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# THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. V.

MONTREAL, FRIDAY, JULY 9, 1869.

No. 28.

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

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

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

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

**TEAS AND GENERAL GROCERIES.**  
Fresh Goods regularly received. Stock and assort-  
ment large and attractive.  
**J. A. MATHEWSON,**  
22 McGill St.; Stores in rear 41 to 47 Longueuil Lane.  
Montreal, May, 1869. 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:—52 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 MOLASSES FOR SALE.**  
THE Subscribers are now receiving, and  
offer for sale, the cargo of the  
Brig "B. L. GEORGE."  
(Just arrived from Trinidad)

CONSISTING OF:  
Hhds } Choice Bright Trinidad Molasses.  
Tierces }  
Bbls }  
ALSO IN STOCK.  
3,000 packages of new fresh Green and Black Teas.  
Ex "Pallas," "Annie," and "Chinaman," from  
Yokohama and Shanghai.

With our usual and general assortment of Groceries.  
**TIFFIN BROTHERS.**  
Montreal, 20th May, 1869. 21

**A. OIBERTON,**  
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. 21

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

**ROBERT MITCHELL,**  
COMMISSION MERCHANT AND  
BROKER, 24 St. Sacrament St., Montreal.  
Drafts authorized 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

**KINGAN & KINLOCH,**  
IMPORTERS AND GENERAL  
WHOLESALE GROCERS, and Commission Mer-  
chants, corner St. Sacrament and St. Peter streets,  
Montreal.  
WM KINGAN. W.R. LINDSAY. D. L. LOCKHART.  
8-ly

**JOHN McARTHEUR & SON,**  
OIL, LEAD & COLOR MERCHANTS,  
Importers of  
WINDOW GLASS, &c.,  
No. 13 Lemoine Street, facing St. Eusebe 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, P. F. Kend & L.B.  
Horswood & Co., Lyon Galvanizing Works, Bir-  
mingham.  
A. & J. Stewart, Boiler Tubes, Clyde Tube Works,  
Glasgow.  
W. N. Baines, Engineers' Brass Work, Lancesfield  
Brass Foundry, Glasgow.  
S. H. Dobble & Co., Tinned Holloware, Park  
Foundry, Glasgow.  
Geo. Fairbairn & Co., the F Horse Nails, Camelon  
Park, Falkirk.

ALWAYS ON HAND  
A large and well-assorted stock of Stamped and  
Japaned Tinware and General Furnishings, for  
Ironsmiths, Plumbers, and Brass Founders 1-ly

**L. I. BANGS & CO.,**  
MANUFACTURERS OF FELT  
COMPOSITION and GRAVEL ROOFING,  
and all kinds of Roofing Materials, Office: 783 Craig  
Street, (West) Montreal. 35-ly

**JOHN R. E. BOLSON & BROS.,**  
BREWERS and SUGAR REFINERS,  
OFFER FOR SALE  
REFINED SUGARS  
SYRUPS—Standard, Golden and Amber  
INDIA PALE ALE } in Wood & Bottle  
MILD ALE }  
PORTER }  
OFFICE:  
117 St. Francois Xavier Street. (Opposite the Post  
Office), MONTREAL. 3-ly

**B. HUTCHINS & CO.,**  
IMPORTERS of TEAS & GENERAL  
GROCERIES, No 188 McGill Street, Montreal.  
B. HUTCHINS. 6-ly EWD. LUSHKA.

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

**NELSON, WOOD & CO.,**  
IMPORTERS and WHOLESALE DEALERS in  
European and American FANCY GOODS,  
Paper Hangings, Clocks, Looking Glasses, and  
Plates, Stationery, Combs, Brushes, Mats, Toys  
&c., &c., &c.  
MANUFACTURERS OF  
Brooms, Matrices, Polished Pails, Tubs, Wash-  
Beards, and Dealers in  
WOODEN-WARE of every description.  
23 St. Peter Street, Montreal.  
AND  
74 York Street, Toronto. 33-3m

**W. & F.J.P. GURIE & CO.,**  
100 GRAY NUN STREET, MONTREAL,  
Importers of  
**PIG AND BAR IRON.**

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

Manufacturers of Crowns Sofa, Chair, and Bed  
SPRINGS. 12-1y

**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,**

**RICHARD BULL,** Inspector of Agencies.  
Manager.

ASSURANCES effected on the different systems suggested and approved by a lengthened 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. 12-1y

**LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.**

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

*Directors, Canada Branch, Montreal.*

<b>WM. WORKMAN, Esq.,</b> President City Bank.	<b>ALEX. M. DELISLE, Esq.,</b> Collector of Customs.
<b>JOHN EDWARDS, Esq.,</b> Vice-President Bank of Montreal.	<b>LOUIS BEAUDRY, Esq.,</b> Manager Now 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.

1-1y **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.

1-1y **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 60 per cent., or half their premium.

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

**ANGUS R. BETHUNE,**

General Agent

104 St. Francois Xavier Street  
Active and Influential Agents and Canvassers  
throughout the Dominion. 50

**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,

1-1y

Montreal.

**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 whole Dominion to know of the separate Provinces.

PRICE 12 CENTS.

Edition on Superior Paper with Cover 25 cts.  
Will be sent by post to any address.  
Liberal discount to Booksellers. 60



**GOVERNMENT HOUSE, OTTAWA.**

Thursday, 24th day of June, 1869.

PRESENT:

**HIS EXCELLENCY THE GOVERNOR-GENERAL  
IN COUNCIL.**

ON the recommendation of the Honorable the Minister of Customs and under and in virtue of the authority given in the 58th section of the Act 81 Vic Cap. 12, intitled: "An Act respecting the Public Works of Canada," His Excellency has been pleased to Order, and it is hereby Ordered, that *Crude Brimstone*, heretofore chargeable, as an unenumerated article in the existing Tariff of Canal Tolls, with the rates fixed for the sixth class, shall be and the same is hereby placed in the fifth class thereof, and made chargeable with the Tolls of that class.

**WM. H. LEE,**

Clerk Privy Council.

8-27

**S. GREENSHIELDS, SON & CO.,**

DRY GOODS, WHOLESALE.

CUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,

Montreal.

50.1y

**STIELING, McCALL & CO.,**

IMPORTERS OF

**BRITISH AND FOREIGN  
DRY GOODS, WHOLESALE,**

Corner of St. Paul and St. Sulpice streets,

1-1y

MONTREAL.

**C. H. BALDWIN & CO.,**

IMPORTERS AND WHOLESALE DEALERS

IN

WINES, GROCERIES, AND LIQUORS,

8 St. Hel Street.

51-1y

**J. G. MACKENZIE & CO.,**

Importers of

BRITISH AND FOREIGN DRY GOODS,

881 & 883 St. Paul Street,

MONTREAL.

8-1y

**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.

6-1y

**PLIMSOLL, WARNOCK & CO.,**

Importers of

STRAW AND FANCY DRY GOODS.

Joseph's Block,

18 St. HELEN STREET,

MONTREAL.

9-1y

**LEWIS, KAY & CO.,**

HAVE JUST RECEIVED AND WILL SELL  
LOW

100 Bales Best SOUTHERN YARN

1000 Pieces GREY COTTONS.

July, 1869.

1-1y

**OGILVY & CO.,**

Importers of

**STAPLE & FANCY DRY GOODS,**

495 St. Paul, Corner St. Peter Street,

MONTREAL.

Sayer's Brandy; Bernard's Ginger Wine and  
Tom; Stewart's Scotch Whisky. 6-1y

**SUTHERLAND, FORCE & CO.,**

Importers of

**BRITISH & FOREIGN DRY GOODS**

480 St. Paul Street,

Montreal.

12-1y

**JAMES MITCHELL,**  
 IS NOW RECEIVING AND OFFERS FOR SALE:  
 Hhds. Extra Bright Porto Rico and Barbadoes  
 SUGAR.  
 Puns. Choice Demerara MOLAESSES (New Crop).  
 Brls. } Choice Labrador & Canso HERRINGS  
 Hfr-Brls. } Splits and Bound.  
 " " } Choice Newfoundland Green CODFISH.  
 dgs. } Prime Jamaica COFFEE  
 Brls. }  
 Boxes LOBSTERS, and ARROWROOT, in tins.  
 Hhds. United Vineyard BRANDY. Vintage 1893.  
 Very fine.  
 No. 7 St. Helen Street.  
 Montreal, Feb. 25, 1899. 1-ly

**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.

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

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

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

**WHEELER & WILSON,**  
 Awarded, over eighty-two competitors, at the Paris  
 Exhibition, 1867, the HIGHEST PREMIUM, the  
**GOLD MEDAL,**  
 For perfection of  
**SEWING MACHINES.**  
**S. B. SCOTT & CO., Agents,**  
 345 Notre Dame Street, MONTREAL.  
 ALSO,  
 AGENTS for the celebrated LAMBE KNITTING  
 MACHINE. 5-ly

**REFRIGERATORS & ICE CHESTS**  
**MEILLEUR & CO., Manufacturers,**  
 523 CRAIG STREET,  
 Also IMPROVED COOKING RANGES,  
 Family and Hotel Sizes. 15-5  
**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.  
 Jénaes Street,  
 and 532 Craig Street,  
 MONTREAL, P.Q. 9

**THE CITIZENS' INSURANCE COMPANY**  
 (OF CANADA)  
 AUTHORIZED CAPITAL ..... \$2,600,000  
 SUBSCRIBED CAPITAL ..... \$1,000,000  
**DI RECTORS:**  
**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 pre-  
 pared 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.**

**JAMES ROBERTSON,**  
 124, 123, 130 and 132, Queen Street, Montreal,  
**METAL MERCHANT,**  
*Manufacturer of Shot, Lead-pipe, Points, and Putty*  
 1-ly

**NELSON, WOOD & CO.,**  
**IMPORTERS & 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 Falls, Tubs, Wash-  
 Boards, and Dealers in  
**WOODEN-WARE** of every description.  
 23 St. Peter Street, Montreal  
 AND  
 74 York Street, Toronto. 38-3m

**THE TRADE REVIEW**  
 AND  
 Intercolonial Journal of Commerce.  
 MONTREAL, FRIDAY, JULY 9, 1899.

Purchasing Department of the TRADE  
 REVIEW  
*See Advertisement.*

**ROYAL CANADIAN BANK.**  
 THE Annual Meeting of this Bank was held in  
 Toronto, on the 6th inst. and was of a stormy  
 character.  
 The following gentlemen were elected Directors for  
 the ensuing year:—Messrs. John Crawford, M.P.,  
 William Thompson, James McGee, W. Barber, James  
 Crombie, W. H. McGivern, and J. H. Dumble.  
 Messrs. Crawford and Thompson were elected Presi-  
 dent and Vice-President respectively.

**SOUR GRAPES!**  
 THE fact cannot be gainsaid, we think, that many  
 of the commercial pr'lis are being compelled to  
 eat some rather sour grapes at the present time. In  
 some special branches of trade, notably that of Dry  
 Goods, business is exceedingly flat. This dullness is  
 felt both in town and country—by the large importer,  
 whose sales run up to hundreds of thousands, and by  
 the small retailer whose transactions count up only to  
 as many hundreds. Not a few other branches of  
 industry are also afflicted to a considerable extent,  
 but possibly none of them so much as the one we have  
 already referred to.  
 Strange to say, the dullness of business does not  
 arise from the country being in an unsound condition.  
 We feel quite certain on this point. It may be, as  
 some assert, that the harvest of last year was deficient,  
 and that the expectations formed of its value were not  
 realized; but nevertheless, we feel assured that in the  
 Province of Ontario, at least, the farming community

**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 ..... £2,500,000 Stg.  
 1-ly

were seldom, if ever, so well off as at the present  
 moment. During some former years they may have  
 had more money in hand, but they seldom ever owed  
 less or occupied a more independent position. Taking  
 the country as a whole, substantial progress is being  
 made in wealth—whence then, it may be asked, the  
 sour grapes which many of the business community  
 are being forced to partake of?  
 The real secret of the mischief is to be found in  
 over-trading! During the past three years business  
 has been driven too fast. The best evidence of this is  
 to be found in the extraordinary increase of the im-  
 ports of Dry Goods at the Port of Montreal during  
 the period mentioned. From about six millions and  
 a half—the highest point ever previously touched—  
 our imports increased to \$3,021,808 in 1885, to the sum  
 of \$11,702,517 in 1890, and to no less than \$12,817,561  
 in 1897. These figures tell their own tale. The im-  
 ports of Toronto, Hamilton and other cities, also in-  
 creased somewhat during the above years, but it must  
 be confessed the commercial man of this city have  
 been the chief sinners, and are probably paying the  
 greatest penalty, although nearly all branches of busi-  
 ness feels the pressure to some degree.  
 The effects of this over-trading has been very  
 marked during the past nine months. The number of  
 insolvents among the retail trade has been very large  
 during that period. Slowness on the part of country  
 merchants in making payments, has been too general  
 to be pleasant. But what could they do? An army  
 of commercial agents had forced goods upon them  
 until their shelves could hold no more, in too many  
 cases taking very little into account the ability of the  
 purchaser to push them off. The public in general—  
 particularly the farmers—have money enough to buy,  
 but they are unable to consume the immense stocks  
 with which the country has been flooded, and they  
 are indisposed to purchase articles for which they  
 have no use. And so the goods remain on the trader's  
 shelves; he finds it difficult to pay the importer, the  
 latter has all he wants to do to settle with his English  
 creditors, and the cry of "hard times" is heard  
 throughout the land.  
 Besides the great loss arising from over-trading, it  
 has an injurious moral effect when goods are thrust  
 upon dealers almost against their will, and in larger  
 quantities than they require, the obligation to pay  
 seems to be less felt. Under the forcing process  
 credit is necessarily given in some cases to unworthy  
 persons; and in every way its effect is bad. The result  
 is to be seen in the number of fraudulent failures  
 and the unusual number of persons who have ab-  
 sconded from various parts of the country during the  
 present year.  
 Running away has become quite frequent in some  
 districts, and the absconders very barefaced about it.  
 It was only the other day two young men cleared out  
 from a Western town. They started coolly by train  
 took their books along with them, and, when near  
 Detroit, telegraphed back to a person in the town  
 they had left to close their store, as they would not  
 return! Then, snug in Uncle Sam's dominions, they  
 sent word to their victimized creditors that they  
 would return, if given time to pay their indebtedness,  
 but if that was not done, they would keep their books  
 and set them at defiance. Such cases may, of course,  
 take place at any time, but we have little doubt but  
 for the over-trading of the past few years there would  
 not be so many Sour Grapes of this nature going at  
 the present time.  
 It is to be hoped the lesson now being learned in  
 the school of experience will not be lost on the com-

mercial community. The present fatness and losses of business are mainly due to themselves. The country ought not to be blamed, for we maintain its condition is generally sound and prosperous; but the rage for getting rich at railroad speed is the true cause of the difficulty. Let fewer goods be sold, and better profits obtained. Let customers be fewer, and credits more cautiously given. In a word—let business be more carefully and prudently conducted, and after the approaching harvest is gathered in, there will not be so many sour grapes to swallow.

