTE MANUFACTURER,
 MONTREAL.
 Show Room:—79 Great St. James Street
 Factory:—82 Champ-de-Mars Street.
 Constantly on hand a superior assortment of Pianos,
 Square and Cottage.
 Second-hand Pianos taken in exchange. Repairing
 and Tuning promptly attended to. 42

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

CONSISTING OF:
 Hhds } Choice Bright Barbadoes Sugar.
 Tierces }
 Bbls }
 Pans Molasses.
 ALSO IN STOCK.
 3,000 packages of new fresh Green and Black Teas.
 With our usual and general assortment of Groceries
TIFEIN BROTHERS.
 Montreal, 11th May, 1868. 1-ly

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

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

JOHN WATSON & CO.,
 Importers of
GLASS, CHINA AND EARTHENWARE
 WHOLESALE,
 5 and 7 Lemoiné Street,
 MONTREAL. 2-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,
 on my address here.
 Advances made on shipments to Europe.
 The sale and purchase of Stocks and Exchange will
 receive prompt attention. 1-ly

JAMES ROY & CO.,
IMPORTERS OF DRY GOODS, in
 cluding TABLE LINEN, SHEETING, &c.,
 have removed to the Corner of McGill and St. Joseph
 Streets, Montreal. 1-ly

KINCAN & KINLOCH,
IMPORTERS AND GENERAL
 WHOLESALE GROCERS, and Commission Mer-
 chants, corner St. Sacrament and St. Peter streets,
 Montreal.
 Wm. KINLOCH. W.B. LEIDY. D.L. LOCKBRY.
 8-ly

JOHN McARTHUR & SON,
OIL, LEAD & COLOR MERCHANTS
 Importers of
WINDOW GLASS, &c.,
 No. 19 Lemoiné Street, facing St. Helen Street,
 MONTREAL. 1-ly

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

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

HALL, KAY & CO.,
METAL MERCHANTS,
 MONTREAL.
 Sole Agents in the Dominion of Canada for the
 following Manufacturers:
 Wm Allaway & Sons, Tin and Canada Plates; Works
 at Lydney, Parkend & L.B.
 Morewood & Co., Lyon Galvanizing Works, Bir-
 mingham.
 A. & J. Stewart, Boiler Tubes, Clyde Tube Works,
 Glasgow.
 W. N. Baines, Engineers' Brass Work, Lancefield
 Brass Foundry, Glasgow.
 S. H. Dobbie & Co., Tinned Holloware, Park
 Foundry, Glasgow.
 Geo. Fairbairn & Co., the F Horse Nails, Cameleon
 Park, Falkirk.
 ALWAYS ON HAND
 A large and well-assorted stock of Stamped and
 Japanned Tinware and General Furnishings, for
 Tinsmiths, Plumbers, and Brass Founders 1-ly

I. L. BANGS & CO.,
MANUFACTURERS OF FELT
 COMPOSITION and GRAVEL ROOFING,
 and all kinds of Roofing Materials, Office: 783 Craig
 Street, (West) Montreal. 25-ly

IMPORTERS in Montreal and Quebec
 will find it to their advantage to Ship and Insure
 all Goods through
W. J. STEWART,
 68 South John Street,
 LIVERPOOL,
 and 420 St. Paul Street,
 MONTREAL.
 8-ly

B. HUTCHINS & CO.,
IMPORTERS OF TEAS & GENERAL
 GROCERIES, No 188 McGill Street, Montreal.
 B. HUTCHINS. 6-ly EWD LUSHER.

MONTREAL TYPE FOUNDRY,
 1 ST HELEN STREET, MONTREAL,
 83 COLBORNE STREET, TORONTO.
TOUGH METAL SCOTCH-FACETYPE
 PRINTERS MATERIAL OF ALL KINDS.
 Books and Jobs Electrotyped and Stereotyped
 23-6m

GREENE & SONS—STRAW GOODS
See next Page. 1-ly

CAMPELL BRYSON,
LEATHER COMMISSION MERCHANT,
 9 and 11 LEMOINÉ STREET,
 MONTREAL.

W. & F. P. CURRIE & CO.,
 100 GREY NUN STREET, MONTREAL,
 Importers of
PIG AND BAR IRON,
 BOILER TUBES, Drain Pipes, Roman Cement, Quebec Cement, Portland Cement, Paving Tiles, Garden Vases, Chimney Tops, &c., &c., &c.
 Boiler Plates, Gas Pipes, Horse Nails, Paints & Putty, Flue Covers, Fire Clay, Fire Bricks.
 Manufacturers of Crown Sofa, Chair, and Bed Springs. 12-ly

THE STANDARD LIFE ASSURANCE COMPANY
 Established 1825.
 WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.

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

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

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

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

LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.

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

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

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

Office: 104 St. Francois Xavier Street.
 1-ly **THOMAS SIMPSON,** General Agent.

MARINE & FIRE INSURANCE.

WESTERN ASSURANCE COMPANY OF CANADA.

MONTREAL BRANCH.
 102 Francois Xavier Street, (Up-stairs.)

Risks taken against loss and damage by Fire, and Marine risks on Hulls and cargoes at customary rates of premium. Losses promptly adjusted and paid.

1-ly **A. R. BETHUNE,** Agent.

PHENIX MUTUAL LIFE INSURANCE COMPANY, HARTFORD, CONN.

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

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

At the rates annually charged by responsible Companies, and returns all profits to the Insured, who are now receiving a return of 50 per cent, or half their premium.

Parties at a distance can insure from blanks, which will be furnished on application. Usual restrictions as to residence and occupation abolished.

ANGUS R BETHUNE, General Agent
 104 St. Francois Xavier Street.
 Active and Influential Agents and Canvasers engaged throughout the Dominion. 40

GREENE & SONS
STRAW GOODS & FELT HAT MANUFACTURERS.

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

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

SILK HATS, CLOTH CAPS &c., &c

Close buyers will find strong inducements to purchase of us.

TERMS LIBERAL.
 617, 619, 621 and 623 St. Paul Street,
 1-ly Montreal.

PHENIX FIRE ASSURANCE COMPANY OF LONDON.

(Established in 1782.)
 Insurances effected at current rates.

JAMES DAVISON, Manager.
GILLESPIE, MOFFATT & CO., General Agents for the Dominion. 6-ly.

THE YEAR BOOK

AND
ALMANAC OF CANADA

For 1869

IS NOW PUBLISHED.

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

Contains facts necessary for the who's Dominion to know of the separate Provinces.

PRICE 12½ CENTS.
 Edition on Superior Paper with Cover 25 cts.

Will be sent by post to any address.

Liberal discount to Booksellers. 60

FOULDS & McCUBBIN,
IMPORTERS AND WHOLESALE CLOTHIERS
 370 St. Paul Street, Corner St. Sulpice Street, Montreal. 36-ly

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.
 CUVILLIER'S BUILDINGS, St. SACRAMENT St., Montreal. 60-ly

STIRLING, McCALL & CO.,
IMPORTERS OF
BRITISH AND FOREIGN DRY GOODS, WHOLESALE,
 Corner of St. Paul and St. Sulpice streets,
 7-17 MONTREAL.

O'HEIR'S
WHOLESALE CLOTHING AND OUTFITTING ESTABLISHMENT.
 63 AND 162 MCGILL STREET, MONTREAL.
 25-ly Country Orders executed with Despatch.

ROBERTSON, STEPHEN & CO.,
 MONTREAL,

Are now receiving their
FALL IMPORTATIONS,
 which will be fully completed by the
 20th INSTANT,

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

STAPLE AND FANCY DRY GOODS.
 5-ly

PLIMSOLL, WARNOCK & CO.,

Importers of
STRAW AND FANCY DRY GOODS,
 Joseph's Block,
 18 St. HELEN STREET,
 MONTREAL. 9-ly

LEWIS, KAY & CO.,

HAVE JUST RECEIVED
 1000 pieces GREY COTTON.
 500 pieces PRINTS.
 Suitable for early Spring Trade

Also a full assortment of
SHOE FINDINGS,
 Including Lastings, Linings, Machine Silk and Thread.
 And every other kind of GOODS used for the Making-up Trade.
 January 13th, 1869. 1-ly

OGILVY & CO.,

Importers of
STAPLE & FANCY DRY GOODS,

495 St. Paul, Corner St. Peter Street,
 MONTREAL.

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

SUTHERLAND, FORCE & CO.,

Importers of
BRITISH & FOREIGN DRY GOODS
 490 St Paul Street,
 Montreal. 13-ly

J. G. MACKENZIE & CO.,
 Importers of
BRITISH AND FOREIGN DRY GOODS,
 281 & 283 St. Paul Street,
 MONTREAL. 8-ly

JAMES MITCHELL.
 IS NOW RECEIVING AND OFFERS FOR SALE:
 Hhds Extra Bright Porto Rico and Barbados SUGAR.
 Funs. Choice Demerara MOLASSES (New Crop)
 Brs. } Choice Labrador & Canso HERRINGS
 III-Bris. } Splits and Round.
 Brs. Choice Newfoundland Green CODFISH.
 Regs. } Prime Jamaica COFFEE
 Brs. }
 Boxes LOBSTERS, and ARROWROOT, in tins.
 Hhds. United Vineyard BRANDY. Vintage 1833.
 Very fine. No. 7 St Helen Street.
 Montreal, Feb 26. 1869. 1-1y

J. D. ANDERSON,
MERCHANT TAILOR
 AND
 GENTLEMEN'S HABERDASHER,
 ALBION CLOTH HALL,
 No. 124 Great St. James Street,
 MONTREAL. 12-1y

JAMES BAYLIS,
IMPORTER OF CARPETS AND
OIL CLOTHS, MONTREAL,
 No. 74 Great St. James Street,
 No. 81 King Street East, Toronto. 9-1y

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

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

Agent for French and German Manufacturers of
 Window Glass, Glass Ware, Fancy Goods, &c., Birmingham Hardware, Sheffield Electro-Plate Goods, Tools, Cutlery, Files, Steel, &c. 82-1y

WHEELER & WILSON,
 Awarded, over eighty-two competitors, at the Paris Exhibition, 1867, the HIGHEST PREMIUM, the
GOLD MEDAL,
 For perfection of

SEWING MACHINES.
B. B. SCOTT & CO., Agents,
 345 Notre Dame Street, MONTREAL.

ALSO,
 AGENTS for the celebrated LAMBE KNITTING MACHINE. 5-1y

W. OLENDINENG,
 (Late Wm. Rodden & Co.)
FOUNDER, & MANUFACTURER OF STOVES, &c.
 Works, 165 to 179 William Street,
 City Sample and Sale Room, 118 and 120 Great St. James Street,
 and 532 Craig Street,
 MONTREAL, P.Q. 9

THE CITIZENS' INSURANCE COMPANY
 (OF CANADA)
 AUTHORIZED CAPITAL\$2,000,000
 SUBSCRIBED CAPITAL\$1,000,000
DIRECTORS:
 HUGH ALLAN, President.
 GEORGE STEPHEN. C. J. BRIDGES.
 ADOLPHE ROY. HENRY LYMAN.
 EDWIN ATWATER. N. B. CORSE.
Life and Guarantee Department:
 Office - - - 71 Great St. James Street.
 This Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant Policies of LIFE ASSURANCE and Bonds of FIDELITY & GUARANTEE. Applications can be made to the Office in Montreal or through any of the Company's Agents.
 EDWARD RAWLINGS, Manager.

WM. McLAREN & CO.,
 Manufacturers and Wholesale Dealer in
BOOTS and SHOES
 STORE:
 18 ST. MAURICE STREET,
 (In the rear of Joseph Mackay & Bro.)
 MONTREAL. 32-1y

NELSON, WOOD & CO.,
IMPORTERS and WHOLESALE DEALERS in
 European and American FANCY GOODS,
 Paper Hangings, Clocks, Looking Glasses, and Plates, Stationery, Combs, Brushes, Mats, Toys, &c., &c., &c.
 MANUFACTURERS OF

Brooms, Matches, Painted Pails, Tubs, Wash-Boards, and Dealers in
WOODEN-WARE of every description.
 29 St. Peter Street, Montreal.
 AND
 74 York Street, Toronto. 36-3m

THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
 MONTREAL, FRIDAY, APRIL 2, 1869.

Purchasing Department of the **TRADE REVIEW.**
 See Advertisement.

The Grand Trunk Railway of Canada have announced the payment of the half-year's interest on the Atlantic and St. Lawrence shares.

It is reported from England that Earl Granville, the Colonial Secretary, has suggested as a compromise that the Dominion should pay the Hudson Bay Company £500,000 for the surrender of their territorial rights, and that the President of the Company has recommended the acceptance of the offer as the best which is likely to be obtained

An important meeting was held in Montreal on Tuesday evening, to consider the question of copyright, and resolutions were passed expressing the necessity of a change from the present unfair state of things, and asking legislation which would place Canadian publishers on the same footing with those of the United States, and enable them to publish reprints of English copyright works by paying 12 1/2 per cent. to the author. No one can fail to see the justice of this proposal, and it will obtain the support of all parties in this country.

BAY VERTE CANAL.
 THE project of connecting the Gulf of St. Lawrence and the Bay of Fundy by means of a canal through the isthmus of Chignecto, is again attracting public attention, especially in the Lower Provinces. The engineering difficulties in the way are comparatively trifling, and the entire cost of constructing a

MORLAND, WATSON & CO.,
IRON & HARDWARE MERCHANTS
 MONTREAL.
 PROPRIETORS OF THE
 Montreal Saw Works,
 Montreal Axe Works,
 Montreal Horse Nail Works,
 Montreal Tack Works.
 MANAGING DIRECTORS:
 MONTREAL ROLLING MILLS COMPANY,
 Comprising
 Montreal Rolling Mills,
 Montreal Nail Works,
 Montreal Lead Works.
 AGENTS OF THE
 COMMERCIAL UNION ASSURANCE CO'Y.
 (of London, England)
 CAPITAL - - - £2,600,000 Stg.
 1-1y

THE COMMERCIAL UNION ASSURANCE CO'Y
 19 & 20 COUNHILL, LONDON, ENGLAND.
 CAPITAL £2,600,000 Stg.—INVESTED over \$2,000,000
FIRE DEPARTMENT.—Insurance granted on all descriptions of property at reasonable rates.

LIFE DEPARTMENT.—The success of this branch has been unprecedented—90 PER CENT. of premiums now in hand. First year's premiums were over \$100,000. Economy of management guaranteed. Perfect security. Moderate rates.
 Office 385 & 387 St. Paul Street; Montreal.

MORLAND, WATSON & CO.,
General Agents for Canada
 FRED. COLE, Secretary.
 Inspector of Agencies—T. C. LIVINGSTON, R. L. S.
 9-1y

canal with eight feet of water, according to surveyor's estimates, would only be about \$275,000. The work is one which would probably be of more direct benefit to New Brunswick than to any of the other Provinces; but, nevertheless, the advantage would be great to all the Provinces, and the work might well be undertaken by the Dominion. That it would be a directly remunerative investment from tolls levied on vessels passing through it, though uncertain, is highly probable; but there is no doubt whatever that the existence of such a canal would be of far greater commercial value to the Dominion than would be at all represented by the small sum which it would cost to construct. A glance at the map will make this evident at once, as showing the great saving of time to all vessels desirous of going from the Gulf of St. Lawrence either to Bay of Fundy ports or to United States ports farther South. The flour trade between Ontario and St. John, already important, would be greatly increased by the opening of this canal, and St. John would then be within 50 hours distance from Montreal by water. We hope the next Session of Parliament will not end without the passage of a Bill providing for the construction of this public work whose importance is so greatly out of proportion to its probable cost, and to the undertaking of which we imagine there will hardly be any opposition.

BANK RETURNS.
 THE Bank Statement for February, published elsewhere, contains the complete returns for the Quebec and Ontario Banks. We append a comparison of their assets and liabilities for the months of February and January:—

	Jan.	Feb.
LIABILITIES.		
Circulation	\$ 9,019,504	\$ 9,238,838
Balances due other Banks	1,322,277	1,630,879
Deposits not bearing interest	16,050,663	14,624,810
Do. bearing interest	21,433,417	21,723,125
Total Liabilities	\$40,825,861	\$47,063,200
ASSETS.		
Coin, Bullion, and Prov. Notes	\$18,277,920	\$11,772,460
Landed or other property of Bank	1,623,481	1,535,441
Government Securities	3,229,016	3,105,820
Notes of other Banks	1,823,118	1,623,838
Balances due from other Banks	4,937,073	5,638,474
Discounts	61,173,777	62,935,060
Other Debts	3,476,057	3,623,646
Total Assets	\$79,704,365	\$50,127,723

The principal changes in the February returns are

compared with January, consist of a decrease in the item of "Coin, Bullion and Provincial Notes" of \$1,655,400; an increase of \$601,425 in the "Balances due from other Banks," and of \$1,775,313 in the Discounts. We find that to the accounts of the Bank of Montreal the Ontario the Merchants' and the Royal Canadian Banks, is chiefly due the decrease in specie, while to the first three and the Bank of Commerce is due the increase in Discounts.

BANKRUPTCY LEGISLATION

THE subject of bankruptcy has always been felt to be a difficult one, and the difficulties to be overcome in framing any general measure for the relief of insolvents and the protection of creditors at one and the same time, are so many in number and so practical in their nature that they have not yet been vanquished in the legislation of any country. The Scotch system works well in Scotland, creditors appearing to obtain fair dividends within a reasonable time. There the creditors elect a trustee, with three inspectors or commissioners to watch him, and we believe little difficulty is experienced in finding amongst the creditors three persons willing to assume this responsibility and prepared to make the check on the trustee an efficient one. A Bankruptcy Bill for England, following the Scotch model pretty closely, has been recently introduced by the Imperial Government, and though acknowledged to be an improvement on previous measures, and received with general approval, yet is open to criticism, and will not in all cases answer the purposes for which it was intended.

Some of the provisions of this bill, modified somewhat, may, however, be found valuable, and we hope our Government in undertaking—as they probably will—to amend the present Act, will avail themselves of any provisions that may appear suitable to the circumstances of this country.

One arm of the English law is to secure the declaration of insolvency as soon as possible after a debtor becomes bankrupt, and thus obtain as large dividends as possible. The mode in which this object is to be attained is by withholding from the debtor his discharge for six years if his estate yields less than 10s or 6s. 8d (the exact amount is not fixed as yet, in the draft). This, it appears to us is a step in the right direction, but in practice would have no effect in securing dividends above the point at which the debtor would be saved from the suspension of his discharge nor would it offer to him any inducement to economise his estate if he should at once pass that point. To be practically useful the idea should be carried out much farther and placing the limit at which a debtor would have a right to an immediate discharge in the ordinary way at a very high point, say 17s. 6d in the pound, a fine should then be inflicted for every 6d in the pound the dividend falls short of 17s. 6d. If, for example, the dividend was 17s., then the discharge might be withheld six months; if 16s., then eighteen months, and so on, down to the very lowest dividend. If this were done, then every man in trade, so soon as he began to discover an unsoundness in his financial condition, would have a direct inducement to suspend as soon after he found himself to be insolvent as possible whereas at present parties carry on just as long as they can manage to obtain credit.

Another provision in the English bill suggests an idea that might be advantageously embodied in a Canadian act. Post nuptial settlements are declared to be void if made within two years of bankruptcy unless the bankrupt can prove himself to have been solvent at the time. This would generally be needless here but as marriage contracts, giving a married woman power to hold property in her own name, safe from creditors of her husband, are usual and afford a very ready means for the commission of fraud some steps should be taken to neutralise their effects. It would also be well if every marriage contract of this nature were required to be registered, so that creditors might be able to exercise discrimination in time and not give credit on the basis of property apparently, but not really possessed by the party asking to be trusted.

It is also provided in the English bill that the trustee's accounts are to be audited by an official accountant and although we do not say that the official assigns under the present act need supervision, we do say that men are more liable to err, and consequently that in this country, as well as in England it would be well that all accounts of insolvent estates should thus have the check of an official audit.

MR. CUDLIP AND HIS ANNEXATION RESOLUTIONS.

MR. Cudlip, member for St. John, recently gave notice that he would move the following resolutions in the New Brunswick House of Assembly:—

"Resolved,—That the condition of this Province excites the most earnest solicitude and is worthy of and deserves the consideration of the House. Burdened with increased taxation under the New Dominion on many of the necessities of life, for which we receive no corresponding return or advantage; with the almost certain prospect of an increase rather than a reduction, with our people dissatisfied and leaving the Province by hundreds for the United States, there to make a home for themselves and families. It becomes worthy of consideration whether we should not as a Province, seek to carry out what our people are doing individually, and ask the United States to admit us into the Union on fair and equitable terms.

"With iron ships built in the United Kingdom, so cheaply as practically to close our ship-yards for building for sale, with spruce and cheaper freights from the Baltic competing with the produce of our forests it is becoming yearly more difficult to make a saving return for even the labor invested; with our great mineral wealth undeveloped, with but a limited home market for our coals, our fish and our agricultural products we are compelled to look for a more extended market—and however averse it may be to our long cherished predilections and associations, that the time which has so long bound us to the Mother Country should be severed, we are forced to the conclusion that requiring a more extended market, the nature of our production and the geographical position of our country point to the United States of America as our natural market, and that can be best and most surely secured by a union with the United States.

And further Resolved, That a Committee of three be appointed to devise and report to this House the best course to be adopted to bring the Union to a successful issue.

Of course, these resolutions received the contemptuous treatment they deserved, and were not even allowed to be placed on the notice paper. It is even stated that Mr. Cudlip was convinced before hand that they would meet with no other fate than that which actually befel them and it does seem strange that any man would place himself in so very false a position. But for the fact that Mr. Cudlip is known to hold the sentiments expressed and very badly expressed too, in these resolutions, we might be led to imagine that he gave the notice of motion with the full knowledge that it would be rejected, and thus make evident the fact that New Brunswick was a thoroughly British Province, loyal to the Crown and to the Confederation. At all events, his action has made this plain, and though pitying him for his capacity to do as he has done, we are glad the opportunity was given for the representatives of New Brunswick to show that they had no desire to attach themselves to the United States. We hope our republican friends and would be fellow citizens will take note of the circumstance, and see how futile is the expectation that even in the Maritime Provinces where some dissatisfaction has been shewn with regard to the Union—that even there there exists no disposition amongst the people to make any change which would separate them from the Mother Country, at all events for many years to come.

We do look forward to a time when all the lands in British North America now owning allegiance to Queen Victoria shall be joined in the great Canadian Confederation, and when peacefully, quietly, and with the full consent of the Mother Country, that Confederation shall obtain its complete independence. We trust the time is not so far distant but that grown-up men and women may live to see it, when Canada will be the name of all the great country that stretches from the Atlantic where it washes the Eastern shores of Newfoundland to the Pacific, and from the Great Lakes to the Arctic Ocean, and when, no longer a Confederation, it will become one of the Kingdoms of the earth, able and willing to take care of itself and protect itself from all comers.

The change from our present nominal dependence but virtual independence to complete freedom in name as well as fact, would be very trifling, and would not be very much felt except by the withdrawal of the British troops now quartered in various parts of the country and we suppose even with reference to them we might make an arrangement for retaining them here in our own pay. However, it is yet premature to speak of making this change, nor should it should be seriously discussed until first all the Provinces that still hold aloof are incorporated in the Canadian Confederation. This will doubtless take some time yet to accomplish, and the consolidation of the various parts of the Union into one homogeneous nation will take still longer. But we should all cultivate the feeling that though still in our teens we are fast growing out of them, that we must soon attain our majority, that

when the time comes we must be willing and proud to assume the duties and responsibilities as well as the rights of free citizens; and we should also endeavour to understand how rapidly this country is growing, what extraordinary progress has already been made since a very recent date, how great are its natural resources, and cease to let the comparison between us and our more numerous neighbours make us appear in our eyes as so small and so contemptible.

There are indications that a strong party is being formed in the United States in favour of a renewal of reciprocity in trade with Canada. The value of the equivalents which Canada can give in exchange for the right to sell her products unhindered by duties in the markets of the United States, is beginning to be more widely appreciated, and though it is not at all probable that there will be any immediate action taken in the matter, we were inclined to think that, so soon as the revenue of the United States becomes somewhat less exacting, we shall be able to arrange a new Reciprocity Treaty on some mutually advantageous basis. We need be in no hurry; we have not suffered since the abrogation of the late treaty, and we do not think we are in any present danger of being deprived of markets for all our surplus produce. In fact, unless manufactured goods were included in the list of articles in which there was to be free trade, we do not see how we would gain very largely by a renewed treaty. If the markets for our manufactures were widely extended, we have no doubt a very great impetus would be given to the manufacturing interests, and that a large amount of both English and American capital might find its way hither for permanent investment. In conclusion, we have only to repeat our expression of satisfaction that Mr. Cudlip has by his resolutions, which received the support of not one single member of the House, given occasion to the expression so unanimously of the anti-annexation sentiment of the representatives of New Brunswick.

NEW FOUNDLAND.

THE resolutions providing for the admission of Newfoundland into the Dominion of Canada, passed the Assembly on the 5th of March, by a vote of 17 to 7 and the Legislative Council on the 10th of March. They provide that certain charges are to be annually defrayed by the Dominion Government, as specified, together with the just claims of the Colony for other charges and concessions of like character with those borne or made by the Dominion with reference to the other Provinces. The charges enumerated are as follows:—

CHARGES TO BE BORNE BY DOMINION GOVERNMENT

Governor and Secretary.....	\$ 10,624 00
Keeper of Lodge.....	274 00
Fuel and Light for Government House . . .	974 00
Customs' Department	36,127 00
Surveyor General and Staff	8,064 16
Three Judges Supreme Court.....	9,823 00
Circuit Judges	340 00
Labrador Judge and Bailiff	1,130 00
Judges of District Courts	8,060 00
Postal Department, net amount.....	8,845 00
Interest on Debt	56,578 10
Coastal Steam Service	25,662 00
Protection of Fisheries.....	2,600 00
Volunteer Force	1,200 00
Hallfax Mail Service	21,600 00
Geological Survey	3,500 00
Lighthouses.	22,000 00
Total	\$206,154 92

It is also provided that the Dominion shall assume the public debt and liabilities of the Colony, and that there shall annually be allowed to the Colony for the support of local institutions 80c. per head of population as at present, and to increase with the population up to the number provided for the Provinces of Nova Scotia and New Brunswick; that also interest at five per cent. per annum shall be paid on the difference between actual public debt, and the debt which by the Confederation Act it would be entitled to have in coming into the Union, that in consideration of the surrender to the Dominion (with certain rights reserved) of the ungranted and unoccupied lands, mines and minerals of the Colony, the sum of \$176,000 should be paid annually, that no tax shall be imposed on the exports of the Colony, unless a similar tax be levied on all the staple products of the Dominion; that in the present isolated and undefended position of the island, the maintenance of a garrison force in St. John at present is indispensable; that the prosecution of certain branches of the fisheries should be stimulated by special subsidy from the general government, and that in any Custom's Act of the Dominion, importers dried fish should be subject to certain provi-

alone contained in a certain Colonial Act; that as the right of the Colony to impose a tax on coal as at present, for the purposes of the General Water Company would cease after union with Canada, the Dominion Government should relieve the Company of its liability for the payment of the interest on the stock of said Company, to the amount of \$203,000, that there shall be provided by the general Government an efficient mail steam service between the United Kingdom, that Colony and Canada, a line of steamboats for cargo and passengers between Montreal and St. John's during the season of navigation, a regular line also between St. John's and Halifax, and an efficient e-astal steam service in connection with the post-office, that, in conclusion, no arrangement for the admission of the Colony into the Union, should be final until an appeal be made to the people at the next general election.

The annual payments to be made to the Colony by the Dominion, according to these resolutions, would be as follows:—

Interest on 5 per cent. on surplus debt to be allowed	\$105,622
Eight cents per head on 150,000 inhabitants, subject to census	104,000
Grant for surrender of Crown Land	175,000
Additional subsidy, subject to arrangement	24,000
Total	\$468,922

On these resolutions as a basis of arrangement. Newfoundland, or at least its legislature, is willing to come into the Union. Let us see what probable revenue the Dominion would derive from the arrangement. Taking the year 1868, the latest for which we have returns, we find the imports were as under:—

From the Dominion	\$1,153,472
From all other countries	4,397,633
Total	\$5,551,005

The revenue from Customs for that year was \$40,241. If we assume that the imports from the Dominion paid the same rate of duty on that paid on imports from other countries, then the revenue which would be available to the Dominion from Customs would be about \$430,000.

The Quebec resolution provided that \$150,000 should be paid annually for the surrender of the Crown Lands; and assuming that sum as their actual value, the Dominion would receive \$389,000 and pay out \$239,076 annually, to gain Newfoundland into the Union according to the resolutions adopted as a basis of negotiation. That is to say, the Dominion would pay \$38,076 per annum. The Colony makes one demand which is unjust that a local company should be relieved of interest on \$300,000 of stock, because the tax now levied by the Colonial Government would cease after the Union. We would suggest that the local government should raise the necessary amount by direct taxation. It would be unjust to expect the general government to pay it.

Objection may be made to the colonial demand for steam communication, but as we do not know how expensively they expect to have it maintained, or how frequently steamers are to run, we will not discuss the point at present.

To one stipulation of the colony, we object most strongly, namely, to that which would prevent the general Government from even imposing a tax on any exports of the Island unless a similar tax were imposed on all the staple products of the other Provinces. We are not in favour of taxing exports as a general rule, nor do we think the exports of Newfoundland should be treated in an exceptional manner; but we do think the question ought to be left an open one, and the General Government should not be hampered by any such provision. Were the demand modified so as to guarantee that the exports of Newfoundland should not pay a heavier export duty on their entire value than the exports of the other Provinces, then there would be nothing to object.