### A PACIFIC RAILWAY.

THAT, before many years have passed away, the Atlantic and Pacific Oceans will be joined together by a continuous line of rail running through Canadian territory, few now deny. Its feasibility is conceded; and were it not, the successful completion of a line through a much more difficult country proves it. The only great obstacle to overcome is distance, and that merely means expense. The cost of building a railway of nearly 8,000 miles, would undoubtedly be very great, certainly not falling short of one hundred millions of dollars, and probably considerably exceeding that sum ten or fifteen millions. To provide a sum, to Canada so colossal, would be impossible except by loan under Imperial guarantee. With such guarantee, the money could be raised at four per cent, or an annual charge of some four million dollars. The two questions that here suggest themselves are whether the Imperial Government will grant a guarantee, and whether Canada, even with all its newly acquired territory, will be able to stand such an increase to its yearly burdens. Of course, we cannot say what the British authorities would be willing to do; we can only point out what they might do. The opening of a short and direct route to China and the East is of much importance to English commerce; and although we do not dream impossible dreams of seeing railways across this continent busy to their utmost capacity in carrying the products of oriental climes, a very large trade would undoubtedly grow up, and to a Canadian line, and not to any that are or may be hereafter built in the United States would the bulk of this traffic flow. Increased mail facilities and quicker communication would be provided, and advantages would therefrom be derived which would give to England a reasonable plea for affording its guarantee to a Pacific Railway loan. The construction of such a railway would also have a strong tendency to consolidate the British North American colonies into one strong and united Dominion, and such consolidation has for a number of years been a marked feature of British policy towards this country. We do not hesitate, then, to declare our conviction that under proper representations made, it would be quite possible to obtain a guarantee, if not for the whole amount needed, at least for a very large proportion of it; and with such guarantee, a loan could almost always be effected on most favourable terms. Its magnitude would secure the attention of the greatest capitalists, and its security would be undoubted.

The other question to be solved is whether Canada can afford to increase its yearly burdens by four millions of dollars, during the time of construction of a railway and the period during which it would not be likely to more than earn its working expenses and renewals. The answer to this question involves a number of other considerations, the chief one of which is the prospective progress of the country, and the effect to be produced by the building of the railway. Canada, taken as a whole, or province by province, has been growing in wealth and population very rapidly; and the rate of increase is probably not diminishing, but rather becoming greater. Every additional public work undertaken of general utility, will accelerate this rate of increase, and offering more and more employment for labour, attract hither crowds of those who are willing to work, but who are unable, with the swarming population of the old world, to find a fair field for their exertions. As, also, a large tract of very fertile country would be brought within reach of markets, such inducements would be offered to settlers as would attract large numbers of emigrants and population would soon increase in the future, in a ratio greater out of all proportion than it has done in the past. A few years would add at least two millions, and with so many more tax payers, the individual ability to bear the burden of taxation would be greatly increased. In fact, with a population of six millions, which for growing purposes would ne-

cessitate very slight additional over present cost, we could easily raise six millions more revenue, and that too with no increase, but rather a diminution of present burdens.

It thus appears to us that supposing we have to raise annually for some time four millions of dollars, we could do it, and do it advantageously. But as for a long distance, a Pacific Railway would pass through unoccupied lands of great fertility, these might be so utilized that companies would gladly undertake to find the means for building the road, provided they received a certain proportion of these lands as a guarantee against loss. The encouragement of railways by means of land grants, has been a favourite policy of the Western States, and its success has been almost marvellous. Railways have developed in a few years tracts of land, that without them would have been for centuries perhaps uninhabited and uncultivated. Now they are among the most productive states on this continent, and supply a world with food. We can do no better than to follow the example which experience has shown to be so exactly suited to the situation; and by giving up lands profitable to the country only when settled, endeavour to secure their early settlement and the occupation of hundreds and thousands of other lands access to which will have become impossible.

The subject is altogether one of the greatest importance, and well worthy the best attention of our Government. It is one too that presses for an immediate consideration, and will not brook delay. The North-West must be opened up; it is most desirable that communication should be opened up between Canada and the country beyond the Rocky Mountains; and the present is the time when the advantages to be obtained can most surely be realized.

### COMING EVENTS.

#### OUR FUTURE COMMERCIAL POLICY!

IT must be evident to every sensible Business man that the present commercial relations between the United States and this Dominion, cannot be much longer maintained. There must be a change of some kind, and that before very many months elapse. Either the friendly commercial intercourse—so profitable to both countries—which distinguished the existence of the Reciprocity Treaty, must be resumed, or else the Dominion must regard Free Trade with our neighbours as impossible, and adopt a new commercial policy—a policy at once bolder in the assertion of our commercial rights, and more generous to every branch of industry established on Dominion soil.

We have no hesitation in saying which of these two policies we prefer. It is at once our desire and our interest to have almost unrestricted intercourse with the United States. The ten year's experience we enjoyed of Reciprocity, proved that by no other policy would our International Trade swell to such dimensions, or so largely promote our wealth and prosperity. The truth of this admits of no cavil. And we are also free to admit that, for this Dominion to place barriers in the way of American trade with us, as they have placed barriers in the way of our trade with them, would not best promote commercial prosperity. But, at the same time, the people of Canada are not willing that the present state of matters should much longer continue, and demands have already been made in Parliament and through the Press for the adoption of a National and purely Canadian policy, if so be, our neighbours are determined to continue to close their markets to our productions.

The homely phrase "What's sauce for the goose is sauce for the gander," contains a good deal of truth. Individuals find it so, and Nations are made up of individuals. Since the abrogation of the Treaty of 1854, however, for which no adequate excuse was ever given, our Government—to its credit be it said—has not acted on that principle. Three or four years have since elapsed, and during that period we have studiously avoided imitation of the restrictive and unwise legislation of our cousins across the lines. Upon our lumber, our grain, our live stock, our dairy produce, our wool—in fact almost all our products—they have levied high imports, in some cases so high as practically to seal their markets against us. As if the duties were not enough, frequent "orders" have from time to time been issued from the Department at Washington, which served still further to embarrass and restrict our Trade relations. But we have kept on the even tenor of our way—allowing the people of

the United States as free access to our markets as when the Reciprocal Treaty was in existence. On the one side of the boundary, there is barrier after barrier to be found in the way of commerce; on the other, no barrier, no hindrance appears.

This arrangement is manifestly one-sided, and it might be asked why our Government has so long allowed it to continue. The main reason has been the belief, that the heavy taxation caused by the rebellion rendered necessary, to some extent at least, an increase in the American Tariff, and that it would not be very long until our neighbours would desire to re-establish the close commercial intercourse which proved so advantageous from 1854 to 1865. Under this belief, we have continued to return good for evil for several successive years, and we consider the policy to have been as wise as it is generous. But sufficient time has now elapsed to show that Canada has done her whole duty in the way of liberality, and patience, and to justify us in now claiming from the United States equal favours, or if those be refused, in terminating an arrangement which is entirely one-sided and unfair.

We are not without hopes that a new Commercial Treaty may speedily be enacted between us. There is good evidence that the advocates of Free Trade are rapidly augmenting across the borders, and it is well known that the Committee of Ways and Means took action on the subject during the late Session of Congress, and that some steps towards the opening of negotiations have been taken between President Grant's Cabinet, and Mr. Thornton, the British Minister. These proceedings to re-adjust our commercial relations, must either succeed or fail. If they succeed, well and good—both countries may be justly congratulated on the result. If they fail, then we submit that our Government will not perform its duty if it does not lay before the first Session thereafter of the Dominion Parliament a new commercial policy suited to our peculiar circumstances.

What the details of that policy should be is a question upon which there may justly be much difference of opinion. But the tone of the principal speakers during the recent Reciprocity debate in the House of Commons, points the direction in which it should go. As was well said then, the Dominion has prospered without Reciprocity and can live with it or without it; but if once it is clear that our neighbours are determined to continue their present policy of isolation, we cannot continue to allow them free access to our markets. If they are to meet our products with duties at the frontier, we are bound, at least, to protect our interests from unfair, and often ruinous competition. Wherever the duties imposed would not fall upon ourselves, duties should be imposed. Whilst the fish of our sturdy fishermen are shut out of American markets except on payment of ruinous duties, our magnificent Fisheries should not continue to be given away to American fishermen for a trifling tonnage duty. Our vessels are completely shut out from the American Coasting Trade, why should vessels floating the Stars and Stripes be permitted to coast from one British port to another all round the world? If we are barred from using American lakes and canals, what good reason is there why those of the Dominion should be at their service almost without money and without price? On these and other points which might be raised, this Dominion will be forced, if the United States continues its present restrictive system, to adopt a bold and manly commercial policy—not in a spirit of retaliation, but simply in self-defence and as an act of justice to our own people.

We are sincere in expressing the hope that the necessity for this legislation may pass away before our Parliament meets at Ottawa again. But there is no mistaking the signs of the times. The people of Canada are tired of the present system. Under it our American friends reap all the advantages and we all the disadvantages. Indeed, the very liberality of our commercial policy renders it a matter of little consequence to our neighbours whether they agree to a Treaty or not. If they can obtain the riches of our Fisheries, the benefits of our Canals, and free access to our Markets, without any Treaty or without giving any thing in return, what's the use of doing it? This is doubtless the reasoning of thousands of Americans, and the people of Canada are not willing that such an arrangement should continue any longer.

Either we must adopt a joint commercial policy, framed to promote the prosperity of both countries and based on fair and equitable terms, or Canada must imitate the Republic, and strike out a new and patriotic policy of its own.

THE BANKING SYSTEM OF THE DOMINION

No. II.

WE endeavoured, in a previous article to point out the importance of so protecting the creditors of Banks as to create the utmost confidence on the part of those likely to entrust their money for safe keeping to the chartered institutions of the country.

These creditors may be divided into three classes, although their interests are interwoven in such a way that one class can not be in danger of suffering loss without jeopardizing the claims of the others. These three classes are, the note-holders, the depositors, and the other banks, these last being after all a combination of the other two classes, as being the holders of bank notes and certified cheques against deposits.

The note-holders, though not the largest creditors, either individually or collectively, are the most entitled to protection. No man need necessarily place his money on deposit with any bank, or if it seems imperative that he should do so, he can make his selection, and run little or no risk. It is different with the note-holder. Very few men are in a position to refuse, in payment of debts due to them, bank notes which commonly pass current in the community of which they are members: any person doing so would be looked upon as mad, and a candidate for Beaufort. Practically, though not theoretically, or in the eye of the law, bank notes are legal tender, as between man and man, and consequently, as the recipient holder of a note is not in a position to protect himself, must as far as possible be protected by the Government, which delegates the power of issuing notes to the chartered banks.

There is another reason why the note-holders should be the first consideration. They are a very numerous class, embracing as a majority of their number, people in the lower, poorer, or less educated ranks of life—people who to a proverb are most timid and ready to take flight. Now if it be known to all that, even in case of failure of a bank, no loss can accrue to the man or woman who happens to be possessor of a promise to pay of that bank, it is certain that no one will put himself out of the way to make that sure which he already knows to be safe beyond a doubt. And if the circulation be made secure, the danger of a run from depositors is greatly lessened, as ordinarily the panic pervading the one class communicates itself to the other, and as the demand on the bank for redemption of notes and deposits is all the time rendering more hazardous the position of those who are still its creditors, it is only natural that during a run panic should continually be increasing in intensity, until the bank either closes its doors, or demonstrates its ability to redeem all its obligations.

As we have shewn, the second and most important class of bank creditors—the depositors—have less claim to the protection that Government can afford them. As far as they are concerned, no exceptional power is given to the bank, and men every day deposit their money with private as well as with chartered banks. Especially will this apply to those—and they form the largest division of this class—who receive interest on their deposits. Nevertheless, it is for the highest interests of the country that bank failures, or any other financial disturbances, should occur as seldom as possible; and besides, as we have already argued, it is very important that the security offered to attract capital in the shape of deposits should be undoubtedly good. The deposits not bearing interest amount to nearly fifteen millions, and as interest to a considerable extent is paid on deposits payable on demand without previous notice, it is probable that not less than sixteen or seventeen millions are held by the banks on call. The locking up of any large proportion of this sum, as might happen through failure in a financial crisis of a few of the larger banks, would be most disastrous, and its possibility makes desirable legislation to prevent it.

The third class of bank creditors consists of those banks who happen in the daily settlements amongst themselves to hold balances against the others. These are generally quite competent to look after their own interests: and, in practice, we think it is the debtor banks who have most need for protection. And, in this connection, we may say that the power at present in the hands of the Government Bank is much too great as regards the other banks. We believe this is admitted by members of the Government, that even Mr. Rose will not deny it; but there seem to be difficulties in the way of dividing the Government account. It is urged that it would complicate the accounts, and also that if at any time circumstances

rendered it necessary to raise a loan from the banks, it would be much less convenient to negotiate with a number of cashiers or managers, than it would be with a single individual, as the manager of the Bank of Montreal. But these objections are exceedingly trivial, if it can be shewn that the public good demands a division on some fair principle of the Government account. A very simple, and as it seems to us equitable, plan has long since been suggested, namely, to deposit in each bank, each day, the notes of and cheques upon that bank. This would effectually prevent any one institution having the power, by means of heavy receipts from customs or inland revenue or otherwise, to obtain commanding claims against the other banks. We hope the Government seeing the necessity of making some change will adopt this or some other system; and there can be no doubt that now when they have large balances to their credit, and no floating debt, is the most favourable time they could under any circumstances have for making the change.