The elections are expected to take place next November, before which time some arrangement will probably have been come to between the Newfoundland delegates and the Dominion Government, which will be acceptable to the people of the Island, and result in their union with their fellow colonists on the mainland.

COFFEE.—The Rio Janeiro circular of Messrs. Wright & Co. dated Feb. 23, says—Coffee has continued in brisk demand since the 8th instant, for the Southern packets. Stock about 10,000 bags. Prices have advanced since the arrival of the French and American packets, some 200 rs per arroba on the better grades, which continue very scarce, while the lower grades are unchanged. Sales since 22nd ult. 213,000 bags of which 123,000 are for the United States.

THE SASKATCHEWAN COUNTRY.

MR. Matthew J. Snyder, son of Mr. Abraham Snyder, of Campbell's Cross who is a teacher in the Wesleyan Mission School at Victoria, on the upper waters of the Saskatchewan, has addressed to Mr. Coyne, M.P. the following very interesting letter on the North-West territory:—

"I must now give you my impressions as far as I have been able to form them, in reference to the great North-West; and as far as extent is concerned, the appellation is not misapplied. A Canadian can form but a very inadequate conception of the extent of this country until he has travelled to Canada West is a small place when compared with these great central plains, and though there parts where the soil is light, yet there is a vast amount of the richest soil. One has only to witness the growth of vegetation to be convinced of this. In some places the wild peas cover the plains and are from two three feet in height, producing abundant pasturage. Then, as regards climate, if I may take this fall as a fair specimen, it will compare favourably with Western Canada. Up to this date we have had a plain, mild weather horned cattle requiring fodder, and as for horses when once acclimated, they run at large throughout the winter. The half-breeds and Indians never think of cutting hay for their horses, and after a journey of eighteen hundred miles, fatten up in a very short time. Farming if I may give the operations in that department the name, has been successful. I have seen good samples of wheat, barley, peas, and as for roots, I believe this country is admirably adapted for their production; but so far, with the exceptions of the missions little or nothing has been done in that department, and it may be well here to remark that the point from where I am writing is at least two hundred and fifty miles north of the forty-ninth parallel. Here is a country possessing all the prerogatives of greatness if once developed—rich soil, a salubrious climate, and abundance of minerals. Our great want is a direct communication with the uncivilized world, and our natural outlet should be Lake Superior, but if the Dominion is to extend from the Atlantic to the Pacific, there should be immediate action. The route by St. Paul is in the hands of an enterprising people, thoroughly alive to the importance of securing the North-West trade. Another important fact and one not often brought to the notice of Canadians, is the rapid approach of American immigration by way of the Missouri. Benton, which was four or five years ago an insignificant trading post, is now a thriving town. Seventeen steamers landed their stores at that point last summer. Now in place of our trade following the Saskatchewan river, and the Winnipeg, and so on to Lake Superior, it will be diverted to the Missouri and given to the Americans. The fact is, but for the Indians on the plain we could cross to Benton with wagons at any time. There four is worth seven dollars per hundred, here twenty-five and from what I can learn, other things are in the same proportion.

"Is it not astonishing that the Dominion Government are so indifferent about the possession of this noble country? Our cousins across the lines express themselves as quite sure of the North-West. The gold fields of the Saskatchewan will attract a population independent of its adaptation for agricultural purposes. Last summer, on the river diggings, the miners averaged eight dollars per day, and sometimes made as high as twenty. In the fall, two of those hardy adventurers were prospecting near the head of Battle River, and found gold in a quartz district, they are both experienced miners, and are sanguine in their expectations that they have struck what they call the "dead thing," they and many others are waiting for the spring, and if they are successful there will be stirring times. For a mile from where I write there is abundance of coal for mines; it crops out along the bank of the river, and in some places the vein is six feet thick—in fact there is coal in every part of the Saskatchewan.

"As regards timber, this country is quite different from what most Canadians imagine a prairie country to be. Though we have not in the lower Saskatchewan large forests like those in Canada, yet there is abundance of firewood, and north of the Saskatchewan, large forests of timber, while along the base of the mountains there is any quantity of excellent pine, and so accessible by the river that the Hudson Bay Company procured the timber for Fort Carlton from the upper Saskatchewan, though that port is 600 miles east of the mountain. Another fact, which I would wish to state, is that the route to British Columbia has none of the difficulties which many suppose. Miners are constantly arriving at Fort Edmonton from the other side. Give one of those gold diggers a span of ponies, and he thinks no more of crossing the mountain than you would of visiting the Niagara Falls. There is one matter, however, which demands immediate attention. The Indian tribes of the plains are very different from their docile brethren in Canada—they are constantly on the war path, and though they have always been friendly with those whom they call King George's men, yet they look with a jealous eye upon the pale face intruder. They are wise enough to know that the Hudson's Bay Company have no authority to treat with them for their lands. Qualified agents could easily settle that matter at the present time, but, if postponed until large numbers of whites enter the country, those best acquainted with the Indian character anticipate rough times. For the honour of our country I hope some satisfactory arrangement will be made with those tribes—they are loyal to our flag, but, as they say, that they don't like to give their lands for nothing. Our American neighbours please a very different view of the life of an Indian.

There are at present, more than 550 woolen mills in seven of the Western States, having altogether a capital of \$5,500,000.

CUBA AND THE SUGAR SUPPLY.

THE Cuban revolution is in many respects a singular and unaccountable political phenomenon. It is difficult to understand why, if any rebellious intentions were harbored in the minds of the people, they did not lead to an open rupture years ago; but it is even more difficult to comprehend why the desire on the part of the Cubans for independence, should have culminated in revolution just at this particular time. Under the reign of successive Spanish despots, the extraordinary loyalty and submission of the people have gained for Cuba the name of "The Ever Faithful Isle," and we can hardly understand why they should have chosen this as a fitting time to throw off their allegiance to Spain, when a liberal and constitutional monarchy must necessarily follow the recent overthrow of the Bourbon dynasty. It is certainly owing to no love entertained for Isabella or her family, and if independence is the object sought, we should not think a war necessary to its attainment at the present time.

Of the many interesting phases of the Cuban question, perhaps the most so to the United States are those which effect the commercial relations existing between the two countries. The disturbances have already greatly affected the sugar market, and afforded speculators an opportunity to operate for a "corn" which resulted in a sudden and unexpected rise in the price of that indispensable commodity. As this rise resulted from the tricks of shrewd and active speculators, rather than from a diminishing supply of sugar, it fell off again in a few days. Many believe, however, that a considerable rise in the price of sugar may be expected, and that with the failure of the Cuban crop, the supply will come far short of the demand. Whether or not this is probable, it is a question of much interest to dealers and consumers.

Cuba produces one-third of all the sugar consumed in the world, which is estimated at 2,200,000 tons, showing that "Gem of the Antilles" a production of 776,633 tons for the year 1868. Of the amount consumed in the United States it is estimated that about four-fifths is imported from Cuba; the remainder being from Louisiana, South America, and other countries. In view of this fact it would seem probable that the first glance that a sudden fall off in the regular supply from this source would raise the price of sugar at least fifty and perhaps one hundred per cent.—as has been actually predicted by some of the leading journals. We see no reason, however, to fear any such result. It is impossible to estimate, as yet, to what extent the insurrection will influence the sugar crop on the Island; but supposing the production this year is reduced one-half, which is all that well-informed dealers anticipate, we doubt very much if deficiency would be seriously felt. In Louisiana the planting this season will be twice as large as last year and if all things are favorable the field will be as large as it was before the war. This will be a source on which we can depend to make good a fair portion of the portable shortness of the Cuba crop. Besides this we have the bag sugars from Brazil, which, in case of a demand for them arising, would be sent here in much greater quantities than formerly. We might also expect a supply from all the sugar-growing countries of the world in case of a considerable advance on the present prices, in which event, instead of the supply being limited, the market would probably be flooded.

That these are the reasonable probabilities at least, is shown by the present condition of the sugar market. A short time ago the speculators, in view of the possibility of a short crop in Cuba, operated for a "corner," after the manner of the Broad Street sharpers. The prices suddenly rose about 25 per cent, and as suddenly fell again, the present prices being about one half cent per pound in advance of those of a month ago. It is not improbable that this experiment may be repeated by the speculators, but will no more serious results than a sudden rise for a few days at most. The opinion expressed by well informed dealers is that a firm and advancing market may be expected for several months to come; but that any great rise to be anticipated is not deemed probable. It is safe, therefore, to suppose that the sensational articles that have daily appeared in certain influential journals are intended principally to produce the rise they predict, and not to chronicle the facts of the case for the information of their readers.

BOSTON WOOL MARKET.—The Advertiser mentions a sale of 4,000 lbs Canada Super, and says:—

The receipts for the week have been 3,333 bales against 2,878 bales for the corresponding week of last year. The sales of the week amount to 575,000 lbs of fleeco and pulled and 25,000 lbs and 416 bales of foreign.

The number of woolen manufacturers who have visited this market for wool the past week have been few, and none of those who operate the largest mills have been among the purchasers. The sales have been confined to small lots and are mainly to that class of manufacturers who make but a limited quantity of goods. The stringency in the money market and the prices at which goods are being sold, operate against large transactions, and restrict sales to those grades which can be worked up to the best advantage. Prices generally are unchanged, but the market is by no means strong, and buyers of large lots would undoubtedly find sellers who would make some concession. Coarse and medium wools continue scarce and command full prices. Combing and delaine wools are also wanted, and there are to be found only in small lots. California wool is dull, and there is no disposition to make purchases. The other grades, with the exception of lick-lock, are in fair supply; and while there is not likely to be any surplus the stock on hand will doubtless prove sufficient for the wants of manufacturers until the new clip comes upon the market.

DOMINION TELEGRAPH COMPANY.

(To the Editors of the Globe.)

SIR - There are a few points connected with the proposed force controversy about this undertaking, that require a little discussion and as you have published several articles on the subject no doubt the public would like to have a little more information. This I do not propose to furnish myself, but to ask from the Directors, and as one of the original subscribers who has hitherto had confidence in them. I think I am entitled to ask for it. Firstly, amid so many and so diverse opinions about the cost of a good telegraph line thoroughly equipped including all the preliminary expenses, we might expect our Directors to discover from outside sources the actual facts of the case, and lay them before the public. On the one hand we are asked to believe that the line lately built in the United States have cost from \$300 to \$450 per mile, (see Dominion Telegrapher,) whilst the opponents of the Company confidently affirm that the outside figure should be \$125, and that Mr Reeve would make more than \$200,000 out of the operation. If this is not the case, then I think the Directors owe it to us, the shareholders who are expected to pay up the remaining calls, and to the public who are asked to subscribe, to collate evidence from some other source than Mr Reeve or Mr. Dwight, and make it known to us through your columns. Perhaps they could learn what the People's Telegraph Company in Quebec are going to pay for their line, as the contract for a portion has been already awarded. Secondly if it should appear that Mr Reeve will clear anything like so enormous a sum as \$200,000, would it not be advisable to try and get rid of him, and give out the rest of the line to tender? Ungrateful, do they say? We could afford to give him \$50,000 for his shares of connection, the value of which does not seem to be sufficiently recognized in the Trade Review articles. If that would not satisfy the man, I don't know what would. He could pay up all his debts in the States, and begin life anew with the remainder. Failing that, however, the shareholders might still be satisfied if they could be assured that the profits would pay fair dividends on the capital of \$500,000. Let us hear what the results of operation have been already between Toronto and Buffalo, and any other figures obtained from disinterested parties. Lastly, attention has been drawn to the alleged fact, that the mileage between Hamilton and Wellington Square has been unnecessarily increased, and the Spectator refuses to accept the future extension westward as a sufficient reason for it. This is a point which I am most anxious to see cleared up as soon as possible. Believing, as I do, that the whole enterprise may yet be successful, if public confidence can be restored, but at the same time this cannot be unless the Directors vouchsafe error and fuller information. I have written this letter to indicate to them just the doubts and difficulties that have arisen in the mind of

A SHAREHOLDER.

Hamilton, 26th March, 1869.

THE NOR'-WEST.

USEFUL INFORMATION RESPECTING THE SOIL, THE PRAIRIE, OR WILD LAND, AND BEST LOCALITIES

THE *Nor'-Wester* of the 20th ult., has been received. It contains another instalment of answers to a series of questions asked respecting the qualities of the soil for farming, &c. Our contemporary is doing a good work, and deserves commendation and support.

1st. What kind of soil prevails?

The general character of our soil is a very rich black loam, varying from 18 inches to 3 feet in depth, resting upon a sandy clay. This is the character of the soil in two vicinities of Red River, but up on the Assiniboine the loam becomes intermixed with sand (the intermixture varying with the locality,) thus affording, in the opinion of some, a soil more adapted for cultivation, especially of root crops than the pure black loam. This is, however, a matter of opinion, as a crop of all kinds of vegetable and grain have been raised upon the banks of the Red River for the last half century, without the application, in most cases, of the least particle of manure. Forty bushels of wheat to an acre is not an usual crop in a good season, and the wheat weighs 65 pounds to the bushel on an average.

2nd. Is it rolling or flat?

In the immediate vicinity of this place the country is as flat as a lake, but it becomes more rolling as we advance up the Assiniboine River towards the interior.

3rd. Is it all prairie, or is wood interspersed?

While there is any quantity of land ready for the plough, still along the points and bays of the river there is a sufficiency of wood for a long time to come except in the old settled districts the wood felling and building timber is close at hand. Whilst over the prairies are bluffs or groves of poplars of every size are interspersed.

4th. How can it be got, by pre-emption or purchase? Can occupied lands be got, and upon what conditions?

New lands are being constantly taken up by the people of this country and by emigrants, with no other title than that of occupancy. They do so by a prescriptive right, and without doubt that right will be recognized, and their titles made good by patent when our new government gets into working order. Until then, there is no other method adopted with wild lands.

Improved farms can, undoubtedly, be purchased at rates which would be called very reasonable to an emigrant. The prices of such farms will vary from

\$100 to \$1,000, according to situation and amount of improvement.

Farms now occupied by many of our people who wish to go out to the buffalo hunt during the summer, can be hired, worked on shares, or bought, according to circumstances.

Neither rental, shares or prices will be thought extravagant by Canadians. If you could succeed in getting such farms to work for the first year or two, it would enable you to look about, and at the same time you would be getting a start in the country.

5th. Where is the best land situated? In what quantity can it be taken up? Is the land surveyed?

The land is all of the very best quality along the Red and Assiniboine Rivers. There is very good land between the Red River and the Lake of the Woods.

In fact, with the exception of an occasional swamp and a few spots of salty soil, the land is unequalled for fertility everywhere. Nutritious grasses cover the prairie with a luxuriant growth, and the prairie trees are kept back for a few years, a grove of poplars sprout up and grow with remarkable rapidity. The land along the river is mostly taken up, but at Portage and beyond, there is land for thousands of settlers. The land is surveyed along the rivers, and as far up as the Portage. It is laid out in lots with a frontage along the river and extending back 20 miles, with a privilege of cutting hay in the rear. Except at the Portage no back lot is surveyed. Lots are taken up varying from two chains to twelve chains in width, and there will be no difficulty in getting as much land as one needs, always within the bounds of reason. It would be bad policy to allow any one to take up a very large quantity, as nothing deters settlement so much as to allow speculators to hold large tracts of valuable land, to lie idle in order to get a large price through rise in the value. At the same time we can assure all intending emigrants, that they can get as much land as they need for themselves and their sons and daughters.

6th. Is the Indian title extinct? Upon this point we would say that while the Indians are willing to come to an agreement with the settlers and having made tacit arrangements, still the Indian title is not extinct, neither will it be until the Government arrange with them by treaty. There will never be any trouble with them. Of course they must not be humbugged with unscrupulous agents. Such race-ality was the cause of all the difficulty which the Americans have to contend with. The Indian is perfectly open to fair treatment, and will always stand by it.

This small settlement has existed in the heart of this continent for about sixty years past, and could have been cut off to a man, when in its incipency, still they have been unmolested, and we do not see why it should not always be so.

The *Nor'-Wester* also says:-

By late correspondence from the Saskatchewan it seems that the winter has been even milder in that region than has been here. There is little or no snow upon the ground, and the prairies are on fire the same as usual in the fall. Buffalo are very scarce and distant, and many of the hunters are living upon bear and beaver meat. The traders have good reason to believe that the Hudson Bay Company have incited the Indians to forbid catching fish for their subsistence.

LUMBERING IN THE OTTAWA VALLEY.

A CORRESPONDENT in the Ottawa Valley refers to the effect of the snow-storm on lumbering operations in that part of the country as follows:-

"We are again in the midst of a very severe snow-storm, which I fear will block up all travel for some time, and no doubt the next change may be a thaw, which will be as bad as a storm, as the great depth of snow on the roads will get quite soft, and it will be almost impossible for horses to travel. A great deal of inconvenience and cost is caused to the lumberers on the distant streams by the storms, in many places supplies cannot be got in, and men and teams are leaving on that account, while those who are doing a little have as many or more men on the roads than are in the shanties doing the work. On the South side of the Upper Ottawa there is not so much snow, and no doubt the work would get on in the woods if the roads were passable to get in supplies. I have heard of \$2 being given per ton for hay at Temiscamingue Lake, on the Upper Ottawa, and other articles in proportion - and \$30 per ton has been paid for hay within one hundred miles of Ottawa City - so that it may not be a bad thing after all if there should be a small supply of square timber. I think, however, there will be at least an average quantity - old and new - got out of the small streams. There was a fine season for work in the fall and early winter, being by a good deal, and every one had as many teams as they could employ, which more than made up for the present delay. So far as I know, all the mills about Ottawa will have more logs than they can saw as all had a large quantity of old on hand. Everything goes well there will be the largest production of sawn timber at Ottawa of any previous season, as besides the additions made to the capacity of all the old mills, there are at least six new mills going into operation early in spring. How the lumber is all to pass the Carrillon and Grenville Canals is more than I can see, as they have been constantly filled at the old rate of production. Clearly something must be done to enlarge them. So far, the Dominion Government seems unwilling to do any thing, except dredging out the mud and laying it on the banks to be dragged in immediately again by the low water, instead of at once setting to work and enlarging it, even at a slow rate, to the size of the St. Lawrence Canal. Were this done, there is no doubt we could then get freight at least one dollar per M feet less than at present, as there would then be competi-

tion from the St. Lawrence, and the larger craft would carry so much more cargo, they could afford to reduce the rates. Upward freight would also be reduced in proportion. I estimate the saving at \$3 per M on two hundred millions or two hundred thousand dollars per annum, which would soon pay for the lumber used to do the work themselves. But they will have to come on condition to be cut by rail, which will be more costly still. I hear that some of the Ottawa men have made contracts for deals for Quebec and that the merchants there are offering big prices for bright. I do not know the exact figure at which they have been brought here, but I think over \$18 per M delivered at Quebec. If the logs are good there is money in them at that price, but that is now the great difficulty in the way of making mills pay, the good lumber on hand, limits being all cut."

ANNEXATION RESOLUTIONS.

THE *St John (N B) News*, speaking of the notices of Mr Cudlip, member for that County, in the Local Legislature, that he would move a resolution in favor of the annexation of that Province to the United States, says -

"As the news goes abroad this morning, and spreads all over the Dominion, every true and loyal subject of Her Majesty must feel that a blot and a stain has been cast upon this City and County, by this treasonable act on the part of one of our representatives. It is no wonder that the House indignantly refused to allow the motion to go upon the 'Notice Book.' The wonder is that the Sergeant at Arms was not instructed to take charge of Mr Cudlip until such time as his treasonable passions had cooled, and he had regained his senses. Could it have been that the defeat suffered by the Opposition had for the time crazed his brain, and rendered him irresponsible for his actions? It would be charitable to suppose so; if we did not know that Mr Cudlip, though of a very nervous and excitable temperament, is always sufficiently himself to know what he is about. We see by despatches from Washington that there is a delegation in that city from Nova Scotia asking for the appointment of a commission to decide upon the terms upon which that Province might become a member of the Union. Has Mr Cudlip's move in our House of Assembly anything to do with that? Is it desirable to show the Americans that not only in Nova Scotia but in New Brunswick there is a desire to sever the ties which bind them to England and contract others with the Federal Republic - a desire expressed by the representative of the Commercial Metropolis of this country, and therefore by the people themselves. If this is not what is intended, then we would like to know what the man is at?"

REFORM IN THE GRAIN TRADE

THE question of a reduction in the elevator charges at New York, Buffalo and Chicago, is a question of much interest to shippers and dealers, as well as to consumers throughout the country. The meeting held a few days ago in Buffalo to consider this matter, was an important one, and we trust will be productive of desirable reductions in the cost of handling grain at the principal points along its regular route from the West to the seaboard. A Committee of the New York Produce Exchange met the Buffalo Board of Trade, and the whole subject of handling grain was ably and exhaustively discussed. The reforms proposed cover the entire system of receiving, storing, delivering and collecting for the grain that is shipped from the West for New York. It is proposed that on the arrival of grain from the West, instead of being from three to fifteen days, it shall go immediately to the storehouse, and the storehouse shall be the distributing point and not the canal boats. It is then proposed to cut down rates just one-half for the first ten days. Of the 40,000,000 bushels of grain that are received in New York about 20,000,000 find their way to the warehouses, the remaining 20,000,000 being distributed from the canal boats that half which goes into the warehouses pays two cents tax for the first ten days, and it is proposed to store the 40,000,000 of grain, and that the tax shall only be one cent. This plan of handling grain will enable the canal boatmen to carry it at one cent less a bushel, and the total saving on the handling of the number of bushels above named would be \$200,000. One of the speakers showed, in a humorous strain, which seemed to be highly appreciated by his auditors, how the mode of selling grain by the cargo, the rejecting of damaged cargoes, with re-shipment and delay of payment operated, intending to illustrate the point that the West has sustained the capital for New York grain merchants to conduct their business with. The rate upon these delayed payments, and the abolition of the quarter of a cent a bushel guarantee, it is contended, will show a total saving of \$750,000 to the advantage of the West under the new system. One trouble at Buffalo seems to be a super-abundance of elevators. Including floating elevators, there are thirty-two elevators in Buffalo harbor. In the season of 1863 four of these elevators handled within a fraction of one half of all the grain which was received at that port during the entire year, and only twelve were at any time in use. In order to prevent the natural operating rates that would result from competition the elevators are associated into one concern, which, with competition, has made the most oppressive charges. Last year this combination earned good dividends on twenty idle elevators, none of which handled a bushel of grain. Of course such a state of things cannot always be maintained. The Association will break down of its own weight at no distant period.

WESTERN TRANSPORTATION.

THE movement now in progress for the reduction of freight charges on produce shipped from the West to the sea-board, is eminently worthy the attention and support of the mercantile community and the public at large. Our merchants are at last awakening to the threatened danger of losing the Western breadstuffs trade by the competition of other cities. That this danger is not altogether imaginary is abundantly manifest. The Mississippi route is already making serious encroachments. Elevators have been constructed at St. Louis and New Orleans, and are now in full operation on business which otherwise would have found its way to New York. Other water and land conveyances are projected, or are in actual course of construction, the effect of which must sooner or later tell seriously upon the commerce of our city.

It is an important fact which cannot be overlooked, that the mistaken policy of merchants, shippers and transportation agents has largely stimulated and encouraged the movements that have already attracted so large a portion of Western commerce from our city. We have rested too securely upon our privileges, and abused our opportunities. It is because New York could carry Western produce to the sea-board cheaper than any other city or State could do it, that our grain trade has assumed such large proportions. But we have not kept up with the times. We have permitted the cost of transportation to increase to figures that operate as a positive bounty against our commerce with the West. Between excessive canal tolls and freight charges, we are in danger of losing the valuable grain trade of the West.

Statistics recently presented to the Committee of the Canal Board of this State, place this matter in a clear light. It appears that the transfer and shovelling charges on canal shipments exceed the toll rates paid to the State. The following table shows the shipments of grain from Buffalo, and the tolls thereon, in 1868:—

Bushels.	Toll to State.
10,369,030, wheat	\$513,362 00
15,039,185, corn	655,857 00
10,323,504, oats	263,190 00
309,218, barley	3,719 00
638,899, rye	33,037 00
20,161, peas	1,019 00

36,754,948 bush. \$1,474,681 00

The charges on above were as follows:

Chicago transfer 2c per bush	\$835,098 96
Chicago shovelling \$2 per 1,000 bush	73,509 90
Buffalo transfer 2c per bush	735,098 96
Buffalo shovelling \$4 per 1,000 bush	147,019 79

Total charge \$1,690,684 61

Here we see that the shovelling and transfer charges exceed the tolls to the amount of \$216,000. The shipments from Oswego show the same results. Of a total of 6,270,466 bushels shipped in 1868, the Canal tolls amounted to \$172,330; while the transfer and shovelling charges reached \$219,466. The transfer charges alone on the Oswego route exceeds the Canal tolls by more than \$15,000, or, adding the shovelling, by more than \$47,000.

The increase of transfer charges suggests serious doubts respecting the economy of elevators. Previous to the introduction of these mechanical appliances, the regular charge for transferring grain was half a cent a bushel. Now the cost of transfer in Chicago is 2c per bushel, and for shovelling \$2 per 1,000 bush. At Buffalo the transfer charge is 2c., the same as at Chicago, while the shovelling charge is \$4 per 1,000 bushel. The alleged cause of the high rates at Buffalo is said to be owing to a combination, and that a charge of one half cent a bushel in place of four cents a bushel would be ample to cover all expenses, and leave a fair margin for profit.

The New York Corn Exchange Committee has been at work for some time endeavoring to procure the co-operation of Western Boards of Trade and Elevator Companies to remedy existing evils. The proposed reforms are comprehensive and nearly reach to the bottom of the trouble. They include a limitation of credits; a reduction of elevator, transfer, and other charges to the extent of one half the amount of present rates; a prompt delivery of grain and unloading of boats, and a movement for a reduction of canal tolls.

Nearly all the leading grain ports have returned favourable answers to the propositions of our New York Corn Exchange, and there is a fair prospect that when navigation opens, there will be an important reduction in transfer and freight charges. The contemplated reductions may not go far enough, but any effective reduction is an advantage. That there is a large margin for reduction is evident. Competent authority estimates that the freight from Chicago to New York may be carried at the following rates:

	Existing Rates.		Proposed Rates.	
	Wheat, per ton.	Corn, per ton.	Wheat, per ton.	Corn, per ton.
Lake freights	\$2.38	\$2.38	\$2.38	\$2.38
Canal freights	3 15	2.91	1.78	1.65
Transfer charges	2.04	2.04	0.76	0.75
State tolls	2.07	1.73	0.69	0.69
Total	\$9.64	\$9.06	\$5.62	\$5.47

The establishment of these rates of freight charges is quite feasible, and would give New York an advantage that would distance all competing routes, whether by the Mississippi or the Canadian canals. Every dictate of sound economy and wise statesmanship favors the change. The canal tolls are excessive, and would bear a reduction of full one-half. Last year the canal revenues were \$4,400,000, and the expenses \$4,011,000. Of course the balance goes to the extinguishment of the canal debt, but there is no good

reason why it should be wiped out at a rate that threatens the loss of the commerce which they were established to promote.

We have the very highest interest in reducing the Western freight rates to a minimum. Only about 5 per cent of the grain importations of Europe is derived from the United States. Considering the immense capacity of the West, the only reason why our grain exportations should not be doubled and quadrupled is to be found in the excessive rates of shipment. It costs nearly as much to get a barrel of flour to the consumer as it costs to produce it. The largest proportion of this cost of transportation is on the American side. Competition has reduced the ocean charges to a reasonable rate. It should be remembered also that the growth of the West largely depends upon the ability to ship its produce to the European markets at reasonable rates.

In the meantime, the grain movement of the Mississippi expands. As we have stated, elevators are now at work at St. Louis, and barges are towed from various points to New Orleans by tugs. These tugs are of novel construction, with small upper works and stern wheels which are usually uncovered, presenting a curious appearance. The barges have a capacity of 3,000 bushels each. Corn in bulk is transported from St. Louis to New Orleans at 10c per bushel, with a charge of eight-tenths of one per cent for insurance. A tug can tow several barges, and occupies six days in the passage down. A serious drawback to the Mississippi grain trade occurs in the low draft of water at New Orleans. The largest class of vessels and steamers cannot pass over the bar just now, owing to the quantity of mud below the port of New Orleans. These obstructions are probably temporary, as the citizens are making praiseworthy efforts to restore the commerce of the Crescent city, and, of course, a plan of harbor improvements would be intended in any measure for that purpose. The present high rates of foreign freights and insurance, also constitute serious obstacles. The rates are about twice as much as in New York, and the time for passage from New Orleans to Liverpool is twice as long as from New York.—*New York Economist.*

PORK PACKING IN THE WEST.

THE Cincinnati Price Current publishes its complete figures of the packing of the season just closed, which compare with its figures for the past two seasons as follows:—

States.	Hogs cut up.		
	1868-9.	1867-8.	1866-7.
Ohio	544,661	562,955	557,899
Illinois	806,033	1,068,495	1,072,552
Indiana	329,659	321,888	323,978
Iowa	126,335	182,944	177,044
Wisconsin	129,094	193,968	163,495
Missouri	361,067	333,111	323,811
Kentucky	183,423	157,880	157,880
Total	2,477,264	2,792,033	2,781,460

Or 325,668 less than last season; and 304,106 less than the season before.