MERCHANTS' BANK OF CANADA.

ANNUAL MEETING.

The annual general meeting of the stockholders of the Merchants' Bank of Canada was held in the banking house, Montreal, yesterday, at twelve o'clock. The President, Hugh Allan, Esq., occupied the chair.

The PRESIDENT read the following report of the Board of Directors:

The statements of the affairs of the Bank now submitted are evidence that its progress during the year has been satisfactory.

In the face of the numerous bankruptcies that have occurred during the last year it must not be supposed that this Bank could have escaped scatheless. So far from this being the case it is a fact that the Bank sustained several not inconsiderable losses, but the Directors determined at once, and without hesitation, to write off from the profits a sum that after the severest scrutiny satisfied not only themselves, but their principal officers, would meet and cover every probable shortcoming.

The shareholders may therefore accept the assurance that so far as can be seen at present, the assets of the Bank are good value for what they represent.

Fair progress continues to be made in the realization of the assets received from the Commercial Bank. The apparent result of the arrangement of amalgamation continues to encourage the belief that the original expectation will be realised.

The statements on the table show the present position of the Bank. The rest has attained the respectable figure of \$700,000, and there seems every prospect that it will continue to increase.

During the late sitting of the Legislature, several measures came before it, materially affecting the interests of the Banks.

The Directors, regarding the continuance of the Act relating to Insolvency as a great and nearly unmixed evil, petitioned the Legislature for its total repeal. This was not acceded to, and the Act was amended, but not, in the opinion of the Directors, materially improved.

The Banking and Interest measures introduced had fortunately to be withdrawn, the latter being of such a retrograde character as to excite surprise that in this age of financial knowledge, any party could be found to support it.

The Act of Incorporation establishes the Capital of the Bank at \$6,000,000—of this only \$4,000,000 has been offered for subscription, or taken up.

The Directors now invite the Shareholders to subscribe the remaining \$2,000,000, and with this view a series of resolutions will be submitted for your approval.

In conformity with the Act of Incorporation, the following Directors retire at this meeting—Messrs. Damase Masson, Andrew Allan, Adolphe Roy, and Hugh Fraser, all of whom are eligible for re-election.

The By-Laws of the Bank have been re-

modelled, and are now to be submitted for your consideration.

All which is respectfully submitted,  
HUGH ALLAN,  
President.

Montreal, July 5, 1869.

GENERAL STATEMENT MERCHANTS' BANK OF CANADA, 19TH JUNE, 1869.

LIABILITIES.	
Circulation .....	\$1,148,510.00
Deposits bearing interest .....	\$1,928,025.33
Deposits not bearing interest ....	1,267,611.18
	3,195,636.51
Balances due to other Banks and Foreign Agents.	169,274.21
Dividends unclaimed .....	3,931.60
Dividend No. 3....	143,334.40
	147,266.00
	4,660,686.72
Capital paid up...	3,585,426.87
Rest .....	700,000.00
Contingent Fund..	62,549.00
Interest Reserved.	10,100.00
	\$9,018,762.59
ASSETS.	
Gold and silver coin on hand...	\$864,871.11
Provincial Notes on hand .....	431,943.00
	1,206,814.11
Notes and cheques of other Banks ..	200,340.42
Government Securities .....	533,606.22
	2,030,760.75
Real Estate .....	360,279.34
Notes discounted and other debts not otherwise included .....	6,627,722.50
	\$9,018,762.59

Montreal 19th June, 1869.

The President, in answer to a shareholder who remarked on the rumours of heavy losses made by the Bank during the past year, said that \$165,000 written off covered all the losses.

It was then moved and carried unanimously that the report be approved of and printed for circulation amongst the shareholders of the Bank.

The By-Laws of the Bank, as remodelled and already adopted by the Directors, were read and adopted clause by clause.

Resolutions were then submitted and adopted, authorizing the Directors to open Books for the subscription of the two millions of capital still remaining unsubscribed for. By the 3rd Resolution, each shareholder on the last day of June, 1869, is entitled to subscribe at par, half as much additional stock as he then held. Only ten per cent. of the subscriptions are to be called in, payable at time of subscription, unless it should seem to the Directors that the interest of the Bank required further calls, which are to be of not more than ten per cent. with intervals of not less than three months between them.

A motion by Mr. Crawford, seconded by Mr. Joseph McKay, "That it is expedient that the transfer books be opened for the inspection of shareholders," was lost after discussion.

The retiring Directors were re-elected, and at a subsequent meeting of the Board, Mr. Hugh Allan was elected President, and Mr. Edwin Atwater, Vice-President.

ORIGIN OF THE WORD DUN.—This familiar word is derived by some from the French verb *dunnes*, meaning give; by others from the old Saxon word *dunon*, to clamor, but both of these derivations are wrong. It took its rise from a famous English bailiff, named Joe Dun, in the time of King Henry the VIII., who plied his hard trade of collecting doubtful debts with remarkable success. As a last resort creditors would threaten to put Dun on their debtors, and hence the phrase of *dunning*, which has continued to our day.



**MR. BRYDGES AND MR. CREAK.**  
**THE CHARGES AGAINST THE MANAGING DIRECTOR.**

**MR. BRYDGES' REPLIES.**

We have received, says the London *Railway News* of the 19th June, copies of correspondence, which we have been requested to publish, between Mr. Creak, the leader of the agitation against the Grand Trunk Railway, and its managing director in Canada, Mr. Brydges. No impartial person can, we think read the answers given by Mr. Brydges to the questions put to him without feeling satisfied of their completeness, and that the charges so habitually brought against him by Mr. Creak in respect to these matters have been fully and completely disposed of. We hope, in the interest of all parties, that this ridiculous attempt to revive an agitation which can be productive of no possible good, and which may lead to considerable injury, will not be persevered in. If the feelings of dissatisfaction against Mr. Brydges rest upon no better foundation than that which is involved in the queries submitted by Mr. Creak, then it is neither fair to the proprietors nor just to the management of the company that the attention of the executive and heads of departments should be diverted from attention to the best interests of the company by the necessity under which they are placed of having to defend themselves from a system of ungenerous and unfounded attacks and insinuations upon their private characters and administrative ability. The subjoined correspondence will speak for itself:—

The Wick, Brighton, April 28, 1869.

My Dear Sir,—You were kind enough when you were in England to say that you should be happy to send me any information you could respecting the working of the Grand Trunk. I therefore beg to trouble you with a few inquiries, and I shall be glad to hear from you as soon as convenient, and in such a form that I could, if necessary, show your letter to any of my friends.

1. Mr. Scoville has addressed a second printed letter to me, under date December 20, 1868, in which he comments on your speech in London at the December meeting. I received a copy on the 22nd of April. Will you tell me the exact dates when Mr. Scoville raised his price, and when the Three Bridges scheme failed? Is it correct that you refused Scoville a contract for any term of years, but gave one to the Montreal manufactory? I should like also to know the present price paid for wheels. I have no knowledge personally of Mr. Scoville, nor have I had directly or indirectly any communication with him; but as he positively contradicts your statements it will be well for you to furnish the exact dates for which I ask.

2. How do you account for the great rise in wages in 1867 and 1868? The amount of traffic does not justify such an increase, nor do I think that on several adjacent American lines there is any such increase.

3. The goods traffic for 1868 shows an increase of 4 per cent in tonnage as compared with 1866—was this increase concentrated on one or two points, or diffused more or less over the whole system?

4. How is it that the fuel shows an increase of 17½ per cent. in number of cords over 1866 and the total mileage an increase of about 7 per cent?

5. Out of the free passes issued in 1868 how many were complimentary, and how many official? Were any given to M.P.'s or their families, or other private parties?

6. How stands the charges against the storekeeper. Has he carried an action into court against Mr. Nelson, or has any investigation of the matter taken place before a magistrate, where the parties have been brought face to face?

7. Can you tell me to whom Yates sold his patent? Did it pass into the hands of one of his clerks? I should be glad to hear some clear account of this whole business.

8. Are the rails repaired on Yates' system now? Or is Baines' reversible rail a better plan?

9. What has the volunteer corps cost the company, directly or indirectly? Did the drilling come out of the company's time, and did it interfere with trains?

10. What price do old rails fetch, and what is the cost of re-rolling them? The Toronto Mills are to be ours, I understand, in a short time; but I should be glad to know the cost of re-rolling, apart from the amount paid for the redemption of the works.

11. At what price could you secure Cleveland coal at Lake Ontario ports, and what is its strength as fuel? English coal gives 70 miles per ton. Is American as good? Could not coal be burnt better on the Detroit and Sarnia branch? I see that it is coming into extensive use in the western railways in the States, and as the price you pay for wood in that quarter is so high it might be cheaper to use coal.

12. Is Picton coal suitable for locomotives? This is a long string of inquiries, but we want more information this side of the Atlantic, and although Mr. Hickson has given us some, he is not acquainted with all these details. He mentioned to me the direct line across Michigan to Chicago. I earnestly hope this project will receive your earnest attention. It is a most valuable ally for us to secure, but, I hear, it will be needful to take the line out of the present hands and secure the control of it in Grand Trunk interests. I may just add that although I made a speech at the meeting on the 8th hostile to your management, I did not conclude with any motion, and Mr. Adams' was made on his own responsibility. I voted for it as I could not do otherwise after what I had stated, but I was quite prepared to be beaten, as we had not secured any proxies. My own private opinion is that you would serve us best by giving your attention to the Intercolonial, the Chicago scheme, the International Bridge, emigration, and having your other duties committed to those who could give them undivided attention—no man, however gifted, can do as much well as you are now undertaking. You will, I am sure, excuse the freedom of my remarks; but I have nothing to conceal, or any ends to secure than the prosperity of the company.—

Yours truly,

(Signed) A. CREAK.  
 C. J. Brydges, Esq., Montreal.

GRAND TRUNK RAILWAY OF CANADA,

Managing Director's Office,

Montreal, May 31, 1869.

My Dear Sir,—Your letter of the 28th ult. reached me in due course of mail; but a pressure of important business, requiring my presence at various parts of the line, has prevented my writing to you before to-day. I have carefully read the questions which you have put in your letter, and I have written specific replies to each in as brief terms as would make my meaning clear, and have sent them with a copy of your letter to our board in London. I am sure you will agree with me that it is the regular course for shareholders to receive whatever information they may require through the board of directors, who, of course, are responsible to them for the management of the company's affairs. You could have obtained, I have no doubt, from the office in London full replies to your questions, as the information upon all points will be found either in statements at the office or in letters which from time to time have been written by myself or other officers of the company. I hope you will, upon receipt of this letter, communicate with the board, and I trust they will have no objection whatever to place you in possession of the replies which I have made to the questions you have asked. I should have had much pleasure in sending the information to you direct, but that I thought it was my duty to forward it through the board. You

will not, I am certain, expect to express any opinion upon the shelving process which you have designed as regards myself, beyond saying that it is not one which I could for a moment entertain. I agree with you that the proposed new line to Chicago would be of advantage to us, and I have given it every assistance in my power. It requires, however, more combination amongst local interests before asking for material aid, and that, I need hardly say, we are not in a position to afford. Since Mr. Hickson has returned he has spoken to me as to his interviews with you about emigration. This is a very important matter, and one in which I take a great interest. I have pressed it strongly upon the Government through the Intercolonial Railway board. Have you thought any more upon the subject? The present condition of England seems very favorable for useful efforts. I am always anxious and ready to give the fullest information in my power upon all questions, and I must repeat what I have already stated to our board in London, but I wish some of the shareholders who think the condition of the property could be improved would spend one or two months of winter with us, and then they would see for themselves how very much easier it is to dispose of difficult questions by mere theory than to tackle them practically on the spot where they exist. Yours truly,

C. J. BRYDGES.

A. Creak, Esq., Brighton, England.

Offices of the Grand Trunk Railway Company of Canada, 21, Old Broad-street, London, June 16, 1869.

Dear Sir,—I am desired by the directors to forward you a copy of the "replies" which they received from Mr. Brydges the last mail in answer to the questions contained in your letter to him of the 28th of April last, and in so doing I am instructed to point out to you that your proper and regular course would have been to apply for any information which you required to the board of directors in London, and not to place yourself in direct communication with the executive of the company in Canada. As reference was made in your recent speech at the London Tavern to some of the matters dealt with in the accompanying replies, the board have decided on sending a copy of the whole correspondence to the railway newspapers, with a view to its publication for the information of the proprietors generally.—I am dear Sir, yours faithfully,

J. M. GRANT.

Albert Creak, Esq., The Wick Brighton.

**REPLIES TO MR. CREAK'S QUESTION IN HIS LETTER TO MR. BRYDGES OF 28TH APRIL, 1869.**

1.—Scoville. He never sent me a copy of the printed letter Mr. Creak refers to, and I know nothing of its contents. Scoville's price for wheels was \$15 each from November, 1861, to April 1864, when he raised it to \$16, at which it remained till December, 1865, after which we took what he made from materials he had on hand or had contracted for at \$15 each up to June, 1867, when we ceased buying from him. In the early part of 1864 the Three Rivers concern got into difficulties, and we could not depend on their supply. Scoville delivered all his wheels at Toronto, we carrying those used at Montreal, a distance of 333 miles, at our own cost. The consumption of wheels at Montreal is about five-sixths of the whole. The carriage of Scoville's wheels from Toronto to Montreal added for bare cost at least 50c. to his price for each wheel. We got the first wheels from Montreal in the spring of 1865 at \$15 each. Finding Scoville impracticable we agreed to buy all our wheels from the Montreal Foundry at \$14.50 each, delivered where we use them. All those we take at

other points besides Montreal are delivered at the places we use them at the cost of the makers, we paying only \$14.50. We pay now 14.50 each wheel, which is fully \$1 a wheel, less than Scoville's price, carriage included. I did refuse to make a contract with Scoville, because he declined to deliver anywhere except at his works at Toronto, which, as I have said, added \$1 at least to his price, as compared with the Montreal rate.