The average weight and average yield of lard per hog, compare for two years as follows:—

	Av. weight per hog.		Av. yield of lard.	
	1868-9.	1867-8.	1868-9.	1867-8.
Ohio	224½	204½	24½	24½
Illinois	202 4-5	205½	23 5-7	22 1-6
Indiana	208½	202½	23½	22½
Kentucky	207½	207 1-6	24½	22½
Missouri	206½	193 7-9	23½	21½
Iowa	201½	190½	22½	21½
Wisconsin	211	189½	24	19

The general average, according to the Price Current, is 206½ lbs and 24½ lbs lard against 201 and 21½ lbs. last season, and 235 1-7 and 29½ lbs. the previous season.

Taking the average given above as a basis, the virtual decrease from last season in the number of hogs packed is given as 244,901 hogs of the averages of the season of 1867 and 1868 and the actual decrease in the yield of lard—other than head and gut—674,784 lbs.

The total number of hogs packed in the West, for each of the last twenty years, is given by the Price Current as follows:—

Year.	No. Hogs.
1849-50	1,652,220
1850-51	1,432,867
1851-52	1,182,846
1852-53	2,201,110
1853-54	2,534,770
1854-55	2,124,404
1855-56	2,489,692
1856-57	1,818,498
1857-58	2,219,778
1858-59	2,465,552
1859-60	2,355,832
1860-61	1,156,302
1861-62	2,803,666
1862-63	3,069,528
1863-64	3,261,100
1864-65	2,422,775
1865-66	1,705,955
1866-67	2,781,460
1867-68	2,702,432
1868-69	2,477,264

The statement of the Cincinnati Price Current of the quantity of pork packed in the West during the past season, printed above, is thus criticised by the firm of Kearschall & Co., St. Louis:—

Within the week the commercial compiler of the Cincinnati Price Current has published his long looked for annual statement of the slaughter of hogs at the West during the winter of 1868-'69, which shows a decrease, as compared with the season of 1867-'68, in numbers, of 325,668 head; but a gain in average

weight of 5½ lbs, which reduces the net decrease to 244,901 of the weight of last season; and an increase of 2½ lbs per hog in lard, which makes the net reduction in the crop of the West only some 8½ per cent below the product of last season. We have no disposition to controvert nor even criticise this statement; but we cannot withhold an expression of disappointment, nor refrain from remarking that it is not sustained by the observation of careful observers, nor countenanced by either the extent or character of the meats held in the West, which are both similar in quantity and lighter weight. But it is not important whether the deficiency in Western packing was 300,000 or 500,000 hogs, since it was only one of the many packing districts. In New York there was a large deficiency as compared with last year; in the Kingdom of Great Britain and Ireland there was a deficiency of at least 1,000,000 of hogs; France, Denmark, and the German States—all considerable packing countries—are short, as are Russia, Hungary and Italy; thus making the supply in Europe deficit, and satisfactorily accounting for the renewal of European orders upon a more liberal scale than they have ever been at this advanced period of the season."

THE DOMINION TELEGRAPH COMPANY.

WHY, in the name of everything that's good, do not the Directors of the above Company clear up the doubts that at present hang round it? With suspicion on every side, with grave charges made with Directors resigning, all the general public has had laid before it a year of reutation has been that at a dinner at St. Catharines, at which we present Directors and Stockholders, us "outsiders barbarians" were assured that it was "all right." No proof that the charges made were false, no proof of the soundness and integrity of a concern in which the people of this country are asked to invest £500,000, but merely champagne congratulations on the construction of a few miles of the road, and grand prophecies for the future. If this is to remove distrust, to relate charges, it is easily done, but we are doubtful. The Upper Canada and Commercial Bank were "all right" till they failed; and, more to the point, the Grand Trunk Telegraph Company was no doubt heralded as "all right," and decidedly proved its right to be considered so. Why, if everything is satisfactory, if the inauguration and present position of the company are satisfactory, is it not clearly shown to the public? The originators of the scheme are pronounced to be speculators and unsound. Why not disprove this? They are accused of controlling the stock in order to gain their own ends. Disprove this. Of having secured the contract for the building of the line at an exorbitant price, and such as to allow them a profit of something like \$125 per mile or one-half of the contract price and that they secured this contract without it having been submitted to tender. Disprove these assertions. Distrust is too general now to be neglected. Stock must yet be sold—and who will buy? Payments on stock already subscribed must become due, and who, in the face of all these charges, will have any satisfaction in making those payments, or will not avoid such payments if possible. The company at present is loaded down with an incubus of doubt. The Directors must remove their load before success can crown the undertaking.—*Galt Reporter.*

LIVERPOOL TIMBER TRADE.

THE Liverpool Timber Trade during February has, say Messrs. Ducan Ewing & Co., been remarkably inactive and certainly contrary to what was anticipated a few months back, when the then favourable aspect of the stocks held over, and other indications of improvement in commercial affairs generally, gave some hopes of infusing increased activity to the wood trade; such however has not been the fact, and this unfavourable state of business may be chiefly traced to the present unsatisfactory condition of the manufacturing districts:—

CANADIAN WOODS.—About 240,000 feet of White Pine have been consumed during February, whereas 340,000 feet was the average consumption per month in the year 1868. Neither the comparative light stock nor the high rates demanded at Quebec for the ensuing season have had the effect so far of lifting the value much beyond what was current at the close of last year. Red Pine, Oak, Elm, Ash, and Birch, are in fair request.

NEW BRUNSWICK, & C. SPRUCE DEALERS.—There has been no variation in the value until towards the close of the month, when a cargo recently arrived from St. John, brought an average of £7 17s. 6d. per standard.

UNITED STATES WOOD.—A large cargo of Pitch Pine from Pensacola has arrived on doers' account. There is no new feature in this article beyond an anxiety to realize Treanalls' fug buyers ex-ship.

EUROPEAN WOODS.—Four cargoes have arrived—one from Dantzic; one from Stettin with Fir Timber; one from Wassa; and one from Tornea with deals.

EAST AND WEST INDIA WOODS.—A cargo of Teak has arrived from Moulmein, which remains undisposed of. Greenwood is without any improvement, the demand being languid.

The correspondent of the Toronto Daily Telegraph, writing from the Western States, says that although so many young men are being tempted to emigrate to the West, in consequence of representations made by the agents of the Pacific Railroad Company, he has no hesitation in saying that a poor man has far brighter prospects in Canada than there. He adds that almost every Canadian with whom he has come in contact is "dead broke," and longing to be back in the Dominion.

RECIPROCIITY.

WHILE the course of trade and the maintenance of good prices for produce during the past two years has kept down any feverish anxiety in Canada for the renewal of the reciprocity treaty, it has been satisfactory to notice the steady growth of sentiment in the United States which demands a reversal of the policy of abrogation. In spite of the many powerful interests and the strong protectionist feeling which have gratified themselves on American politics, the benefits of a mutual interchange of products between Canada and the United States are acknowledged, and a disposition is manifested in Congress to pave the way for a new treaty. Mr. Schueck of the ways and means committee of the House of Representatives, has reported a resolution from the committee which has been adopted by the House. This resolution declares that "while the House does not admit any right in the executive or treaty-making power to continue a treaty or convention with any foreign government by which import duties are mutually imposed, it is, however, of the opinion, and recommends to the President that negotiations with the government of Great Britain be renewed and pressed, if possible, to a definite conclusion regarding commercial intercourse, and securing to American citizens the rights claimed by them in the fisheries on the coast of the British Provinces in America, and for the navigation of the St. Lawrence river from its source to the sea."

There can only be one word of fault to find with this resolution. American citizens have no rights to the fisheries on the coast of the British Provinces. They may have the privilege, however, if they choose to reciprocate. If Congress will decide to admit the coal of Nova Scotia, there would be no difficulty in effecting a concession to Americans of the privilege of fishing in British American waters.

The recommendation of Congress is important, in that it paves the way to the resumption of negotiations, and indicates a spirit that will make the settlement of a new basis for a treaty much easier than the last attempt proved, which was hampered by notions of legislative reciprocity and all the prejudices which Mr. Morrill, then in the hey-day of his leadership in commercial legislation, aroused to defeat or restrict the usefulness of reciprocity.—*Kingston News*.

BET ROOT SUGAR.

THE rapidly increasing demand for sugar in this country, owing, in part to the increase of our population, the more general cultivation of fruits, and their preservation by means of the canning process, together with the uncertainty attending the supply from Cuba, shows the importance of causing a thorough inquiry to be made concerning the adaptability of our soil for the culture of the sugar beet. The experiments that have been made in various sections north of Louisiana with cane and sorghum, have not, as yet, been so successful as to encourage their cultivation to any extent, though it is perhaps possible to cultivate them profitably in most Southern States; but the cultivation of sugar beets has everywhere been attended with the most satisfactory results. We see no reason why the manufacture of sugar from these roots should not be more largely encouraged by agricultural associations throughout the country. The manufacture of this class of sugar has gained ground in Europe with a rapidity almost unparalleled in the history of commerce. Introduced into France at a time when the wars of Napoleon the First had closed the West India colonies against that country, it flourished so vigorously in a few years that, when the prohibition was removed from the importation of West India sugars, and the beet sugar manufacturers looked for nothing but ruin, to their amazement they found that the new product was not only well able to hold its own against the foreign staples, but that the manufacturers of the West India article were themselves uneasy at the prospect. Since that time the cultivation of beet sugar has been pursued in France, Belgium, Russia, Austria and the Zollverein; and in 1859, the latest date at which we find full statistics of the production of these countries recorded, the amount manufactured was, in tons, as follows:—

France.....	115,000
Belgium.....	117,500
Zollverein.....	115,000
Russia.....	40,000
Austria.....	70,000
Total.....	475,000

The cultivation of the beet for sugar presents some advantages over that of the cane. The saccharine matter in the cane varies from 10 to 30 per cent, in the beet root from 5 to 13. In the former it, in the latter 10 per cent, is generally admitted as a fair average. This would seem to show an advantage on the side of the cane, but it is neutralized by the facility of manufacture possessed by the beet. There is in the cane 90 per cent of liquid to 10 per cent of solid matter; in the beet root 95 per cent is liquid, and only 5 per cent is gummy fibre, &c. In the process of manufacture from 75 to 80 per cent of liquid is gained, on an average, from the beet, while but 50 per cent is the yield of the cane, and it does not yield more than 60 per cent with the best appliances. Thus from 7 1/2 to 8 1/2 per cent of the 10 per cent of saccharine matter contained in the beet root is realized as sugar, while, in the cane, from 10 to 12 per cent of the 18 per cent contained is recovered. The process of crystallization still further modifies the difference in favour of the beet root. Modern improvements have diminished the residue, in the form of molasses, to from 1 1/2 to 2 1/2 per cent, which saves from 6 to 7 per cent as solid crystallized sugar. The superiority of the cane is further reduced when we take into consideration the fact that it requires more time to ripen than the beet root. An accurate estimate shows that four crops of

the root can be harvested against three of the cane. A calculation based upon the foregoing data demonstrates that on an average 100 pounds of cane yield 6 pounds of crystallized sugar and 3 pounds of molasses; while 100 pounds of beet root yield from 6 to 7 pounds of sugar, and from 1 1/2 to 2 1/2 pounds of molasses. When, however, we come to consider the relative productiveness of the soils of the European countries above mentioned, and the tropics, we find that the average of production is in favour of the latter, the main annual produce per acre of sugar in the colonies, &c., being 2,300 pounds, as against 1,300 pounds per acre in Europe.

In many parts of the United States, and particularly in the rich soil of California, the sugar crop could be raised as well, if not better, than in any of the European countries where its cultivation has been so successful. The soil of many parts of our Southern States, and which are not adapted to wheat or cotton, will be found admirably suited to the cultivation of beet roots. In Europe the white Silo-lan beet is preferred for this purpose, yielding as it does a juice richer in sugar, and more free from salts than the other kinds. The yield per acre in France and Belgium is from 14 to 15 tons, and about Magdeburg from 10 to 12 tons. In cultivating the beet it is found that the direct application of manure to growing crops injures the richness of the juice, and it should therefore be avoided. One of the greatest drawbacks to the business in Europe is the necessity of digging the roots and storing them through the winter, when they are found to lose a certain percentage of their saccharine juices through the action of the light and frost. In many portions of this country we enjoy the advantages of a climate in which the roots may be allowed to remain in the ground through the winter without injury. In view of these facts, we hope the matter will receive the attention it deserves. There is, indeed, no reason why, in the course of a few years, the manufacture of beet sugar should not become an important branch of industry in the United States, and why we should not be enabled to supply our refineries with the larger portion of the sugars needed for home consumption.

EARLY COMPLETION OF THE SUEZ CANAL.

AN eminent English engineer, who accompanied the Prince of Wales on his trip to Egypt, has made a report on the Suez Canal through the Mediterranean and Red Sea, which shows pretty conclusively that the work is likely to be successful. British prejudice was strongly against this great enterprise at the outset, on the ground that it was in the hands of a French company, and was likely to be made a means of aggrandizement to France, and English engineers of distinction, Mr. Robert Stephenson, for example, who was in Parliament at the time, and justly esteemed one of the greatest engineering authorities of the day, pronounced with confidence against the practicability of the attempt to cut a ship channel, as proposed, from one sea to another. The work, however, now approaches completion, another year will see the canal in operation; eminent English engineers confess that the difficulties foreseen by Mr. Stephenson have been successfully met, or are in a way to be met; and the London *Times* now ridicules the idea that Great Britain could have any objection to French construction and management of such a roadway of commerce, the Viceroy of Egypt having taken due measures to secure it equally to the use of all nations. The total length of the canal is 99 miles. The depth of the channel is 26 feet, and the width of the bottom 72 feet. For 22 miles, distributed in different sections where the cut was deepest, the width at the surface of the water is 196 feet. Through 77 miles it is 327 feet. Fifty-three million cubic yards of excavation are already completed, and important incidental works of great cost, such as a canal to bring fresh water from the Nile. There remain 25,000,000 cubic yards of excavation, a large amount of work, but not greater than can be put through in a year at the rate of progress of the last few months. Above 8,000 workmen, nearly 400 camels, and 60 dredging machines, are at present employed. There are two points only at which there is danger that the drifting sands of the desert will ever fill up the canal. At these points dredging machines may have to be kept more or less at work. A singular feature of the route of the canal is what are called the Bitter Lakes, which cover an extent of 100,000 acres, and from which the daily evaporation amounts to 250,000,000 cubic feet at one period of the year. To supply this loss, which causes a fall of the surface of more than five-eighths of an inch daily, a considerable current must flow in from the Red Sea retarding navigation the one way and assisting it the other. A harbor 600 acres in extent has been formed by extensive breakwaters at the North end of the canal. To prevent the waves made by passing vessels from washing the banks, a lining of loose stone will be given. As to the probable profit of the work when done, much will depend upon whether packets are built specially for this line with steam facilities for the passage of the canal, and of the Red Sea, the calms of which do not permit dependence upon sails. Sailing vessels which would require steam tugs through the canal and down the Red Sea, could not afford, in the judgment of the engineer from whom we report we have drawn these facts, to go by that route to the East.