2. The rise of wages in 1867 and 1868 is owing to the fact that the increase in the rate of American wages culminated or reached its highest point at the end of 1866. Wages in the States to-day are at the highest point they have ever been at in my experience of sixteen years. Our staff is not larger, but each man costs more now than he did in the first half of 1866 and previously.

3. The increase was not confined to one or two points.

4. The increase in fuel is owing to several causes—greater proportion of soft wood supplied by contractors; financial necessities causing stock to be low, and therefore necessitating the use of green wood; and the severe unusual cold of the winter of 1867-8, causing more wood to be burned to haul the same loads.

5. Very few complimentary passes are issued—the exceptions being the press and Americans whose interest as controllers of freight is important, and who are invariably passed on their own lines. No passes are given to M. P.'s or their families or other private parties.

6. Mr. Nelson has no property or place of residence in Canada, and could only be prosecuted criminally, which the law officers of the Crown strongly advised against, knowing the difficulty of getting a jury to convict a private person at the suit of the corporation. The sworn affidavits in the London office prove the entire honesty of the storekeepers and the utter worthlessness of Nelson's statements.

7. Yates sold his patent to a man named Lindley, who had previously been in his service when Yates was a contractor. The plan was commenced in 1862, and ended in 1865, since which date no work of the kind has been done under contract. It was an experiment which, although to some extent useful, was not found to realize what was expected, and therefore given up. The average cost of the operation was about \$9 a ton.

8. A few rails in our own shops are repaired where it is economy to do so by our own men at day's wages. I have examined Bairnes plan, and do not consider, after careful consideration, that it is desirable to adopt it. I can give my reasons, of course, if necessary, but I suppose that an opinion is all that is now needed.

9. The volunteer corps has not cost the company anything, the whole of the outlay being borne by the Government and the men themselves. Drilling did not and does not come out of the company's time, nor did it ever interfere with a single train. Full particulars will be found in my letters to the London office.

10. Old rails vary in price according to the markets in the United States, the prices ranging from \$18 to \$25 a ton. The charge of re-rolling at Toronto is \$25.50 a ton in gold, at Portland \$40 in greenbacks, and at Detroit \$38½ in greenbacks.

11. Cleveland coal laid down at Lake Ontario ports will cost from \$5.80 to \$6.20 a ton in gold. It is not economy to burn it at the present price of wood. Coal is being used in the Western States very partially, and only in prairie countries where no wood can be had and seams of coal can be met with.

12. Experiments have so far proved that Pictou coal is not suitable for locomotives. For stationary engines it is at least 25 per cent. less profitable than English coal.

C. J. BRYDGES.

Montreal, May 29, 1869.

## THE CROPS.

**THE WHEAT CROP OF THE WEST.**—Having just returned from Washington, passing through the States of Maryland, Pennsylvania, Ohio, Indiana, Illinois and Missouri, we can speak with some confidence as to the prospects of the coming harvest. The wheat crop will be simply immense. There was a much larger breadth of surface sown last fall, in the States above named, than usual, and it never promised such an abundant harvest. In Missouri a very considerable proportion is already in the shock, and has been harvested in the best possible condition. From Washington to Lawrence there is almost one continuous wheat field along the lines of the Pennsylvania Central, Pan Handle, Little Miami, Ohio and Mississippi and Missouri Pacific Roads. In portions of Ohio the wheat has been injured to some extent by rust, but no considerable damage has been reported. The wheat product of the Western and Central States will, this harvest, amount to full one-third more than any previous year. The prospects for cheap breadstuffs was never more flattering than at the present writing.—*From the Lawrence (Kansas) Journal, June 24.*

The San Francisco Bulletin of the 18th says: Harvesting has begun in the central and coast valleys of California, and the rust is less extensive and damaging than was feared at one time.

**VIRGINIA WHEAT CROP.**—The Petersburg (Va.) Index says:—"All the reports that have reached us represent the crop of wheat now harvesting as the finest that has been reaped for a number of years. The ears are well filled and the grain not affected by rust. At length, after a series of untoward seasons, we feel justified in hailing the present as the harbinger of an auspicious change; for it has been noticed by careful observers of the weather that those of the same character have a tendency to cluster together."

**THE GRAIN CROP OF 1869.**—So far as Central Illinois is concerned, must be a short one. There can be no other conclusion, since the season has been such as to allow a limited area to be sown and planted. The wheat, oats and barley crop may be sound, but it is sure to be short; and so of the corn crop. The several agricultural colleges of the West, in my mind, could do no better service to the country than to keep a careful meteorological record, so as to enable us to judge by the temperature and the rain fall what are our prospects over the broad West, for a corn crop, compared with the flattering and imaginative reports of the Agricultural Department.

## AFFAIRS IN THE COAL REGION.

ALL the collieries in the Schuylkill region, except three or four, have resumed mining. There is little, if any, mining yet in the Lehigh region, and from last reports the Delaware and Hudson Company, and the Lackawanna and Great Western are not likely to resume for some time, unless the men abandon the basis, which, so far, they refuse to do, and we learn have resolved not to go to work unless the basis is admitted. In the neighbourhood of Ashland, Pa., the miners are generally at work, but with evident dissatisfaction, that may at any time result in another suspension. Those working contract work make \$150 to \$120 per month; those working by the day, and labourers, make less. Their organization is thorough, and its influence extending. Their terms as to wages have, in the main, been acceded to by the operators, but there are open questions which must yet be adjusted before the market can look for a regular and uninterrupted supply of coal. As it is, the consumer must expect to pay a higher price for his anthracite, with probably an upward tendency right along through the balance of the season. Presuming the demand to be equal to the demand last year, it must be remembered that the tonnage is now nearly a million tons behind what it was at the same period last year, with the Lehigh, Wilkesbarre and Scranton regions still idle, and with little prospect of resumption.

Work was also resumed at the Williamstown colliery, Dauphin County, Penn., (the only operation in that region that succumbed to the demands of the Schuylkill County,) on Tuesday of last week, after a suspension of more than five weeks, without a cent's benefit to the miners, and a loss of probably \$50,000 to the community. The company have been unable to supply their customers, not having a large stock in the market, and the Eastern trade in consequence, where the Williamstown coal is mainly used, has been compelled to substitute wood for fuel—white ash coal not being desirable for summer and domestic uses, for which that from Lykens Valley is so well adapted. While this has been the case and there was immediate demand for all the coal that existing facilities could supply, the Williamstown miners chose to unite their destinies with the hard anthracite interests of Schuylkill County, where they had nearly a million of tons of coal in the market and can at any time flood it in a month.

The trip round the world can now be made in ninety days.

It is estimated that the cotton crop of Missouri, this year, will be worth \$40,000,000.

Bubuy, a new species of the cotton plant, it is reported is now extensively cultivated in the Philippine islands by the missionaries. The plant is of a very large size, and begins to yield in its fourth year. The cotton pods measure three to four inches in length, and 100 of them, it is asserted, will yield three pounds of the fibre, which, when cleaned, sells for \$9 a hundred weight.

## THE WOOL MARKET.

IN reviewing the New York Wool Market, the *Dry Goods Reporter* says:—

Wool has certainly gone wild this year. It commenced in Kentucky, with combing, to which we called attention at the time; from thence the tide rolled on to Canada, and there combing wool was sold for more than it could be bought for in England; now it has spread itself all over the States, and the farmers even on clothing wools, appear to have the thing all their own way. But the great cry is for combing wools: let it must be remembered that 75 per cent. of these lots which are bought as combing is all that can possibly be stretched into combing, while the balance as a general thing brings a lower price than almost any other kind of clothing wool. Manufacturers are not the ones who are large buyers. In the West a large portion of the wool is said to be bought by local buyers on their own account. These men appear to be willing to try their hands once more, and feel a degree of confidence in the speculation, because of the great slaughter of sheep last year. But these men must bear in mind that the demand for woolsens is that which will determine the price of wool, and if they (as they have done in previous years) run their wool upon the market with orders to sell on arrival, nothing can save them from loss. Manufacturers are well stocked up for this season of the year; they have no occasion to either to run into the country or into the market for wool; the largest portion can wait till wool is put upon the market at prices to suit them. No kinds of business can be forced in these days, and that of wool least of all, and the best way for these local buyers to do is to wait the movements in the market, and send their wool along as the wants of the market require it. But words of advice are of no avail to those who must sell at any price in order to realize. Such men who thus run for luck, must take luck's chances.

The attention of wool men is entirely directed to the west and anxiety is depicted on the countenance of many as the wires flash the information that wool is on the rise one, two and three cents, and in some cases five cents on opening prices. We need only turn back to our reports one or two weeks, and you will find where we stated that wool generally was bought a few cents higher after buyers got their orders than before; the wool in Ohio was to be bought at 40c. and under, now it is 45c. and over, then in Michigan it was to be 35c. and 37½c., it is 40c., 42c. and almost 45c., and if it continues a few days at present rates it will reach 45c. and then break. We do think that wool will yet be bought in the country lower than at present. We do not see how present rates can be maintained. There may be contrary to the expectation, a revival of trade take place, and a demand for woolsens spring up by and by, but at the present time the prospects in the Eastern market do not warrant the prices in the west.

Pulled wools continue active at present rates, but all attempts to put up prices prove abortive. Manufacturers buy freely at present rates, but should dealers advance prices we should have to report a dull market next week. The coarse and medium wools that are now arriving will no doubt bring out side prices because the market is bare of these wools and they are wanted, but a week's time may fill up the market to such an extent that these may break and have to be sold at very low sales before another season. This depends entirely on fashion, and should a change of styles be demanded, coarse wools may be the drug and fine wools all the demand. It does not do in these precarious times to depend too much on any one thing. Fine wools the past year have answered no ones expectation; in fact, there has been no real healthy trade since 1867 for fine wools, that is to say, XX picklocks have been in request all the time because there is so little produced in the country, and that which is produced elsewhere cannot be sold here nor manufactured. We think, however, the time is not far distant when the country will see the folly of its exclusive policy, and we shall be permitted to buy in the cheapest market and sell in the dearest, wherever these markets may be, and not by legislative enactments make our own market the dearest, and exclude us from the market where the materials are which we want and which we cannot find at home.

**FLAX CULTURE AND FLAX BAGGING.**—The cultivation of flax is daily increasing in importance as a product of Western soil. Its value hitherto has been greatly under estimated, inasmuch as it was raised for the seed only, while the fibre of straw was allowed to go to waste; but within the past few years machinery has been so constructed as to work up this article to good advantage, and it is now extensively used for the manufacture of bagging, which is in active demand for covering cotton. It has been shown by actual experience that bagging made from flax is stronger, more durable, and can be made better and heavier than foreign bagging or any article heretofore brought into the market. To cover a crop of 3,000,000 bales of cotton, requires over 20,000 yards of bagging, at a value of \$4,000,000 to \$5,000,000. To provide this entire amount, our Western soil can produce the fibre, which can be manufactured near at home for the supply of the Southern markets.

**"BLUE" UPON WOOL.**—The difficulty of fixing a permanent blue upon wool has been successfully overcome in England, and fugitive blues are being completely superseded. The patentees are working day and night to supply the demand, and are making preparations on such a scale as will permit of its being introduced into America very shortly. In dyeing this is certainly one of the greatest discoveries of modern days.

The Emperor of Morocco has granted a large tract of land to an English company, for the purpose of raising cotton.



**LIVERPOOL MARKETS.**

LIVERPOOL, Wednesday, June 9, 1869.

**T**HE weather has been very fine and hot during the past week, and this has had a decided influence on all our country corn markets, and though some are quoted 1s. to 2s. higher, yet that advance was obtained in the first portion of the week, and may be said to be nearly lost again.

At the London Corn Market, on Monday last, there was a very small show of English wheat, but as the weather has changed from cold to great heat with bright sunshine, the trade was very dull at a decline of 1s. to 2s. per quarter on English. Foreign wheat taken only in retail lots at rather lower prices. Flour is lower. Oats, 6d. lower. Peas unchanged.

At our Corn Market, on Friday, there was about the usual Friday's average attendance of country millers and dealers, and a pretty good retail business done in wheat, at about 1s. to 2s. per cental decline. Flour met a moderate sale at prices in favour of buyers. Oats were dull. Peas 6d. per quarter cheaper. Indian corn being scarce and in few hands was held for 6d. per qr. advance, which was paid.

At our Corn Market, yesterday, there was but a moderate attendance of country millers and dealers, who bought wheat, in the merest retail lots at 2d. to 3d. per cental decline on the week, or 1d. since last market. Flour was dull, but about late rates. Good sound dry Indian corn was scarce and sold at 9d. to 1s. per qr. advance, while new, soft sorts were 1s. 6d. per qr. under our quotations.

Deliveries of British wheat for the week ending 5th inst., 58,388 qrs against 26,025 qrs in 1868, and 44,819 qrs in 1867.

Imports into this port for week ending 7th inst.—Wheat, 29,286 qrs; oats, 4,779 qrs; Indian corn, 15,458 qrs; oatmeal, 2,189 loads; flour, 85 sacks and 4,083 barrels.

Exports in the same time were:—Wheat, 5,127 qrs; oats, 40 qrs; peas, 28 qrs; Indian corn, 5,735 qrs; oatmeal, 20 ids; flour, 1,287 sks and 461 brls.

Provisions—Butter is dull of sale at our quotations. Bacon in fair demand at an advance of 1s. to 1s. 6d. per cwt. The advance on Lard has caused a dull market; and is now flat at 71s. 6d. Cheese sells as landed at 75s. to 80s.

Ashea—The market is extremely dull at our quotations—sales for the week, 150 brls.

Copper Ore and Regulus.—The market continues very weak, and the extreme quotations for best Chili Ore and Regulus is 13s. 6d. per unit.

KENNETH DOWIE & CO.

**LONDON METAL MARKET.**

**T**HE Metal Market has presented a rather more quiet appearance during the past week, and rather less activity in business has been apparent; still, this may be regarded as only one of the variations incident to the metal trade, which so frequently shows changes from one week to another in the condition of the market; and it is by no means improbable that the next week may manifest a much more active state of things.

It is satisfactory to find that the Directors of the Bank of England, at their weekly meeting, on Thursday, reduced the Bank rate of discount to 8½ per cent. It had been anticipated ever since the reduction to 4 per cent., a fortnight ago, that unless any unforeseen circumstances should arise to prevent the movement, a further reduction would take place very soon.

COPPER.—Advices have been received from Chili, dated May 17, which state the charters during the fortnight to be 3,000 tons; since the receipt of which the market has become rather more quiet than it was previously, and ore is now quoted at 13s. 5d. per unit, and Chili bar at £68 to £68 10s per ton cash. Transactions in English during the week have been very limited.

IRON.—The Preliminary Meeting of the Ironmasters of South Staffordshire and East Worcestershire, was held at Birmingham on Thursday. There was a good attendance. A resolution was unanimously passed to adhere to the current scale of prices for all descriptions of manufactured iron. At very few of the works are all the forges in full operation, but the trade is unquestionably in a better state than it was three months ago.

LEAD.—No improvement in the demand has yet taken place, and, consequently, prices are somewhat easier.

TIN.—The market for Straits has fallen off during the week, and prices have declined considerably, business having been done at £128 cash, and for small parcels at £120 cash, and for forward delivery at £125, at which price there still remain sellers. The market, however, is very dull, and but little business is doing.

SPALTER.—The activity which has lately characterized this metal appears now to have passed away for the present, and the market remains inactive, at £21 for parcels on the spot.

TIN-PLATES.—There is a slight falling off in the purchase of coke qualities, and quotations are not so firm as they were.

STEEL.—The demand is not so good.

Boston firms send about seventeen thousand casks of nails for building purposes monthly all over the country, and dispose of nearly two thousand each month at home.

South Carolina represents the upland cotton as very seriously injured by the recent cold weather, replanting being necessary in many cases. The Sea Island crop generally looks promising.

An order has been received at Newport, R. I., from Paris, for a furnace to warm a church in Japan.

**HALIFAX MARKET REPORT.**

HALIFAX, June 29.

**T**HE business during the past week has been very dull.

**BREADSTUFFS**—Stocks of Flour still continue light, and prices have advanced. Canada No. 1 ordinary brands, \$5.75; Choice, \$6 to \$6.25; Extra State \$5.50 to \$5.75. Rye, dull and without change at \$4.50 to \$4.60. Oatmeal, we reduce our quotation to \$3 per barrel for Canada. Corn Meal, without change at \$3.65 to \$3.70 for kiln dried, and \$3.50 to \$3.60 for fresh ground. Imports from January 1st to June 29th, 1869 and 1868:—

	Flour.	Cornmeal.
	Bbls.	Bbls.
1869.....	74842	16945
1868.....	91227	29755

**FISH**—The demand for dry Codfish is active, a cargo having sold during the week at \$4.50 for Large and Small. Stocks light. New Fish arriving slowly. Haddock, little or none in market, no change in quotations, new \$2.40 to \$2.50 for good hard cured. Mackerel, no fat in market; new No. 3, large, \$6.25 to \$6.57½; Herring, no Shore in market; Bay Island Split \$2.25; Round 42. Salmon—No 1. \$15; No. 2 \$18; No. 3 \$9. Exports from January 1st to June 29th, 1868 and 1869:—

	Tons	Drums	Boxes	Hf-Boxes
1869.....	19981	4089	11019	7971
1868.....	23786	10821	13656	7188

	Tons	Drums	Boxes	Hf-Boxes
1869.....	4287	3891	670	448
1868.....	4708	3116	754	510

	Bbls	Bbls	Bbls	Bbls
1869.....	1988	16724	32422	2461
1868.....	2107	33677	26654	4371

**OILS**—Cod, unchanged at 55c. Kerosene, American firm at 48c to 50c for Standard White. Canada dull at 85c.

**PRODUCE**—Butter 21c to 22c. for Nova Scotia new and choice. Canada, old 16c to 17c. Oats, P. E. Island Black 50c to 55c. Lard 16c. to 17c.

**PROVISIONS**—Pork without change at \$25.00 for P. E. Island Mess; Prime Mess \$19.50 to \$20; Nova Scotia \$14 to \$15. Beef dull and without change, at \$10.00 for American Mess, and \$7.00 for Prime Mess.

**WEST INDIA PRODUCE**—No transactions during the week in Sugars and Molasses. We quote prices nominally, 7½c to 8c for Vacuum Pan Sugar; 7½c for Porto Rico; 7c for Cuba; 6½c to 7c for Barbadoes in bond. Molasses, 34c to 34½c for Cienfuegos; 30c for British Island good color, in bond. Imports from January 1st to June 29th, 1868 and 1869:—

	Puns.	Tons.	Bbls.
1869.....	8205	849	755
1868.....	8336	965	764

	Hhds.	Tons.	Bbls	Rxs	Puns.
1869.....	2684	248	1506	50	860
1868.....	6086	727	2710	—	871

**FINANCIAL**—Bank Drawing rates London 60 days 13 per cent. prem; New York Gold drafts at eight ½ per cent. prem. Currency drafts 2½ per cent. discount. Montreal sight drafts 4 per cent. New Brunswick sight drafts 3½ per cent. prem. Newfoundland sight drafts 5 per cent. prem. Private bills 1 to 1 per cent lower than Bank rates. Discount on American Invoices at Customs this day, 27 per cent.

TOBIN & CANNING, Brokers.

**ST. JOHN, N.B., MARKET REPORT.**

St. JOHN, N.B., June 29, 1869.

**MONEY**—The money market continues very active, and our Banks are freely discounting good short dated commercial paper. The volume of business done during this week has been large in comparison with the week preceding.

Sterling Exchange remains steady and in good demand on the basis of 109½ for 60-day's sight bills, short sight 110½. Our latest New York advices quote Sterling Bills as firm at 109½ for first class bank drafts, short sight 110.

FREIGHTS.—Deal freights are advancing; American vessels are demanding higher rates. Little tonnage is offering. From W. L. Woodworth's Circular of the 26th inst., we gather the following reported charters for the week ending at that date. We hear of no additional since that time:—"M. & E. Cox," 1,800, 64s deals, 25s birch timber; and "Plantagenet," 1,200, at 64s, both for Liverpool; "Sitka," 869, Sharpness, 63s 9d; "Emperor," 650, Bristol Channel, 62s 6d, with 2s 6d extra for Gloucester; "A. L. Palmer," 279, Bantry, 72s 6d; "Choice," 182, Westport, 72s 6d; "Hannah G.," 247, Donegal, 77s 6d deals, 77s 6d pine timber; "Bessie," 219, Port Maddock, 72s 6d; "Victoria," 229, Clonakilty, 80s; "Ella Veil," 203, Ballina, 80s; "Mineola," 252, Wighton, 75s; "Peddler," 370, Buctouche to Bristol Channel, 75s; "Juno," 248, Shepogue to Clyde or Bristol Channel, 80s; "Anto," 600, Pugwash to Clyde or Bristol Channel, (excluding Gloucester), 70s; "Agenora," 398, Bay Verte to a port in Bristol or St. George's Channel, 75s.

In West India Freights little is doing. We note but one charter, the "Olive L." Rourke, \$8.50 for Cardenas. We repeat last week's rates.

Coastwise Freights continue unchanged, with few transactions:

**BREADSTUFFS**—More firmness has been felt by holders of flour since the advance in prices in Canada and the United States. We advance quotations 25c; but have to remark that the demand remains quite light. Superfine \$5.25 to \$5.40; Choice \$5.50 to \$5.60. Markets in England being reported dull again it remains to be seen whether the recent advance will be maintained. It is the general opinion that rates will not go back to the extreme low prices of a fortnight ago. Stocks here are large.

Cornmeal \$3.60.

**SUGAR AND MOLASSES**—Market firm at last quotations, in which there will be little change for some time. There have been few transactions this week, those altogether in small retail lots. No arrivals of consequence are reported.—News.

**THE CANADIAN CRUDE OIL BUSINESS.**

**S**INCE the complete success has been achieved in thoroughly and permanently deodorizing our Canada petroleum, and its introduction into the New York and foreign markets, I have been frequently applied to for information from parties in the States as to the quantity of crude in stock in Canada; its quality, estimated cost of treating, the capacity of the present working wells, and to what extent the production might be increased with sufficient inducement, &c. These inquiries coming from parties actively and largely engaged in the Pennsylvania oil trade, is, perhaps, proof conclusive that our refined and crude oil is becoming an important competitor in the foreign markets with theirs. There is little cause for any unnecessary alarm on their part that the Canadian stock and product will glut their market. On the 1st of January, 1869, there was tanked in Canada a little less than 400,000 barrels. This stock has been somewhat reduced since. There is probably on hand, and held by dealers and refiners in crude and refined, an equivalent of 50,000 in addition.

The bulk of the tanked oil is held by parties that have no intention of placing it in the market at anything like present prices. The entire oil production of Canada in 1868 was less than 180,000 barrels, from upwards of sixty wells. The product from January 1 to June 1, 1869, has been 70,000 barrels, and about the same number of working wells. No efforts are spared at this time to work the wells to their fullest capacity. At present some fifteen new wells are in various stages of completion, all of which will be completed within an average of forty-five days; when in working order they, undoubtedly, will increase the product. Should they average with the present ones it would increase the weekly production about six hundred barrels. This addition, with the old wells, will make the production for 1869, about 180,000 bbls. As to the future production, under any circumstances, it would be exceedingly difficult to form an opinion. Still, those who have been practically engaged in operations here for three or four years are clearly of the opinion that were all the known oil territory in this township improved, the product would not equal 250,000 barrels per year.

The Canadian Crude Oil Association has now been in existence over six months, and has operated to the entire satisfaction of its members, and with all with whom they have had any dealing. Had it not been for it, or some similar organizations, it would have been entirely impracticable for parties to have contracted for any large amount of oil with responsible producers, or at any uniform price.

Mr. Hyde is testing his new well, near the railway station, which looks very promising. He has been one of our most persevering workers, and is deserving of, and has, the best wishes of all here.

The Association price for crude, delivered at the railway station, is \$1.25 per barrel.—Petrolia Cor London Free Press.

**THE PRODUCTION OF OIL.**

**T**HE Titusville Herald, in its monthly statement of the condition of the oil trade, says that during the last four months of last year the product decreased largely, although the number of new wells in process of drilling was larger than at any time during that or the previous year. The impression seems general in the trade that the product cannot decrease while the development is as large as at present, but in this point the trade is mistaken. The enlargement in the production during April was caused by the return of favorable weather, unusual success in the torpedoing and resuscitating of old wells, the continuous working of the wells, the largely increased use of benzine, and an ordinary average yield from the new wells. But another cause, and one more potent than any other, with the exception of the use of benzine, was that there had been more or less of an accumulation of oil in the sand rocks throughout the region during the cold weather when the wells were not pumped continuously. This accumulation was exhausted during April, as the weather was favorable, and consequently there was a falling off in the product of the old wells during May. The quantity of benzine used during May was smaller, and the average yield from the new wells was light. We should here mention that in a majority of the district benzine has but little effect after the third or fourth application.

Shortly after the trade report for May was issued an organized effort was made by the "shorts" on the credit to break whatever influence it might have on the market, and to that end telegrams were sent to the principal out-lets markets, stating the product was under-estimated from 1,000 to 3,000 barrels. However, as the "shorts" have failed to prove the deficiency, we of course conclude they have made a mistake. The Titusville Herald is usually accurate in its figures which may be relied upon as approximately if not entirely correct.

**THE ENGLISH MONETARY SYSTEM.**

**T**HE *Full Mail Gazette* discussing the cause of monetary panics, says that Paris is becoming the world's monetary centre, and thus remarks:—

About the middle of May, this year, the Bank of France discounted £7,000,000 sterling, and never moved its rate from 2½ per cent. How could such a thing as this happen in Paris, when under such a pressure the discount rate of the Bank of England would probably have gone up to ten per cent in a week? The different position in which London is placed is, that we are always passing from one extreme to another. We have either too much or too little. Englishmen are much more enterprising than Frenchmen—indeed, much more speculative and hazardous—and, although one is ashamed to own it, they are also more easily frightened, at least as regards the money market. What does this arise from? When people get beyond their depth they lose their presence of mind, and the tendency to get out of depth in business matters seems to have increased prodigiously of late years in this country. Then again, as compared with France, we in England have learned to economise our metallic currency to the utmost, and we must take the consequences. Just in proportion as we dispense with gold will it go where there is a better market. As a market of course, when the bits of paper—bills and notes—which we use instead of bullion are distrusted, and everybody demands the solid equivalent, it is in our greed to make the most of it we have put our gold out of reach for the moment, we must suffer accordingly until we recover enough to fulfil our engagements, so far, at least, as to allay alarm. The probabilities are, that at the present time there is a great deal more metal currency, not in circulation only, but held in France, than there is in England; and consequently, when commercial affairs are flourishing with our neighbors, their proportions of the precious metals in use is many times larger than ours, for the simple reason that the French people have not advanced so far as we have in the use of paper for the payment of debts and the interchange of commodities.

The holding of Englishmen in strictly foreign stocks represents probably a greater proportion than is held by all the other nations of the earth put together, although it may be admitted that other nations have of late years accumulated riches and very much increased their holdings. But while this constant borrowing goes on between nations it stands to reason that the country that is the largest creditor is able in proportion to dispense with so large a reserve of the precious metals, if moderate prudence is observed. A rise in the rate of discount, caused by an efflux of gold, whether from our people trading in foreign bonds, or any other article to which they take a fancy, causes a fall in securities. Our system requires amendment so as to prevent our going to any unnecessary extremes. We make an unnecessary loss in both cases. When we have too much our people are impatient, and go too far with speculation, and when we have too little the slightest circumstance is sufficient to produce a panic. The difficulty then comes to this—that the community as a body depend upon the banks and the banks depend upon the Bank of England, well knowing that the proprietors can, in case of need, force the Government to allow them to exceed the terms of the charter. What is the result? Undue advantage is taken of the position of the Bank of England. Under different circumstances, those who now look too much to the Bank of England for help, would have to limit their engagements to within due bounds, or keep some bullion in the strong box, as the Frenchman does.