Extensive steel works are in progress of construction at Bridgeport, Conn., and the Williams Silk Factory is to be converted into a manufactory of hats.

There are thirty-two manufactories on the line of the Housatonic River at North and South Adams, having capital of from \$7,000,000 to \$10,000,000, and employing from 3,000 to 4,000 operatives.

GERMAN BARLEY.—The Toronto *Leader* perceives that one Mr. Hallnorth of Cleveland is stated to have received within the last four days, a consignment of 4,000 bushels of barley direct from Germany. It is said to be of very superior quality, and the first ever received there from that country.

During the month of February 4,453 immigrants arrived in New York, of whom one-fourth went to the Western States, rather more than one-half to the central States, and the rest were scattered among the Eastern and Southern States, Canada, and other foreign countries.

Reports from plantations in middle and south-western Georgia represent that extraordinary activity is prevailing. Every hand is employed and paid liberal wages. Every acre will be planted which can be properly tended. A Macon paper says: "We think ten thousand more hands could now obtain employment in the black belt of Georgia, but they are nowhere to be found, and we must go forward with what we have. About as much cotton will be planted this year as last, but four times the amount of grain will be used; so that if the season is favorable, a much larger crop will be raised. We are afraid the area sown in small grain will be less."

A report has recently been laid before the Legislature of Massachusetts setting forth the depression of the American shipping trade, and asking certain measures of relief. To enable that trade to compete with the British, it is suggested that subsidies should be granted to ocean steamers, all duties and taxes on material of building omitted, and that sailing vessels be supplied with ship stores, *free in bond*, for use when afloat. It is the old standard vicious system of favoured interests. Not satisfied with being themselves burdened, and desirous to shift so much more on the shoulders of others. Why shipbuilders should be free of taxes, and railroad men or newspaper men have to pay their share, does not appear.

IRON IN CANADA.—There seems likely to be a considerable demand for railway and other iron this year in Canada—at any rate, an increased demand as compared with former years. The Intercolonial Railway, which, with the help of two or three existing lines, will be utilised, will place the eastern terminus of the Grand Trunk Railway of Canada at Biverville de Loup in communication with Halifax. Nova Scotia has been commenced this month, and its construction, which will extend over three years and involve an outlay of £4,000,000, must lead to the absorption of a considerable quantity of material. The most important work on this line appears to be a viaduct which will carry the rails over the river Restigouche; this structure will be 1,000 feet in length and about 70 feet high. The improving credit of the Grand Trunk Railway of Canada will also probably render that concern a better customer of rails, more especially as large portions of the line are said to require renewal.—*Iron Trade Circular*.

WAREHOUSE RECEIPTS.—The Kingston *News* of the 23rd instant says that a case bearing on warehouse receipts was lately tried at the Napawee assizes, in which the facts, as it is informed, were as follows:—

"Mr. Diamond advanced \$500 to Mr. McFaul, to be expended in the purchase of barley. McFaul bought the barley, obtained from Gray & Co., of Picton a receipt for it, and endorsed that receipt to Diamond. Gray & Co afterwards informed Diamond that they would deliver the grain to him. They afterwards refused to do so, and it seems they were allowed to put in evidence McFaul's letters to one Wilson, stating that he had purchased the barley for the latter. Upon this testimony it was contended that Diamond had not proved his right to the grain." The *News* then goes on to remark:—"If the statement of the case furnished us be correct we need hardly warn grain buyers to have nothing whatever to do with warehouse receipts. They are sufficient for the purposes of an enormous trade in other countries, but they are of no validity in Canada, in the face of such an interpretation of the law." It may be; but the *News* has unfortunately omitted to state the result of the suit; or, does it mean to say that the above view of the case was sustained by the Court?

CROWN LANDS.—The remarks made by us a few days in reference to the slowness of action on the part of the Commissioner of Crown Lands in putting lands into the market, have been seconded by the *Pembroke Observer*, which complains "that the Ontario Government apparently ignores that portion of the country, the Ottawa District, as a field for immigration, since they have not only withheld the free grant system but have withdrawn the public lands from sale. Our contemporary states that the County of Kentwood presents a fine field for immigration; and mentions that there are some 300 German families in that county, who are prospering, and if the free grant inducements were offered, they would communicate the welcome intelligence to friends and relatives in the *Federland*, and the result would be a large increase of the number of settlers. The Germans are an industrious, thrifty race and the matter is certainly deserving of attention, those who have to do with immigration." We are glad to see our contemporaries calling attention to this subject, and urging upon the Government the necessity of putting the public lands into the market, and it is well that this recommendation comes from the supporters of the Government.—*Pembroke Intelligencer*.

STOCK MARKET.

Table of stock market prices including BANKS, RAILWAYS, MINES, &c., and EXCHANGE. Columns include bank names and their respective prices.

CANADIAN SECURITIES IN ENGLAND.

LONDON, March 18, 1869

Cousols for money, 92½; for account, 92½; Exchange Bills, par to 5½ prem.
GOVERNMENT SECURITIES.
British Columbia 6 p. c., 31st Dec, 1872. — to —

RAILWAYS.

Atlantic and St. Lawrence..... 59 to 61
Buffalo and Lake Huron 3 to 3½
Do preference 5½ to 6½

BANKS.

British North America 50 to 52

MISCELLANEOUS.

Atlantic Telegraph..... 32 to 34
Do do 8 per cents..... 78 to 81
British American Land 16 to 18

JOHN HENRY EVANS,
Importer of
IRON & GENERAL HARDWARE

SADDLERY AND CARRIAGE HARDWARE,
No. 463 and 465 St. Paul Street,
and 12, 14, 18, 20, 22, and 26 St. Nicholas Street,

MONTREAL.

JOHN HENRY EVANS,

Sole Agent for Canada

For the TROY BELL FOUNDRY, 14-ly

MR. A. H. ST. GERMAIN, Proprietor
of the CANADIAN ADVERTISING AGENCY,
Toronto, Ont., is our SOLE Agent for procuring
American Advertisements, and is authorized also to
receive Canadian Advertisements for this paper. 23

DAVID TORRANCE & CO.

EAST AND WEST INDIA
MERCHANTS.

Exchange Court,

1-ly

MONTREAL.

THOMPSON, MURRAY & CO.

GENERAL

COMMISSION MERCHANTS AND IMPORTERS

42 St. Sacramento Street,

MONTREAL.

Sole Agents in Canada for

J. Denis, Henry Mounie & Co., Brandies.

F. Mestreau & Co.

1 ly

STATEMENT OF BANKS

Acting under Charter, for the Month ending February 28, 1869, according to the returns furnished by them to the Auditor of Public Accounts.

Table of bank financial statements showing CAPITAL and LIABILITIES for various banks in Ontario and Quebec, Nova Scotia, and New Brunswick.

ASSETS.

Table of bank assets showing Coln. Bullion and Provincial Notes, Landed or other property of the Bank, Government Securities, Promissory Notes or Bills of other Banks, Balances due from other Banks, Notes and Bills discounted, and Other debts due to the Bank.

AUDIT OFFICE, Ottawa, February, 1869.

JOHN LANGTON, Auditor.

MULHOLLAND & BAKER,
 Importers of
HARDWARE, IRON, STEEL, TIN PLATES,
CANADA PLATES, GLASS, &c. &c.
 419 & 421 St. Paul Street.
 Yard Entrance—St Francois Xavier Street.

SPRING IMPORTATIONS
 ARE NOW COMPLETE IN ALL DEPARTMENTS.
McINTYEE, DENOON & FRENCH,
 178 St. Paul Street.

STAPLE AND FANCY DRY GOODS.
SPRING IMPORTATIONS 1869
LEWIS, KAY & CO.

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

THE ETNA LIFE ASSURANCE
COMPANY OF HARTFORD, CONN.
 RELIABLE, PROMPT, ECONOMICAL.
 Incorporated 1820.—Commenced business in Montreal in 1850.
 Accumulated Funds, over \$10,000,000
 Policies issued in 1867 15,241
 Amount insured in 1867 44,733,522
 Receipts for 1867 5,129,447
 Surplus Fund (over all liabilities) 1,884,768
 Deposited with Canadian Government 100,000
 Daily Income in 1868, nearly 29,000
 The best facilities for the Insurance of Healthy Lives
 Head Office for the Dominion—20 Great St. James Street, Montreal, with Agencies in every city and town.
S. PEDLAR & CO., Managers.
 Montreal, 15th August, 1868.

CITY BANK,
 Montreal, 20th March, 1869.
 THIS is to certify that Mr. W. WEBB exported from the Dominion of Canada, through this Bank, since the 20th day of March last, FIFTY THOUSAND DOLLARS OF SILVER COIN, making the total amount exported since the twenty fifth day of January ultimo, Four Hundred Thousand Dollars.
 (Signed.) **F. MACCULLOCH,**
 Cashier.

I hereby certify that the above-mentioned amount of Silver Coin was exported from the Dominion of Canada through the National Express Company.
 (Signed.) **D. T. IRISH, Agent.**
 Montreal, 20th March, 1869.

THOMAS HOBSON & CO.,
 436 & 438, ST. PAUL, & 427 COMMISSIONERS STREET
 MONTREAL,
PRODUCE AND COMMISSION MERCHANTS
ATTEND personally and promptly to the proper disposition of all Consignments of FLOUR, FORT, ASHES, TALLOW, LARD, BUTTER, and all other descriptions of Produce.
 Sales effected with every possible promptitude, consistent with the solid interests of our consignors, and returns made at the earliest moment.
 If long experience in the Produce Trade, and careful personal attention to the interests of our friends, will avail us, we are confident that every satisfaction will be given.

N. S. WHITNEY,
IMPORTER of Foreign Leather, Elastic
 Webs, Prunellos, Ltlings, &c.
 14 St. Helen Street,
 MONTREAL. 1-ly

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

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

EXCLUSIVE application is given to the COMMISSION BUSINESS, and personal attention bestowed on each transaction. The utmost promptness in sales and returns uniformly observed. The lowest scale of Commissions consistent with responsibility is adopted, and due care taken to avoid incidental charges when practical. Consignors are kept regularly advised by letter, circular and telegram, of all matters of commercial interest. Consignments designed for sale in any of the several British or American markets will be forwarded to strictly reliable agents, and advances granted without expense beyond actual outlay.

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

TO afford extended facilities to our numerous correspondents, we have opened a branch of our business at the above central stand. Consignments of the several descriptions of Country Produce will have prompt and careful attention. Sales will be effected with all prudent despatch, and returns made with promptness and regularity. Commissions will be on the most liberal scale, and all needless expenses carefully avoided. Advances made in the customary form. Orders for Grain, Flour, Provisions, &c. are respectfully solicited, for the judicious execution of which our experience and standing afford the amplest guarantee. Reliable information respecting markets, &c., regularly supplied.

AKIN & KIRKPATRICK,
GENERAL COMMISSION MERCHANTS
 COR. COMMISSIONER & PORT STREETS,
 MONTREAL.
 Consignments of the several descriptions of Leather carefully realized to best possible advantage, and returns made with promptness and regularity. Commissions charged are the lowest adopted by any of the responsible houses of the trade.

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

JAMES ROBERTSON,
 128, 123, 130 and 132, Queen Street, Montreal,
METAL MERCHANT,
 Manufacturer of Shot, Lead-pipe, Paints, and Putty
 1-ly

FERRIER & CO.,
IRON & HARDWARE MERCHANTS,
 St. Francois Xavier Street,
 MONTREAL.
 Agents for:
 Windsor Powder Mills.
 La Tortu Rope-Walk.
 Burrill's Axe Factory.
 Sherbrooke Safety Fuse, 1-ly

A. RAMSAY & SON,
IMPORTERS of WINDOW GLASS,
 Linseed Oil, White Lead, Paints, &c.
 37, 39 & 41 Recollet street. MONTREAL.
 And Agents for
 A. Fourcault, Friton & Cie, Glass Manufacturers, Dampriemy, Belgium
 Joseph Lane & Son, Varnish Manufacturers, Birmingham and London.
 Sharratt & Newth, Makers of all descriptions of Glaziers' Diamonds, London
 Hainemann & Steiner, Patentees of Magnesia Green and Manufacturers of Colours, New York and Germany. 1-ly

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.
 23-ly

OIL REFINERS' ASSOCIATION OF CANADA
 THE above Association hereby give notice that an Office has been opened at LONDON, ONT., for the sale of all the REFINED PETROLEUM OIL made by the Association, at the following rates and terms, viz:—
 In lots of One to Four Car Loads inclusive, at 35 cts. per gallon.
 In lots of Five Car Loads and upwards, a discount will be made.
TERMS—Cash free on board at London.
 All Oil sold to be received at the place of shipment by the purchaser; and in the event of his failing to appoint a person to inspect and receive the Oil, it must be understood that it will in all cases be subject to the inspectors appointed by the Association; and, after shipment is made, no drawbacks on account of quality, quantity, packages or otherwise, will be allowed.
 All orders to be addressed to the Secretary and all remittances to be made to the Treasurer.
SAML. PETERS, President.
WM. DUFFIELD, Vice-President.
L. C. LEONARD, Secretary.
CHARLES HUNT, Treasurer.
 London, Ont., Jan. 5, 1869 3

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

OTTAWA.
HENRY GRIST,
 OTTAWA, Canada,
PATENT SOLICITOR AND DRAUGHTSMAN
 Drawings, Specifications, and other documents necessary to secure PATENTS of INVENTIONS, prepared on receipt of the model of invention. Copyrights and the Registration of Trade Marks and Designs procured. Established 1838. 48-5m

MONEY MARKET.

P. D. Brown

There continues to be a fair demand for money, as usual at this season of the year and this demand will probably be an increasing one, keeping pace, to some extent, with the renewed activity of business as spring opens. More mercantile paper will be offered to the Banks, and, being based on legitimate transactions, will be readily accepted, and absorb a portion of their surplus funds. Rates of interest are unchanged.

Sterling Exchange is dull at 108½ to 108¾ for Bank Drafts on London at 60 days sight. Private Bills are nominal. The recall shipments of U. S. Bonds to Europe, amounting to over \$30,000,000, have furnished a large supply of Sterling Bills, which have kept the price down. With a cessation in the foreign demand for Bonds the price would undoubtedly advance.

Gold Drafts on New York are unchanged. Gold in New York has been very steady, closing at 131½.

Silver has been in fair supply, and is slightly cheaper. The shipments by Mr. Weir now amount to \$400,000, as will be seen by the Bank and Express certificate published elsewhere.

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

Bank on London, 60 days sight	108½ to 108¾
Private, " " " " " "	109 to 109½
Bank in New York, 60 days sight	107½ to 108
Gold Drafts on New York	par to ¼ prem.
Gold in New York	131½
Silver, "argo."	3½ to 3 dis.

THE DRY GOODS TRADE.

There has been rather more activity during the past week in this branch of trade, and the spring business may now be said to have fairly commenced. This market has been visited by a number of buyers from all sections of the country, and purchases have been to a fair extent.

Stocks are now pretty well assorted, although a good many goods are still on the way from Portland, or lying at that port awaiting transportation. The Grand Trunk is doing its utmost to expedite matters, but the snow-storms were so retarding in their effects, that it will be some weeks yet before all the goods now due here can be brought in.

Prices of staple cotton goods are ruling firm, and a small advance on last spring's quotations is being obtained on yarns white and grey cottons and prints. In other lines there is no change of consequence to note.

THE GROCERY TRADE.

A small jobbing business has been done during the past week, but inactivity has been the prevailing feature of this market. Importers are generally preferring to take stock, and there will be little done till after they have finished.

TEAR.—Medium grade Imperials have had rather better enquiry, and a few lots have changed hands, terms private. Uncolored Japans continue to meet with fair demand, samples worth from 22½c to 27½c being asked for and finding ready sale. Young Hysons are neglected. Blacks quiet, and prices unchanged.

COFFEE.—We have no change to note, the business being very limited. SUGAR.—Raws have been rather quiet during the week, and sales limited to small lots, so that prices may be considered as to some extent nominal, although holders are firm, and no disposed to force sales. A fair business has been done in refined, some large orders having been filled. Prices are unaltered, and in the absence of favorable news from the Cuban sugar districts, are likely to be well sustained.

MOLASSES.—Has had but little demand, holders, nevertheless, being firm in their prices, which remain as previously quoted.

FLOUR.—Lager Rains have met with a fair enquiry, and several round lots have changed hands, on private

terms. Valentias have been neglected. Currants have been well enquired for, but prices remain as before.

RICE.—Although there has been only a light enquiry for Rice, it remains firm, holders being encouraged by the favorable reports from the English markets, looking to higher prices, and by the fact that stocks here are not large, and will not be much increased till after the opening of navigation.

SALT.—Has had but little enquiry but prices so far have not given way.

SPICES.—Are quiet, and without change to note in prices.

THE HARDWARE TRADE.

Business has been of a quiet character during the past week, with some few orders coming in for early delivery by Grand Trunk. With those who have contracts with the railway, summer freight rates come into operation on April 1st, and a good many goods were ready for despatch yesterday.

Prices are for the most part unchanged. Tins, however, has advanced, holders of stocks, now greatly reduced, are asking from 30c to 35c; prices will be somewhat uncertain until the arrival of fresh stocks after the opening of navigation. Tin Plates are firm, but unchanged. Heavy goods are quiet. A sale of 20 tons Eglington Pig reported at \$20.50 for cash, is the only transaction we hear of.

THE LEATHER TRADE.

There is nothing particularly new to note in this branch of trade since last report. Business continues quiet. Receipts are only moderate, and there is but little change in prices.

MONTREAL PRODUCE MARKET.

Flour.—Receipts continue moderate for the season, and with a fair demand. The leading grades have slightly improved in value. The market is, however, very sensitive, rates of the day being, in a considerable degree, influenced by arrivals. Some fluctuations have also been occasioned by inaccuracies in the cal. despatches of 30th, Red Wheat being quoted 9s. 9d. instead of 9s, and California 11s. instead of 9s. 11d. Holders immediately advanced their views some ten or fifteen cents; and several hundred changed hands at the advance, Extra being taken to a fair extent at about \$5, and Fancy at \$4.75 upwards; Strong Supers sold in several instances at \$4.65 to \$4.70. On correction of the Cable quotations an immediate reaction took place, Supers closing quiet at \$4.65 to \$4.65, latter for choicest brands; No. 2 meets a fair demand at \$4.25 to \$4.30, and Fine at \$3.95 to \$4. There is now little demand for Middling and Pellards since country roads have given out, and quotations may be considered nominal. Hogs are still in small supply, and though the demand is limited, all offered meets prompt sale at full previous rates.

OAT MEAL.—There is a steady consumptive demand, and with limited supplies, a high range of prices is still maintained, though there is a tendency to lower rates. CORN MEAL.—Is in full supply, and pressed at \$3.50 to \$3.60. WHEAT.—Only a few car-loads have changed hands for local use at \$1.07 to \$1.08. Some few transactions for delivery have taken place, mostly on p. t. PEASE.—Nothing doing, either on the spot or for delivery, and prospects seem very indefinite. BARLEY.—Small sales may be noted at \$1.15 to \$1.17, rates tending still lower. OATS.—Latest sales have been at 44c. to 45c, the latter for a few car-loads. CORN.—May be quoted practically nominal at 70c. to 75c for now, and 75c. to 80c. for old. SEEDS.—Clover is in abundant supply; latest sales were at 11c. to 11½c. per lb. Tim thy for a time back has been neglected, though pressed at low prices. Latterly, sales to some extent have been made at \$1.50 to \$2 per 45 lbs., relieving the market in a measure, and holders are now asking some advance. PORK.—A steady consumptive demand continues for Mess and Thin Mess at former quoted rates.

Nothing doing in other grades, and therefore not quotable. Hogs.—Season over.

LARD.—Only taken to a small extent for City retail. Supply large and tendency to lower prices.

BURTON.—Beyond a limited enquiry for the better qualities suited for City consumption we have no demand to note. If holders in Ontario can realize and approach to rates said to rule here, it would be wise to do so, as falling an American demand, which at this late stage seems improbable, there is more here than can possibly be consumed ere now comes in; besides, the demand is alone for choice, and little of what comes in is fit for table use.

ALUMS.—Pots have ruled quiet, the competition being between a couple of buyers, neither of whom are anxious to augment supplies till more encouraging advices are received from Britain. Pearls are practically nominal in absence of receipts; rates of last week may be reported.

WOODEN RAILWAYS.—The Montreal Gazette of the 23rd inst., says:—“Some doubt is raised in the Quebec Legislature about the success of wooden railways, and propriety of restricting the Quebec Government bonus to them is called in question. Their success except for the movement of wood or ore, is, we believe, still a problem to be solved—high as our opinion and our hopes respecting them may be. We believe, therefore, that it will be wise for all those parties seeking charters for wooden railways to take power to put iron upon them; and for all those taking powers for short railways through new or sparsely settled districts, to ask power to lay down wooden rails if they deem it expedient. The experiment should be fairly tested, and the method we suggest will furnish fair opportunity of doing this.”

ASSIGNEES APPOINTED.

NAME OF INSOLEVENT.	RESIDENCE.	NAME OF ASSIGNEE.
Arvo, P. J.	Lindsay	S. C. Wood.
Bunting, Charles	Lebanon	Joe. Rogers.
Ginger, Joseph	Bellefleur	J. P. Thomas.
Peel & Alphonse	St. John	Wm. Coote.
Forrest Bros.	Quebec	Wm. Walker.
Hill, Wm.	Formville	A. B. Stewart.
Hesault, Damien	Montreal	T. Samson.
Abell, Thomas, J.	Quebec	Wm. Walker.
Lapay, F. X.	Quebec	Wm. Walker.
Mitchell, James.	Petitville	Geo. Stevenson.
McKinnon & Clarke	Belleville	Geo. D. Dickson.
McAllister, Wm.	Granby	A. W. Smith.
Oddie, Thos.	Lebanon	S. F. McLaughlin.
Pettie, John, & Co	Woodstock	J. S. McWhirter.
Stewart, Wm.	Frontenac	Thos. Clarkson.
Smith & Edmondson.	Montreal	T. S. Brown.
Sutherland, Angus	Montreal	Wm. Walker.
Terrance, Wm. Jr.	Judith	Edwin Newton.
Warrick, Frank	Frontenac	Thos. Clarkson.
Warner, Charles	Saguenay	W. S. Williams.

APPLICATIONS FOR DISCHARGE.

NAME.	RESIDENCE.	DATE.
Bowles, John	Cobourg	May 25
Cly, James	St. Catharines	" 17
Connan, Thomas	Lebanon	" 27
Farmer, Wm.	Pel-ribo	" 27
Henderson, J. T.	Montreal	" 17
Jones, John	Thamesford	" 28
Maame, Wm	Montreal	" 17
McGregor, Robert	Brantford	" 26
Peacey, Richard	Canington	" 27
Stedrich, John	Montreal	" 26
Thibault & Elie	Montreal	" 25

WRITS OF ATTACHMENT ISSUED.

DEBTOR'S NAME AND RESIDENCE.	PLAINTIFF'S NAME.	DATE
Bond, J. C. & Co., Walkerton	Hild, John & Co.	March 17
De Kay, Thos., Walkerton	Wilson, John, & Co.	" 16
Dubin, Wm., Montreal	McKinnon Bank	" 19
Fulford, Wm., Montreal	Norris Bros., & Crathern	" 5
Leach, Douglas, Guelph	and, John M.	April 0
McCrack, Thos. Harris	Lewis, Ky & Co.	" 5
McNeil, Samuel, Cornwall	Prater, Orion, & Co.	March 18
Reynolds, Ann D., Woodstock	Royal Canadian Bank	" 18

NORTHERN RAILWAY.

Traffic receipts for week ending March 13, 1869.

Passengers	\$ 2,233.47
Freight	5,190.97
Mails and sundries	624.46
Total	\$ 8,048.90
Corresponding week, 1868	6,620.38
Increase	\$ 1,428.52

GREAT WESTERN RAILWAY.

Traffic for the week ending March 5, 1869.

Passengers	\$22,734.47
Freight and live stock	23,715.89
Mails and sundries	3,075.61
Total receipts for week	\$50,526.97
Corresponding week, 1868	43,220.12
Increase	\$7,306.85

WEEKLY PRICES CURRENT.—MONTREAL, APRIL 1, 1869.

MARKET PRICES OF COUNTRY PRODUCE.

Table with 4 columns: NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES. Includes sections for Groceries, Tobacco, Hardware, Soap and Candles, Boots, Shoes, Produce, and Wines.

Table with 4 columns: NAME OF ARTICLE, CURRENT RATES, NAME OF ARTICLE, CURRENT RATES. Includes sections for Soap and Candles, Boots, Shoes, Produce, and Wines.

Table with 2 columns: NAME OF ARTICLE, CURRENT RATES. Includes Flour, Country, per qtl; Oatmeal, do; Indian Meal.

Table with 2 columns: NAME OF ARTICLE, CURRENT RATES. Includes Grain: Barley, new, pertain; Peas, per bush; Oats, per 40 lbs.

Table with 2 columns: NAME OF ARTICLE, CURRENT RATES. Includes Fowls and Game: Turkeys, per couple (old); Ducks (Wild); Chickens.

Table with 2 columns: NAME OF ARTICLE, CURRENT RATES. Includes Meats: Beef, per lb; Pork, per lb; Mutton, per lb.

Table with 2 columns: NAME OF ARTICLE, CURRENT RATES. Includes Dairy Produce: Butter, fresh, per lb; Do., salt.

Table with 2 columns: NAME OF ARTICLE, CURRENT RATES. Includes Vegetables: Beans, small white, per min; Potatoes, per bag.

Table with 2 columns: NAME OF ARTICLE, CURRENT RATES. Includes Sugar and Honey: Maple Sugar, per lb; Honey, per lb.

Table with 2 columns: NAME OF ARTICLE, CURRENT RATES. Includes Havana Prices Current: The following is the list (Lawton Brothers), Havana Prices Current of Imports, dated March 5, 1869.

Table with 2 columns: NAME OF ARTICLE, CURRENT RATES. Includes various oils, fats, and other goods like Castor Oil, Whale Oil, etc.

NOTE—An additional duty of 3 per cent. on each of the above amounts of duty is charged since 1st March. EXCHANGE—London 60 days — 1 1/4 per cent. prem.

PURCHASING DEPARTMENT

OF THE

T R A D E R E V I E W .

THE Proprietors of the TRADE REVIEW AND INTERCOLONIAL JOURNAL OF COMMERCE have decided to establish, in connection with their Journal, a Department through which merchants may make their purchases in the Montreal market on the best terms, when it would be inconvenient to come to this city to make such purchases in person, or when, from the small quantity of goods desired at any one time, travelling expenses would be too heavy a charge.

Attention will especially be given to purchasing goods at the Trade Sales of Groceries, which take place from time to time, and at which prices are generally below ordinary market quotations.

Every care will be taken in the selection of goods, competent judges of the various articles being employed, and the aim will always be to furnish the buyer the best possible goods, at the lowest market price.

Special arrangements may be made by Western shippers for consignments of flour and provisions, sale of which will be immediate and returns prompt.

Orders taken for the purchase or sale of Stocks and Bonds, Sterling and New York Exchange, Greenbacks, Silver and other uncurrent funds, for execution of which this Department has special facilities.

Satisfactory references given on application.


All communications should be addressed


THE TRADE REVIEW,

PURCHASING DEPARTMENT,

58 St. Francois Xavier Street,

MONTREAL.

 Small orders can be filled most advantageously when made for cash. Buyers are therefore recommended when buying in small quantities to make their remittances at the same time, as a saving to them can generally be effected by so doing.

 Information concerning the Montreal markets will be furnished at any time without charge, on application personally, or by letter; and it is hoped that all intending purchasers will not scruple to avail themselves of the services offered.

TORONTO.

THE LEADER.

THE DAILY LEADER is published every Morning at \$6.00 a year in advance.

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

THE PATRIOT,

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

JOB PRINTING executed in all its branches.

JAMES BEATY,
Proprietor,

63 King Street East,

42-ly

Toronto.

THE MERCANTILE AGENCY,

Established 1841.

FOR THE

PROMOTION AND PROTECTION OF

TRADE

DUN, WIMAN & CO.,

Proprietors.

Toronto Office, 4, 5 & 6 Merchants' Exchange
4

HURD, LEIGH & CO.,

IMPORTERS AND DECORATORS OF
FRENCH CHINA.

Hotels supplied.

72 Yonge Street, Toronto.

39-ly

TORONTO AUCTION MART.

Established 1834.

WAKEFIELD, COATE & CO., Manufacturers' Agents, Auctioneers and Commission Merchants, King Street, Toronto.

WILLIAM WAKEFIELD. **FREDERICK W. COATE.**
39-ly

KINGSTON.

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

LONDON—ONT.

ROWLAND & JOHNSON,

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

FREDERICK ROWLAND.
43-ly

JAMES JOHNSON,
Sunnyside.

BOSTON.

W. C. WILLIE,

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

BOSTON.

11

TORONTO.

GROCERS.

DODGSON, SHIELDS & CO.,

Wholesale and Retail

G R O C E R S

AND

PROVISION MERCHANTS,

And Manufacturers of

BISCUITS, COFFEONERIES, &c., &c.,

Corner Yonge and Temperance Streets,

42-2m

TORONTO.

GEORGE MICHIE & CO.,

IMPORTERS & WHOLESALE GROCERS

Front and Yonge Streets,

TORONTO.