**LIQUID FUEL.**

**C**REOSOTE, oils, and other inflammable liquids of a kindred character, bid fair to effect a speedy and an important revolution in the supply of materials applicable to heating purposes. A short time ago we noticed a process by which creosote was successfully substituted for coal as furnace fuel in generating steam. Mr. D. Dorsett has patented a system by which, not the creosote oil, but its distilled vapour, which is infinitely more powerful, is made to do the work of coal in heating iron plates to the heat necessary for bending them for ship's armour plating and other similar purposes where the advantages sought are a very high and at the same time so equal a temperature as that, while producing the required amount of ductility in the material to be operated upon, it shall not be deteriorated in its fibrous tenacity. For some two or three months Mr. Dorsett has been experimenting with his patent fuel at Woolwich Dockyard and so satisfactorily to the Admiralty authorities that they have instituted tests at Chatham, with a view to the preparation of the armour plating of the *Sidon*, armour-plated ship, now building in that dockyard. Recently we had an opportunity of witnessing the application of the liquid fuel to this more advanced grade in manufacturing process, and its advantages, as developed in the trial, may thus be shortly summed up as compared with coal:—One-third cost, one-fourth time in producing the required heat of iron, great saving of labour, absence of refuse, and surface altogether free from scale. As regards the effect of this new mode of heating upon the metal itself, one of the dockyard operatives declared somewhat emphatically that the commonest iron treated by it came out of the furnace as good as the best Low Moor. The apparatus is simple and inextensively applicable to existing coal furnaces. It consists of a reservoir, from which the oil is pumped up as wanted into a riser, where, by the application of heat, the vapour is generated, and this is passed through pipes into the furnace, and used as fuel in the ordinary way.—*British Trade Journal*.



**GOVERNMENT HOUSE, OTTAWA.**

Wednesday, 30th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

**O**N the recommendation of the Honorable the Minister of Customs, and under and in virtue of the 8th section of the Act 31 Vic. Cap. 6, intitled: "An Act respecting the Customs."

His Excellency has been pleased to order, and it is hereby ordered, that the following Ports in the Province of Nova Scotia, shall and the same are hereby declared to be Out Ports of Entry, under the Survey of the respective Ports hereinafter mentioned, that is to say:—

The Ports of Pugwash, Wallace and Joggins to be Out Ports, under the Survey of the Port of Amherst.

The Ports of Advocate Harbour and Katchoird's River to be Out Ports, under the Survey of the Port of Annapolis.

The Port of Little Bras d'Or, to be an Out Port, under the Survey of the Port of North Sydney.

The Ports of Tatamagouche and Merrigoin, to be Out Ports, under the Survey of the Port of Pictou.

The Ports of Beaver River, Pubrico, and Tusket, to be Out Ports, under the Survey of the Port of Yarmouth.

The Ports of Clementsport and Thorne's Cove, to be Out Ports, under the Survey of the Port of Annapolis.

The Ports of Harbour Au Bouche and Little River, to be Out Ports, under the Survey of the Port of Antigonish.

The Port of Saint Peters and the Port of Richmond, to be Out Ports, under the Survey of the Port of Arichat.

The Ports of Great Bras d'Or and St. Anns, to be Out Ports, under the Survey of the Port of Baddeck.

Port William, to be an Out Port, under the Survey of the Port of Bridgetown.

The Ports of Canada Creek, French Cross, Harborville, and Horton to be Out Ports, under the Survey of the Port of Cornwallis.

The Port of Tangier, to be an Out Port, under the Survey of the Port of Halifax.

The Ports of Bear River, Sandy Cove, Westport, and Freeport, to be Out Ports, under the Survey of the Port of Digby.

The Port of Margaree, to be an Out Port, under the Survey of Port Hood.

The Ports of Five Islands and Truro, to be Out Ports, under the Survey of the Port of Londonderry.

The Ports of La Have, Mahone Bay, and Chester to be Out Ports, under the Survey of the Port of Lunenburg.

The Port of Wilmot, to be an Out Port, under the Survey of the Port of Margaretsville.

The Ports of Cape Causo, Guysborough, Isaac's Harbour, and St. Mary's River, to be Out Ports, under the Survey of Port Mulgrave.

The Port of La Tour, to be an Out Port under the Survey of the Port of Barrington.

The Ports of Lingan, Louisburg, Main A Dieu, Glace Bay, Cow Bay and Caledonia, to be Out Ports, under the Survey of the Port of Sydney.

The Ports of Acadia, Bellevue Cove and Gilbert's Cove, to be Out Ports, under the Survey of the Port of Weymouth.

The Ports of Cheverie, Hantsport, Walton and Maitland, to be Out Ports, under the survey of the Port of Windsor.

WM. H. LEE,

Clerk Privy Council.

3-28



**GOVERNMENT HOUSE, OTTAWA.**

Friday, 25th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

**W**HEREAS by Section 55, Cap. 6, 31st Victoria, the Governor in Council is authorized to make regulations respecting Warehousing Ports and Bonding Warehouses.

His Excellency in Council on the recommendation of the Honorable the Minister of Customs, and under the authority aforesaid, has been pleased to Order, and it is hereby Ordered that in each of the Ports of Hamilton, London, Toronto and Kingston, in the Province of Ontario, in Montreal and Quebec, in the Province of Quebec, in St. John, in the Province of New Brunswick, and in Halifax, in the Province of Nova Scotia, each person obtaining or having the right and privilege of using any store or building, or part of such store or building, as a Bonding Warehouse shall, for such privilege, pay to the Collector of Customs, on the first day of September in each year, the sum of forty dollars, and if the same shall remain unpaid for the term of one month thereafter, then the privilege of using such store or building as a Bonding Warehouse shall be cancelled.

WM. H. LEE,

Clerk Privy Council.

3-27



**GOVERNMENT HOUSE, OTTAWA.**

Wednesday, 30th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

**O**N the recommendation of the Honorable the Minister of Customs, and under and in virtue of the 8th section of the Act 31 Vic. Cap. 6, intitled: "An Act respecting the Customs."

His Excellency has been pleased to order, and it is hereby ordered, that the following Ports in the Province of New Brunswick, shall be and the same are hereby declared to be Out Ports of Entry, under the Survey of the respective Ports hereinafter mentioned, that is to say:—

The Port of Campbelltown, in the County of Ristigouche, to be an Out Port, under the survey of the Port of Dalhousie.

The Port of New Brandon, in the County of Gloucester, to be an Out Port, under the Survey of the Port of Bathurst.

The Port of Rockland, in the County of Westmoreland, to be an Out Port, under the Survey of the Port of Dorchester.

The Port of North Joggins, in the County of Westmoreland, to be an Out Port, under the Survey of the Port of Sackville.

The Port of Buctouche, in the County of Kent, to be an Out Port, under the survey of the Port of Richibucto.

The Port of Harvey, in the County of Albert, to be an Out Port, under the Survey of the Port of Hillsborough.

The Ports of Grand Falls and Tobique, in the Co. of Victoria, to be Out Ports, under the survey of the Port of Woodstock, in the County of Carleton.

WM. H. LEE,

Clerk Privy Council.

3-28



**GOVERNMENT HOUSE, OTTAWA.**

Monday, 7th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

**W**HEREAS it has been represented to His Excellency in Council that it is advisable and expedient that no Tolls should be levied or collected on Coal passing upwards through the St. Lawrence, Chambly, St. Ours, Burlington Bay or Ottawa Canals, or St. Ann's Lock, or either of them;

And whereas by the 58th section of the Act 31 Vic. Cap. 12, intitled: "An Act respecting the Public Works of Canada," it is in effect enacted, that the Governor may, by Order in Council, impose and authorize the collection of dues or tolls on Canals and other Public Works vested in Her Majesty, and from time to time, in like manner, may alter or change such dues or tolls, and may declare the exemptions therefrom.

His Excellency on the recommendation of the Honorable the Minister of Customs and under the authority aforesaid, has been pleased to order, and it is hereby ordered, that from and after this day, Coal passing upwards through the Public Works of this Dominion, known as the St. Lawrence Canal, the Chambly Canal, the St. Ours Canal, the Burlington Bay Canal, the Ottawa Canals or St. Ann's Lock, or the several sub-division or sections of the same respectively, shall be, and is hereby declared to be exempt from the payment of Canal Tolls.

And it is further ordered that the Order in Council of the 24th day of May, 1869, be and the same is hereby cancelled.

(Certified.)

WM. H. LEE,

Clerk Privy Council.

3-26



**GOVERNMENT HOUSE, OTTAWA.**

Friday, 25th day of June, 1869.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

**O**N the recommendation of the Honorable the Minister of Customs and the Report of the Honorable the Board of Treasury. His Excellency has been pleased to make the following Regulation under the provisions of the 8th and 54th Sections of the Act 31 Vic. Cap. 6, intitled: "An Act respecting the Customs:—"

On, from and after the First day July next, the Port of Three Rivers, in the Province of Quebec, now an Out Port under the Survey of the Port of Quebec, shall be and the same is hereby constituted and declared to be a Port of Entry and a Warehousing Port for all the purposes of the Act above referred to.

WM. H. LEE,

Clerk Privy Council.

3-27

IRELAND'S LINE FOR THE SEASON OF 1869.

The Line for LAKESERIE and HURON, is composed of Propellers

CITY OF LONDON and GEORGIANA, which will run regularly on the route.

The Line for LAKE ONTARIO is composed of five first class Propellers, between

MONTREAL, TORONTO, HAMILTON and ST. CATHERINES.

H. W. IRELAND, & Co., Agents.

MULHOLLAND & BAKER, Importers of

HARDWARE, IRON, STEEL, TIN PLATES, CANADA PLATES, GLASS, &c., &c.

419 & 421 St. Paul Street.

1st Entrance—St. Francois Xavier Street,

MONTYRE, DENOON & FRENCH, IMPORTERS OF STAPLE AND FANCY DRY GOODS,

Are in constant receipt of

SEASONABLE GOODS

477 ST. PAUL STREET.

Montreal

1-ly

DAVID TORRANCE & CO.

EAST AND WEST INDIA MERCHANTS,

Exchange Court,

1-ly

MONTREAL.

THOMPSON, MURRAY & CO.

GENERAL

COMMISSION MERCHANTS AND IMPORTERS

42 St. Sacrament Street,

MONTREAL.

Sole Agents in Canada for

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

F. Meatrau & Co.

1-ly

DOMINION METAL WORKS,

(ESTABLISHED 1825)

CHARLES GARTH & CO.,

Manufacturers and Importers of

PLUMBERS, ENGINEERS & STEAMFITTERS,

BRASS, COPPER & IRON WORK.

GAS FITTINGS, &c. &c.

EVERY DESCRIPTION OF FOR

SUGAR REFINERIES, DISTILLERIES,

BREWERIES, GAS, WATER WORKS, &c., &c.,

Warming of Public and Private Buildings,

CONSERVATORIES, VINERIES, &c., &c.,

By Hot-Water, Steam, or Warm Air.

Office and Manufactory: Nos. 503 to 512 Craig Street,

MONTREAL.

1y-17

COAL OIL.

200 Barrel-favourite brands, in lots to suit purchasers.

Cash Orders for the Country executed at lowest wholesale rates

AKIN & KIRKPATRICK,

47

Corner Commissioners and Port Streets.

N. S. WHITNEY,

IMPORTER of Foreign Leather, Elastic Webs, Prunellas, Linings, &c.,

14 St. Helen Street,

MONTREAL.

1-ly

P. D. BEOWNE,

BANKER & EXCHANGE BROKER and Dealer in U. S. Securities.

No. 13 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 is 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.

THE ETNA LIFE ASSURANCE COMPANY OF HARTFORD, CONN.

RELIABLE, PROMPT, ECONOMICAL.

Incorporated 1850.—Commenced business in Montreal in 1853.

Accumulated Funds, over.....	\$10,000,000
Policies issued in 1857.....	15,501
Amount insured in 1857.....	44,700,000
Receipts for 1857.....	5,124,427
Surplus Fund (over all liabilities).....	1,224,763
Deposited with Canadian Government.....	10,000
Daily income in 1857, nearly.....	20000

The best facilities for the Insurance of Healthy Lives.

Head Office for the Dominion—23 Great St. James Street, Montreal, with Agencies in very city and town.

S. PEDLAR & CO., Managers.

Montreal, 16th August, 1863.

23-ly

FERRIER & CO.,

IRON & HARDWARE MERCHANTS,

St. Francois Xavier Street,

MONTREAL.

Agents for:

Windsor Powder Mills.

La Tortu Ropp-Walk.

Burrill's Axe Factory.

Sherbrooke Safety Fuse,

1-ly

A. RALEY & 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, Dampremy, 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

LABIYIERE & CIE.,

IMPORTERS OF SHELF AND HEAVY HARDWARE, PAINTS, &c.,

(SIGN OF THE SUN.)

233 AND 235, ST. PAUL STREET,

12 & 14 St. Amable Street.

MONTREAL.

WHOLESALE FUR MERCHANTS.

JAMES CRISTINE & CO.

Successors to

G. LOMER & CO.

471, 473, 475, 477, St. Paul Street.

Specialties of our own Manufacture.

Ladies' and Gentlemen's Furs, Sleigh Robes, Lined Buffaloes, Buck, Kid, and Sheep Mitts and Gloves, Cloth Caps, &c.

Dealers in Furto Robes,

Importers of European Fur

Exporters of American Peltries.

We have introduced into Canada the most approved machinery for Dressing and Dyeing purposes, and now dress and dye on our own premises most of the leading goods heretofore imported from Europe, thereby effecting a large saving, and on that account can offer superior inducements to our customers.

M. H. SEYMOUR, LEATHER COMMISSION MERCHANT

57 St. Paul Street, Montreal.

References:

Wm. Workman, Esq., Montreal, President City Bank, Henry Street, Montreal, Manager Ontario Bank, Hon. L. H. Holt, Montreal.

Messrs. Thomas, Talbot & Co., Montreal.

" " Jones, Oliver & Co., Montreal.

" " Messrs. Thomas & Co., Quebec.

Hon. Wm. Bell, Esq., Toronto, O. C.

Messrs. Denny, Ellis & Co., Boston, Mass.

Amos Sumner, Esq., Boston, Mass.

Henry Young, Esq., 22 John Street, New York.

Samuel McLean, Esq., Park Place, do.

**MONEY MARKET.**

F. D. Browne.

NO new features present themselves. Money continues in abundant supply for all the legitimate requirements of business at previous rates. Very little good paper offering outside of the Banks, and readily discounted by the brokers at from 9 to 12 per cent. per annum.

Sterling Exchange is without change here, the rate in New York, however, having advanced to 109½ for best Banker's Bills at 60-days sight, or 75-days date.

Gold Drafts on New York are quoted as previously at ½ per cent discount.

Gold in New York up to Tuesday last, ruled at about 137. It then, partly owing to a strong bear movement, and partly to stringency of the money market, declined suddenly two per cent., and on Wednesday fell to 135, afterwards rallying to 135½ the closing rate. Greenbacks have fluctuated from hour to hour with the price of gold.

Silver is in moderate supply at from 4½ to 3½ discount.

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

Bank on London, 60 days sight	109½ to 109½
Private, " 60 days sight	108 to 108½
Bank in New York, 60 days sight	160½
Gold Drafts on New York	½ discount.
Gold in New York	135½
Silver, large	4½ to 3½ dis

**THE GROCERY TRADE**

The business of the past week has been of a very trifling character, very few goods changing hands here, and out of town orders coming in slowly.

TEAS.—The announcement of the cargo sale for account of Messrs. D. Torrance & Co., to take place yesterday, (of which we are unable to give a report in this issue) checked business. Demand for all grades has been very light, and although holders are more disposed to meet the views of buyers, it is difficult to effect sales.

COFFEES.—Is without demand, and prices are unchanged.

SUGAR.—H. has been inactive. Holders of raws are more inclined to press sales but only limited business has resulted, and in the absence of transactions prices are hardly quotable. Refined remains unchanged, with a fair demand and steady shipments for Western Canada account.

MOLASSES.—With the exception of a small demand for refining purposes, the business of the week has been quite limited. Stocks, however, are coming forward slowly, and the supply not being excessive, holders are tolerably firm, and prices remain unchanged. Syrups are also unaltered in price, although the sugar sales have been made to the Western trade to a considerable extent.

FRUIT.—There is more firmness in fruit of most kinds, owing partly to an anticipated shortness in the new crop, and partly to the revolutionary trouble in the Spanish fruit districts. There is no quotable advance in rates, however, but holders are not pressing sales and several lots embracing all descriptions have been withdrawn from the market for the present, awaiting more definite information.

RICE.—The demand for the week has been principally from the West; in the city there is but little doing. Prices are somewhat firmer.

SALT.—Has been arriving more freely, and prices are the turn downwards. We now quote Liverpool Coarse 6s. to 70s., and Fine—old—70s. No new Fine yet received.

SPICES.—Quiet and unchanged. Holders are anxious to sell, but willing to make some concessions, but even under those circumstances, all kinds are difficult of sale.

**THE BOOT AND SHOE TRADE.**

An active trade still continues to be done in summer goods, though there must soon be a falling off. We already note some large shipments of Fall heavy goods. An advance in prices is looked for, owing to the number of shoemakers who have been induced to go to the United States.

**THE HARDWARE TRADE.**

Frithers & Coverhill.  
Frans, John Henry,  
Fetter & Co.  
Hall, Kay & Co.

Morland, Watson & Co.  
Muholland & Baker.  
Robertson, Jas.

BUSINESS has been very slack during the past week, and all kinds of hardware have had a most limited enquiry. Prices are entirely unchanged, and for the most part are firmly maintained.

The following are the shipments of Iron, Hardware, &c., from Liverpool to Montreal, for the week ending June 21st:—

1 case cutlery, 1 case flint glass; 35 cs window glass; 14 pgs hardware; 85 tons bar and bolt iron; 90 tons hoop iron; 1 csk nails, 50 tons iron plates, 17 tons iron wire; 60 tons pig lead; 8 cases small wares; 63 tons steel; 422 boxes tin plates.

The shipments from Glasgow for same week were—1050 tons pig iron; £1,760 bar iron.

**MONTEBEEAL PRODUCE MARKET.**

Akin & Kirkpatrick  
Dawes Brothers & Co.

Mitchell, Robt.

WITH steady demand and better prices in the English markets, there has been more animation here, and generally higher quotations at the close.

FLOUR.—During the early part of the week a steady consumptive demand continued, prices gradually improving from the lowest point attained. Later on, more favourable Cable despatches have again created a speculative feeling, and the several grades have advanced 10c. to 2c. Extras have sold at \$4.90 to \$5. some cut-down Extras going at \$4.90 and Fancies at prices ranging from \$4.75 to \$4.90. Western Supers have sold at \$4.75 downwards, according to sample. Strong Baker's have in a few instances touched \$5 but at these rates there is no speculative demand. The range at the close may be given at \$4.75 to \$4.90. Any sales of city or Welland Canal brands have been mostly on private terms. No. 2 has sold at prices ranging up to \$1.60 for best samples. Fine and the lower grades in a like proportion. Low grades, however, are somewhat difficult to place at their relative value, on account of the large supplies of Western. Bags have advanced in about the same proportion as Supers, and are held firmly at \$2.45 to \$2.50 for good samples. Nothing doing in Catmeal beyond limited sales at previous prices.

GRAIN.—Wheat—Comparatively little business has been reported. Some transactions have taken place, but mostly on private terms. Sales of U.C. Spring may be noted to a limited extent at \$1.07 to \$1.09, closing at \$1.03 to \$1.09, according to sample. Nothing doing in red or white Winter. Pease are scarce and asked for. Choice samples would command \$2.40 to \$2c per 69 lbs. if on the spot. A fair business done in Oats at 41c. to 42c. Corn nominally unchanged. Barley—Nothing doing.

PROVISIONS.—The general features of the market continue unchanged. Pork has a fair demand, confined, however, to consumptive wants; rates as formerly quoted. Lard has a limited retail enquiry at former quotations. Butter, owing to the state of the weather, has been sparingly supplied, and the market has become somewhat bare of suitable table sorts, and for such an advance of 1c. would be given. There is no shipping demand, and were the market better supplied, prices would recede. In Cheese, beyond the supply of local consumptive wants, there is nothing doing; no sales of shipping parcels to report.

BEANS.—Have met a fair competition. Pots have slightly improved, closing with fair demand at \$5.45 to \$5.50, according to tares. Peas have continued steady at \$5.65.

**THE LEATHER TRADE.**

Akin & Kirkpatrick. N. R. Whitney. Seymour, M. H.

BUSINESS in this branch of trade is exceedingly dull, and will be for two or three weeks, when the cutting for the fall trade will commence.

One of the benefits of Chinese immigration, hitherto overlooked, is just coming into notice. It utilizes rats, heretofore one of the most useless as well as destructive of the animal creation. The Chinese will eat them, and render the whole race extinct.

A Texas gentleman has received a quantity of silk-worm eggs from France through the post. Some of the eggs hatched on the way, and the worms were lying on their arrival.

**ITEMS OF NEWS.**

The cotton worm has appeared in the plantations of South Carolina, Florida and Georgia.

Business in Idaho is languishing. At no time since 1853, have such dull times been known.

The South Lee Paper Co., is manufacturing wood pulp, dry, at the rate of 40lbs. per hour.

Imitation calicoes composed of paper, which are said to wear well, are made and sold in England.

A daily paper, with \$200,000 capital, to advocate Free Trade, is said to be contemplated in Boston.

Four hatters at Danbury have been fatally poisoned by the coloring of some of the hats they were finishing.

The Detroit Board of Trade talks of a ship canal about the Falls having only a single lock of three hundred and twenty feet lift.

Rotten chips, decayed leaves, manure, hardwood ashes, lime, and old well-rotted barn manure are the best fertilizers for orchards.

More peas than corn can be grown on an acre, and six bushels of peas will fatten as much pork as ten bushels of corn. So say some Canada farmers.

John T. Alexander, of Jacksonville, Ill., shipped to the New York market last year 33,000 beavers. He is probably the largest dealer in cattle in the United States.

**STOCK MARKET.**

	Closing prices.	Last Week's Price.
<b>BANKS.</b>		
Bank of Montreal	159	159
Bank of N. A.	104½	104½
City Bank	108	108
Banque du Peuple	108	108
Molson's Bank	109 to 110	108½ to 109
Ontario Bank	50	50
Bank of Toronto	130	132
Quebec Bank	103	101
Bank National	107	107½
Gore Bank	54½	53½
Banque Jacques Cartier	107	107½
Eastern Townships Bank	98	100
Merchants Bank	104	104
Union Bank	104	104
Mechanics Bank	92	94
Royal Canadian Bank	50	55
Bank of Commerce	100½	101
<b>RAILWAYS.</b>		
G. T. R. of Canada	11	15
A. & S. Lawrence	14½	15
G. W. of Canada	10	11
C. & S. Lawrence	8	8
D. provincial	8	8
<b>MINES, &amp;c.</b>		
Montreal Consols	\$275	\$230
Canada Mining Company	20	20
Huron Consols	30	41
Lake Huron S. & C.		
Quebec & L. S.		
Montreal Telegraph Co.	100	100
Montreal City Gas Company	145	149
City Passenger Co.	104	111
Richelieu Navigation Co.	12	12
Canadian Island Steam N. Co.	92	100
Montreal Elevator Company	105	107
British Colonial Steamship Co.	25	25
Canada Glass Company	45	45
St. Lawrence Glass Co.	40	40
<b>BONDS.</b>		
Government Debentures, 5 p.c. 1872	90	92
" " 6 p.c. 1874	85	87
" " 6 p.c. 1876	103	104
Dominion 6 p.c. 1872	107	108
Montreal Water Works 6 p.c. 1870	94	97
Montreal City Bonds, 6 p.c. 1870	96	96
Corporation 7 p.c. 1870	104	110
Montreal Bonds, 6 p.c. 1870	102	103
Quebec City 6 p.c. 1870	80	80
Toronto City Bonds, 6 p.c. 1870	92	94
Kingston City Bonds, 6 p.c. 1870	92	95
Ottawa City Bonds, 6 p.c. 1870	75	75
Champlain R. R. 6 p.c. 1870	50	50
County Debentures		
<b>EXCHANGE.</b>		
Bank on London, 60 days	106½	106½
Private do	104	104
Private with Commercial	104	104
Bank on New York	35	37
Private do	35	37
Gold Drafts do	34	34
Silver	125	125
Gold in New York	135	135

**NORTHERN RAILWAY.**

Traffic receipts for week ending June 19, 1883

Passengers	\$ 2,011 93
Freight and live stock	11,732 22
Mails and sundries	258 00
<b>Total</b>	<b>\$14,002 15</b>
Corresponding week, 1882	14,733 31
<b>Increase</b>	<b>\$ 225 80</b>

**GREAT WESTERN RAILWAY.**

Traffic for the week ending June 11, 1883

Passengers	\$1,337 23
Freight	30,711 93
Mails and sundries	1,574 62
<b>Total receipts for week</b>	<b>\$33,623 18</b>
Corresponding week, 1882	32,037 57
<b>Increase</b>	<b>\$1,585 61</b>

WEEKLY PRICES CURRENT.—MONTREAL, JULY 8, 1883.

MARKET PRICES OF COUNTRY PRODUCE.