25-ly

S. W. FARRELL,

GRAIN AND COMMISSION

MERCHANT,

78 FRONT STREET,

TORONTO.

42

TORONTO.

RIDOUT, AIKENHEAD & CROMBIE,

(Late Ridout Brothers & Co.)

Corner of King and Yonge Streets, Toronto,

Importers of and Dealers in

IRON, STEEL, NAILS, COPPER, LEAD, TIN,
CUTLERY, PAINTS, CORDAGE,

Fishing and Shooting Tackle,

And every description of

British, American, and Domestic Hardware.
42-3m

ROCK OIL.

PARSON BROTHERS,

PETROLEUM REFINERS
and Wholesale Dealers in

LAMPS, Etc.,

37-ly

Toronto, C.W.

JOHN FISKEN & CO.,

ROCK OIL

AND

GENERAL COMMISSION MERCHANTS

13 Corn Exchange,

MONTREAL,

AND

63 Yonge Street,

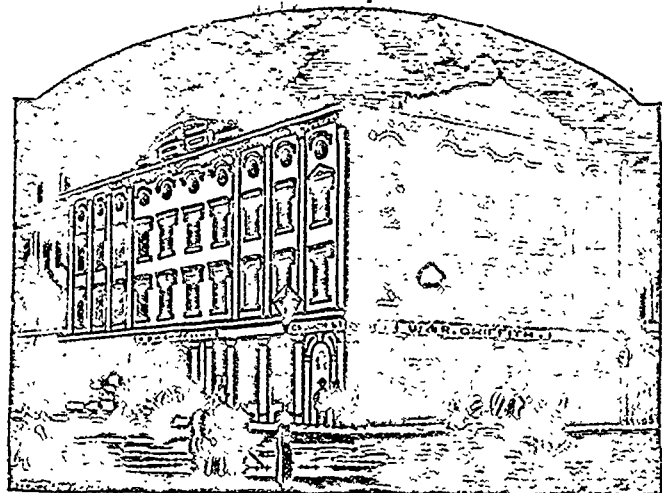
30-3m

TORONTO.

STATIONERY, ACCOUNT BOOKS, &c.

BROWN BROTHERS,

**WHOLESALE & MANUFACTUR-
ING STATIONERS,** Dealers in **BOOKBIND-
ER'S MATERIALS,** &c., King Street, Toronto, have now received a large and complete assortment of General and Fancy Stationery, selected personally from the producers, which they can confidently recommend, both as regards quality and price. They continue to manufacture and keep on hand a full assortment of Account Books, comprising all sizes and styles. Also, Pocket-books, Wallets, Purses, Diaries, &c., &c. On hand a full supply of Binder's Leathers, Cloth, Board, and other materials, at low prices.
42-3m



TEAS! TEAS! TEAS! TEAS!

FRESH ARRIVALS NEW CROP TEAS

WINES AND GENERAL GROCERIES.

Special Inducements given to Prompt Paying Purchasers.

ALL GOODS SOLD AT VERY LOWEST MONTREAL PRICES.

W. & R. GRIFFITH,

12-ly

TORONTO.

ONTARIO CHAMBERS,
Corner Front and Church Streets,

HAMILTON.

D. McINNES & CO.,

CANADIAN MANUFACTURES

EXCLUSIVELY.

Hamilton, June, 1868.

SPRING IMPORTATIONS.

HAVING IMPORTED ALL OUR GOODS THIS SPRING

VIA NEW YORK,

We have now full assortments open in all our departments.

MESSES. McINNES, CALDER CO.,

HAMILTON.

YOUNG, LAW & CO.,

HAMILTON,

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

DRY GOODS,

including

CANADIAN

- Tweeds, Flannels,
- Hosiery, Yards,
- Grey Domestic, Twilled sheeting,
- Cotton Bags, Cotton-Yarn.

DUNDAS COTTON MILLS AGENCY. 44

JAMES SIMPSON,

IMPORTER AND WHOLESALE GROCER

MONAR STREET,

Hamilton, Ont. 47-6m

PORT HOPE, C. W.

E. S. HOWELL,

Forwarder, General Commission Merchant, and Shipping Agent,

WALTON STREET, PORT HOPE, C.W. 8-11

BRANTFORD, ONT.

BRANTFORD ENGINE
 ALL SIZES
 PORTABLE STEAM SAW MILLS
 CRIST & CO. & C.
 C.H. WATEROUS & Co. BRANTFORD, ONT.
 43-1y

QUEBEC.

WHOLESALE GROCERS.

LANE, GIBB & CO.,

WHOLESALE GROCERS AND COMMISSION MERCHANTS.

Importers of East and West India Produce, General Groceries, Wines, Brandy, &c., &c.

St. ANTOINE STREET, between GIBB & HUNT'S

Oct. 23. Wharf, QUEBEC. 41-1y

G. F. GIBSON & CO.,

GENERAL AUCTIONEERS

QUEBEC.

Trade Sales of Dry Goods, Fancy Wares, Hats, Furs,

&c., &c., &c.

Advances made on consignments. 13-3m

J. & W. REID,

GENERAL MERCHANTS,

40 St. Paul Street, Quebec, dealers in Domestic and Foreign Paper and Stationery, Hoisting Felt, Paper and Oakum Stock, Pig and Scrap Metals, Oakum, Pitch, Tar, Rosin, Ship Varnishes, &c. 41-1y

ST. JOHN, N. B.

STEPHENSON & MCGIBBON,

COMMISSION MERCHANTS,

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

No. 8 North Wharf,

41-1y St. John, N.B.

HESPELER.

JACOB HESPELER & SON,

MANUFACTURERS OF TWEEDS,

AND

RANDALL, FARR & CO.,

Manufacturers of

HOSIERY, WOOLLEN YARNS, JACKETS,

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

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

Hespeler, Ontario, April 17, 1868. 16

PICTOU, N. S.

JOSEPH F. ELLIS,

GENERAL COMMISSION MERCHANT,

AND

Agent Royal Insurance Company,

PICTOU, N.S.

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

Good references given if required. 80-1y

HALIFAX, N. S.

COMMISSION MERCHANTS.

GEORGE J. PAYNE,
 Commercial Wharf, Upper Water Street.

References: Messrs. MACLEAN, CAMPBELL & Co.

FRED. ROWLAND,

GRAIN AND COMMISSION MERCHANT.
 FLOUR, OATMEAL, CORNMEAL, SPLIT PEAS
 Pot Barley, Barrel Pork, Sugar-cured Hams, Bacon
 Lard, Cheese, Butter. London, Ont. 43-1y

ST. STEPHEN, N. B.

JOHN BOLTON,
 SHIP BUILDER AND MERCHANT.

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

SUBSCRIBE TO THE WEEKLY TELEGRAPH,
 TORONTO.

A Popular Paper at Popular Prices

ONLY ONE DOLLAR PER YEAR.

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

THE people who want to read the *cheapest* and *best* Weekly in the Dominion should enclose One Dollar for a year's subscription to the *Toronto Weekly Telegraph*,—a splendid Family Paper. It contains interesting Miscellany, Reliable Market and Cattle Reports, copious Telegraphic Reports, attractive News, Selections, and more useful information than can be found in any other paper.

As a *POLITICAL PAPER* it utters its opinions fearlessly, avoids vulgar sensations, and becomes at once a *high-toned* and *popular paper*.

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

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

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

SEND FOR A SPECIMEN COPY.

OUR CLUB RATES.

Five copies, one year, to any address.....	\$ 4 50
Ten " " " " " " " " " " " "	9 00
Twenty " " " " " " " " " " " "	16 00
Forty " " " " " " " " " " " "	32 00
Eighty " " " " " " " " " " " "	60 00

Strictly in Advance.

SUPERB PREMIUMS.

- For 50 subscribers with cash (\$20) a Loop Lock Stitch Sewing Machine worth \$36.
- For 60 subscribers a beautiful Machine worth \$25.
- For 100 subscribers either a Howe, Singer or Wheeler & Wilson Machine worth \$45.
- For 150 subscribers either one of Prince & Co's Melodeons, or one of Mason & Mamlin's celebrated Cabinet Organs.

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

REMEMBER ONE DOLLAR PER YEAR.

Address and register all letters

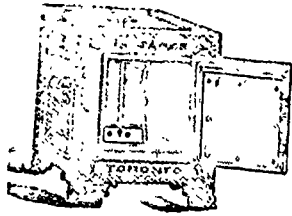
ROBERTSON & COOK,

PUBLISHERS,

Toronto, Canada.

J. Ross ROBERTSON, }
 JAMES B. COOK. }

TORONTO SAFE FACTORY.



J. & J. TAYLOR'S

PATENT

FIRE PROOF SAFES

ALSO

FIRE AND BURGLAR PROOF COMBINED.

Banker's Steel Safes, Vaults, Vault Doors, Locks, &c.

MANUFACTORY & SALE ROOMS:

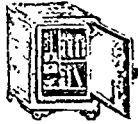
Nos. 198 and 200 Palace Street,

TORONTO, ONT.

Send for a Price List.

6

MONTREAL SAFE WORKS.



KERSHAW & EDWARDS,

Manufacturers of

FIRE-PROOF SAFES

Steel Safes, Fire and Burglar-Proof Safes, Iron Vault Doors, Jail Locks, Store Door Locks, Combination Bank Locks, &c.

139 & 141 St. Francis Xavier Street,

MONTREAL.

6-3m



GOVERNMENT HOUSE, OTTAWA.

Thursday, 25th day of March, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by the 27th section of the Act 31st Vic. Cap 6, intituled: "An Act respecting the Customs," it is provided that "in all cases where duties are charged according to the weight, tare, gauge or measure, such allowances shall be made for tare and draft upon the packages, as may be appointed by regulation made by the Governor in Council."

And whereas it is desirable to establish a uniform practice at all the Ports of Entry in the Dominion, in reference to the allowance for tare on sugar—

On the recommendation of the Honourable the Minister of Customs, His Excellency has been pleased to order, and it is hereby ordered, that the following regulations be, and the same are hereby adopted:

From and after this date there shall be allowed for tare on sugar imported in hogsheads, twelve per cent, and in tierces, fourteen per centum of the gross weight of each, and on barrels, an allowance of twenty-six pounds each. On bags in which sugar is imported, an average tare shall be allowed, to be ascertained by weighing one bag of every ten.

If in any case, objection is taken to the above scale of allowances for tare, then the actual tare according to the original invoice may be allowed subject, however, to such examination, either by actual weighing or appraisement, as may be thought necessary by the Collector of the Port, to prove that the actual weight of the packages is not less than that stated in such invoice

WM. H. LEE,

Clerk Privy Council

3-14

ENGLAND.

By ROYAL COMMAND



JOSEPH GILLOTT'S

Celebrated

STEEL PENS.

Sold by all Dealers throughout the World. 46-ly

FRANK PEARCE & CO.,

(Leas of Waddell & Pearce, Montreal.)

COMMISSION MERCHANTS

SHIPPING AGENTS AND INSURANCE BROKERS,

81 FOWER BUILDINGS, West,

Water Street,

6-ly

LIVERPOOL.

THOS. MEADOWS & CO.,

35 MILK STREET, CHEAPSIDE LONDON,

AND

60 and 61 THE ALBANY, LIVERPOOL,

GENERAL COMMISSION, SHIPPING, INSURANCE, AND FORWARDING AGENTS,

Agents for { The British Colonial Steamship Company (Limited)—London to Canada and U.S. The American Steamship Company—Liverpool to Boston, U.S. And Canadian Express Company 4-3m

J. LYONS & SONS,

MANUFACTURERS OF CLOTHING, CARPET BAGS, &c.,

Wilson Street,

Finsbury,

LONDON.

MANCHESTER 6 Short St, Tib Street
GLASGOW 46 Buchanan Street.
LIVERPOOL 19 Canning Place.
1-ly

WILLIAM TURNER & SON,

MERCHANTS and Manufacturers of STEEL, FILES, ENGINEERS' TOOLS, &c, CALEDONIA WORKS, SHEFFIELD, England.

FRANCIS FRASER, Agent, 23 St. Sulpice Street, Montreal. 33-ly

D. A. CALLAM,

59 PICADILLY, MANCHESTER,

OFFERS his services to the IMPORTERS of DRY GOODS as COMMISSION AGENT for the purchase in the British Markets of all descriptions of STAPLE, FANCY DRY GOODS, and SMALL-WARES.

An experience of 23 years in the Wholesale Dry Goods business in Canada, has made him thoroughly acquainted with the trade in all its details. 49-3m

IRELAND.

DUNVILLE & CO'S

V. B.



OLD IRISH WHISKEY

BELFAST,

Of same quality as that supplied to the INTERNATIONAL EXHIBITION OF 1862,

DUBLIN EXHIBITION 1865,

PARIS EXHIBITION 1867,

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

Messrs. DUNVILLE & CO., Belfast, Ireland.

THE EUROPEAN MAIL

FOR THE

CANADIAN DOMINION, &c.,

Published in London every Saturday for Despatch by the Mail Steamer.

Subscription 52s., or \$13 per An., postage free

IN this Journal is to be found a complete Summary of all the general News and a faithful reflex of the public opinion of the week. All information interesting to residents in the Canadian Dominion is given in extenso under the head of SPECIAL NOTES. Full MARKET REPORTS and extensive LABELS of WOOD, TOBACCO, &c., &c. and a detailed STOCK AND SHARE LIST are published in each number. To the MERCHANT, the SHIPPER, or the MANUFACTURER, this Journal is of invaluable assistance both as a Book of Reference and an epitome of all Social, Political, and General Intelligence.

To be obtained of Dawson, Pickup, and Newenanders generally. 11-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. Hon. Wm. McMaster, Toronto, C. W. Messrs. Denny, Rice & Co., Boston, Mass. Austin Sumner, Esq., Boston, Mass. Henry Young, Esq., 22 John street, New York. Samuel McLean, Esq., Park place, do. 20-

THE MONTREAL

PRINTING & PUBLISHING CO

PRINTING DEPARTMENT.

(Late M. Longmoore & Co.)

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

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

BOOKS, PAMPHLETS, CATALOGUES, &c neatly and expeditiously printed.

LEGAL, MUNICIPAL, and ASSESSMENT FORMS, printed to order.

Special attention given to RAILROAD and STEAM BOAT Printing. COUPON TICKETS, Printed on one of Sandford, Harroun & Co.'s Presses—the only one of the kind in Canada.

Orders for Printing to be addressed to the Manager of the Printing Department, Montreal Printing and Publishing Co.

THE TRADE REVIEW

AND

INTERCOLONIAL JOURNAL OF COMMERCE

Office No. 53 St. Francis Xavier Street, (L.P. Stairs)

MONTREAL,

PUBLISHED EVERY FRIDAY.

TERMS OF SUBSCRIPTION:

To Mail Subscribers,

\$1 per Annum strictly in advance.

Delivered by Carrier, \$2 per Annum

Registered letters at the risk of the Proprietors Address all communications to

THE TRADE REVIEW.

MONTREAL.

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