NAME OF ARTICLE.	CURRENT RATE.	NAME OF ARTICLE.	CURRENT RATE.	NAME OF ARTICLE.	CURRENT RATE.		
<b>GROCERIES.</b>			<b>TOBACCOS.</b>				
Coffee, per lb.	0 18 1/2 to 0 22 1/2	Canada, per lb.	0 05 to 0 07	Glass, per lb. box	1 75 to 1 80		
Laguayra, per lb.	0 16 to 0 19	United States Lead	0 09 to 0 17	" 5 1/2 lb.	1 75 to 1 80		
Eyo, per lb.	0 32 to 0 38	Honeydew, " 10 lb.	0 38 to 0 40	" 7 1/2 lb.	1 75 to 1 80		
Mocha, per lb.	0 30 to 0 35	" " 14 lb.	0 30 to 0 37	" 9 lb.	1 75 to 1 80		
Ceylon, per lb.	0 25 to 0 31	Bright, " 14 lb.	0 30 to 0 37	" 10 1/2 lb.	1 75 to 1 80		
Cape, per lb.	0 18 to 0 21	Extra bright, " 14 lb.	0 35 to 0 42	" 12 lb.	1 75 to 1 80		
Malabar, per lb.	0 10 to 0 12	<b>HARDWARE.</b>			" 12 1/2 lb.	1 75 to 1 80	
<b>FISH.</b>			<b>ANVILS.</b>			" 12 1/2 lb.	1 75 to 1 80
Herring, Labrador, per lb.	5 00 to 5 25	Common, per lb.	0 08 to 0 08	Common, per lb.	0 08 to 0 08	" 12 1/2 lb.	1 75 to 1 80
Prize, per lb.	5 25 to 5 75	Patent or Wright	0 08 to 0 08	Patent or Wright	0 08 to 0 08	" 12 1/2 lb.	1 75 to 1 80
Black, per lb.	5 00 to 5 25	Block Tin, per lb.	0 52 to 0 55	Block Tin, per lb.	0 52 to 0 55	" 12 1/2 lb.	1 75 to 1 80
Round, per lb.	2 00 to 3 50	Copper 75, per lb.	0 25 to 0 24	Copper 75, per lb.	0 25 to 0 24	" 12 1/2 lb.	1 75 to 1 80
Mackerel, No. 3, per lb.	1 00 to 1 00	Copper 80, per lb.	0 28 to 0 28	Copper 80, per lb.	0 28 to 0 28	" 12 1/2 lb.	1 75 to 1 80
Salmon, per lb.	1 00 to 1 00	Out Nails, Assorted, Single, per 100 lbs.	2 70 to 3 75	Out Nails, Assorted, Single, per 100 lbs.	2 70 to 3 75	" 12 1/2 lb.	1 75 to 1 80
Dry Cod, per lb.	3 25 to 4 50	Shingles, alone, ditto, per 100 lbs.	2 00 to 3 00	Shingles, alone, ditto, per 100 lbs.	2 00 to 3 00	" 12 1/2 lb.	1 75 to 1 80
Green Cod, per lb.	3 75 to 4 50	Laths and Siding, Assorted sizes, per 100 lbs.	3 25 to 3 35	Laths and Siding, Assorted sizes, per 100 lbs.	3 25 to 3 35	" 12 1/2 lb.	1 75 to 1 80
Brussels, per lb.	1 75 to 3 00	Galvanized Iron, Assorted sizes, per 100 lbs.	0 08 to 0 09	Galvanized Iron, Assorted sizes, per 100 lbs.	0 08 to 0 09	" 12 1/2 lb.	1 75 to 1 80
M. B., per lb.	1 50 to 1 60	Best No. 3, per 100 lbs.	0 08 to 0 09	Best No. 3, per 100 lbs.	0 08 to 0 09	" 12 1/2 lb.	1 75 to 1 80
Valencia, per lb.	0 50 to 0 60	Best No. 4, per 100 lbs.	0 09 to 0 09	Best No. 4, per 100 lbs.	0 09 to 0 09	" 12 1/2 lb.	1 75 to 1 80
Caracas, per lb.	0 03 1/2 to 0 04 1/2	Best No. 5, per 100 lbs.	0 09 to 0 10	Best No. 5, per 100 lbs.	0 09 to 0 10	" 12 1/2 lb.	1 75 to 1 80
Neapolitan, per lb.	0 03 1/2 to 0 04 1/2	<b>IRON.</b>			" 12 1/2 lb.	1 75 to 1 80	
Manzanilla, per gal.	0 35 to 0 37 1/2	<b>Hot Nails, (Dial. 12 to 20 p.c.)</b>			" 12 1/2 lb.	1 75 to 1 80	
Manzanilla, per gal.	0 37 1/2 to 0 40	No. 4, per lb.	0 20 to 0 20	No. 4, per lb.	0 20 to 0 20	" 12 1/2 lb.	1 75 to 1 80
Centrifugal, per gal.	0 35 to 0 35	No. 5, per lb.	0 20 to 0 25	No. 5, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Rice, per 100 lbs.	3 50 to 3 75	No. 6, per lb.	0 20 to 0 25	No. 6, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Arroz, per 100 lbs.	3 50 to 3 75	No. 7, per lb.	0 20 to 0 25	No. 7, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Paina, per 100 lbs.	3 40 to 4 70	No. 8, per lb.	0 20 to 0 25	No. 8, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Rangoon, per 100 lbs.	3 40 to 4 70	No. 9, per lb.	0 20 to 0 25	No. 9, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Mail, per 100 lbs.	0 60 to 0 70	No. 10, per lb.	0 20 to 0 25	No. 10, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Liverpool, per 100 lbs.	0 60 to 0 70	No. 11, per lb.	0 20 to 0 25	No. 11, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Steed, per 100 lbs.	0 60 to 0 70	No. 12, per lb.	0 20 to 0 25	No. 12, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Case, per 100 lbs.	0 37 1/2 to 0 40	No. 13, per lb.	0 20 to 0 25	No. 13, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Clare, per 100 lbs.	0 37 1/2 to 0 40	No. 14, per lb.	0 20 to 0 25	No. 14, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Cloves, per 100 lbs.	0 40 to 0 40	No. 15, per lb.	0 20 to 0 25	No. 15, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Nutmeg, per 100 lbs.	0 40 to 0 40	No. 16, per lb.	0 20 to 0 25	No. 16, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Guinea, per 100 lbs.	0 16 to 0 20	No. 17, per lb.	0 20 to 0 25	No. 17, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Guinea, per 100 lbs.	0 25 to 0 35	No. 18, per lb.	0 20 to 0 25	No. 18, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Pepper, Black, per 100 lbs.	0 11 to 0 12	No. 19, per lb.	0 20 to 0 25	No. 19, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Pepper, White, per 100 lbs.	0 07 to 0 08	No. 20, per lb.	0 20 to 0 25	No. 20, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Mustard, per 100 lbs.	0 07 to 0 08	No. 21, per lb.	0 20 to 0 25	No. 21, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
Pepper, White, per 100 lbs.	0 20 to 0 22	No. 22, per lb.	0 20 to 0 25	No. 22, per lb.	0 20 to 0 25	" 12 1/2 lb.	1 75 to 1 80
<b>WAGONS.</b>			<b>IRON.</b>				
Porto Rico, per 100 lbs.	2 00 to 2 25	Bar, per lb.	0 08 to 0 08	Bar, per lb.	0 08 to 0 08	" 12 1/2 lb.	1 75 to 1 80
Cuba, per 100 lbs.	2 25 to 2 50	Sheet, No. 7, per lb.	0 06 to 0 06	Sheet, No. 7, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Barbados (I.P.C. rate), per 100 lbs.	2 25 to 2 50	Sheet, No. 8, per lb.	0 06 to 0 06	Sheet, No. 8, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Vacuum Pan, per 100 lbs.	0 03 to 0 03	Sheet, No. 9, per lb.	0 06 to 0 06	Sheet, No. 9, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Canada Sugar Refinery, per 100 lbs.	0 12 to 0 12	Sheet, No. 10, per lb.	0 06 to 0 06	Sheet, No. 10, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Leaves, per 100 lbs.	0 12 to 0 12	Sheet, No. 11, per lb.	0 06 to 0 06	Sheet, No. 11, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Dry Crushed, per 100 lbs.	0 12 to 0 12	Sheet, No. 12, per lb.	0 06 to 0 06	Sheet, No. 12, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Ground, per 100 lbs.	0 12 to 0 12	Sheet, No. 13, per lb.	0 06 to 0 06	Sheet, No. 13, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Extra Ground, per 100 lbs.	0 12 to 0 12	Sheet, No. 14, per lb.	0 06 to 0 06	Sheet, No. 14, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Crushed A, per 100 lbs.	0 11 to 0 11	Sheet, No. 15, per lb.	0 06 to 0 06	Sheet, No. 15, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Yellow Refined, per 100 lbs.	0 09 to 0 10	Sheet, No. 16, per lb.	0 06 to 0 06	Sheet, No. 16, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Syrup, Golden, per 100 lbs.	0 25 to 0 25	Sheet, No. 17, per lb.	0 06 to 0 06	Sheet, No. 17, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Syrup, Standard, per 100 lbs.	0 25 to 0 25	Sheet, No. 18, per lb.	0 06 to 0 06	Sheet, No. 18, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
" Amber, per 100 lbs.	0 25 to 0 25	Sheet, No. 19, per lb.	0 06 to 0 06	Sheet, No. 19, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
<b>TEAS.</b>			<b>IRON.</b>				
Twanky and Hyson, per 100 lbs.	0 37 1/2 to 0 40	Sheet, No. 20, per lb.	0 06 to 0 06	Sheet, No. 20, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Twanky, per 100 lbs.	0 37 1/2 to 0 40	Sheet, No. 21, per lb.	0 06 to 0 06	Sheet, No. 21, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Mechanics fine, per 100 lbs.	0 37 1/2 to 0 40	Sheet, No. 22, per lb.	0 06 to 0 06	Sheet, No. 22, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Common to medium, per 100 lbs.	0 37 1/2 to 0 40	Sheet, No. 23, per lb.	0 06 to 0 06	Sheet, No. 23, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Japan uncoloured, per 100 lbs.	0 50 to 0 50	Sheet, No. 24, per lb.	0 06 to 0 06	Sheet, No. 24, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Common to good, per 100 lbs.	0 50 to 0 50	Sheet, No. 25, per lb.	0 06 to 0 06	Sheet, No. 25, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Fine to choice, per 100 lbs.	0 65 to 0 65	Sheet, No. 26, per lb.	0 06 to 0 06	Sheet, No. 26, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Coloured, per 100 lbs.	0 50 to 0 60	Sheet, No. 27, per lb.	0 06 to 0 06	Sheet, No. 27, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Common to good, per 100 lbs.	0 50 to 0 60	Sheet, No. 28, per lb.	0 06 to 0 06	Sheet, No. 28, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Fine to finest, per 100 lbs.	0 70 to 0 90	Sheet, No. 29, per lb.	0 06 to 0 06	Sheet, No. 29, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Congou and Sonchou, per 100 lbs.	0 35 to 0 40	Sheet, No. 30, per lb.	0 06 to 0 06	Sheet, No. 30, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Ordinary and dirty, per 100 lbs.	0 42 to 0 58	Sheet, No. 31, per lb.	0 06 to 0 06	Sheet, No. 31, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Kind, per 100 lbs.	0 42 to 0 58	Sheet, No. 32, per lb.	0 06 to 0 06	Sheet, No. 32, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Fine to finest, per 100 lbs.	0 73 to 0 90	Sheet, No. 33, per lb.	0 06 to 0 06	Sheet, No. 33, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Imperial, per 100 lbs.	0 55 to 0 70	Sheet, No. 34, per lb.	0 06 to 0 06	Sheet, No. 34, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Kind to good, per 100 lbs.	0 80 to 0 70	Sheet, No. 35, per lb.	0 06 to 0 06	Sheet, No. 35, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Fine to finest, per 100 lbs.	0 80 to 0 70	Sheet, No. 36, per lb.	0 06 to 0 06	Sheet, No. 36, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Hyson, per 100 lbs.	0 40 to 0 50	Sheet, No. 37, per lb.	0 06 to 0 06	Sheet, No. 37, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Fine to good, per 100 lbs.	0 40 to 0 50	Sheet, No. 38, per lb.	0 06 to 0 06	Sheet, No. 38, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Fine to finest, per 100 lbs.	0 75 to 0 90	Sheet, No. 39, per lb.	0 06 to 0 06	Sheet, No. 39, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
<b>WINE.</b>			<b>IRON.</b>				
Red & Chateau, Ch. P., per gal.	12 00 to 16 00	Sheet, No. 40, per lb.	0 06 to 0 06	Sheet, No. 40, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Rouche, Fils & Co., per gal.	11 00 to 14 00	Sheet, No. 41, per lb.	0 06 to 0 06	Sheet, No. 41, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
H. More's Champagne, per gal.	11 00 to 14 00	Sheet, No. 42, per lb.	0 06 to 0 06	Sheet, No. 42, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Burgundy Fort, per gal.	0 80 to 1 20	Sheet, No. 43, per lb.	0 06 to 0 06	Sheet, No. 43, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Port White, per gal.	1 50 to 4 00	Sheet, No. 44, per lb.	0 06 to 0 06	Sheet, No. 44, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Champagne, per gal.	1 50 to 4 00	Sheet, No. 45, per lb.	0 06 to 0 06	Sheet, No. 45, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Charles Heidsieck, per case	11 00 to 16 00	Sheet, No. 46, per lb.	0 06 to 0 06	Sheet, No. 46, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Jules Mumm's, per case	11 00 to 16 00	Sheet, No. 47, per lb.	0 06 to 0 06	Sheet, No. 47, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Ruatt, per case	11 00 to 16 00	Sheet, No. 48, per lb.	0 06 to 0 06	Sheet, No. 48, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Farr, per case	11 00 to 16 00	Sheet, No. 49, per lb.	0 06 to 0 06	Sheet, No. 49, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Charles Heidsieck, per case	11 00 to 16 00	Sheet, No. 50, per lb.	0 06 to 0 06	Sheet, No. 50, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
French light wine, per case	3 00 to 5 00	Sheet, No. 51, per lb.	0 06 to 0 06	Sheet, No. 51, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
<b>BRANDY.</b>			<b>IRON.</b>				
Hennessy's, per gal.	3 00 to 3 50	Sheet, No. 52, per lb.	0 06 to 0 06	Sheet, No. 52, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Martell's, per gal.	3 00 to 3 50	Sheet, No. 53, per lb.	0 06 to 0 06	Sheet, No. 53, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Robin & Co's, per gal.	3 00 to 3 50	Sheet, No. 54, per lb.	0 06 to 0 06	Sheet, No. 54, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Ch. de Ranconet, per gal.	1 50 to 3 30	Sheet, No. 55, per lb.	0 06 to 0 06	Sheet, No. 55, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Fine, Cassillon & Co., per gal.	1 50 to 3 30	Sheet, No. 56, per lb.	0 06 to 0 06	Sheet, No. 56, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
Clard, Dupuy & Co., per gal.	1 50 to 3 30	Sheet, No. 57, per lb.	0 06 to 0 06	Sheet, No. 57, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
C. V. E., per gal.	1 50 to 3 30	Sheet, No. 58, per lb.	0 06 to 0 06	Sheet, No. 58, per lb.	0 06 to 0 06	" 12 1/2 lb.	1 75 to 1 80
J. D. H. Henry & Co., per gal.	1 50 to 3 30	Sheet, No. 59, per lb.	0 06 to 0 06	Sheet, No. 59, per lb.	0 06 to 0		



**PURCHASING DEPARTMENT**

OF THE

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**T**HE 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.

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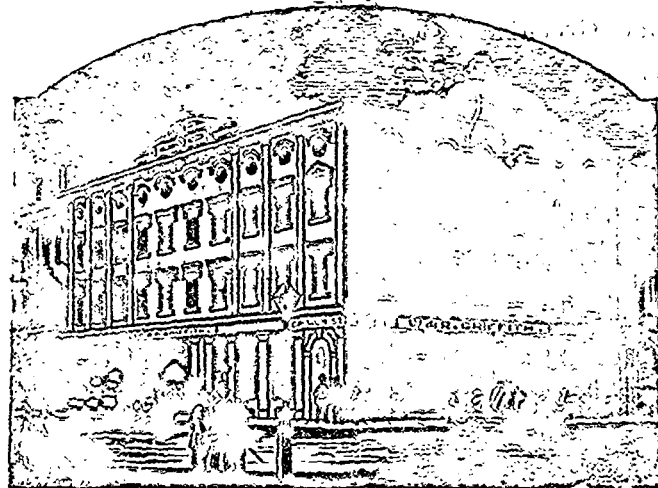
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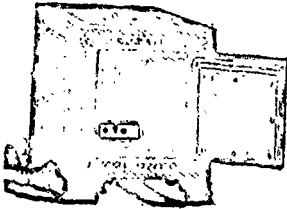
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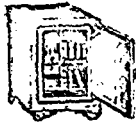
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