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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. III.

MONTREAL, FRIDAY, APRIL 12 1867.

No. 13.

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

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

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

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

SMYTH & EDMINSON,
BOOT AND SHOE MANUFACTUR-
ERS AND DEALERS, 204 and 206 McGill
Street, Montreal. 9-ly

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

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

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

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

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

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

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

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

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

EVANS, MERCER & CO.,
WHOLESALE DRUGGISTS,
265 Notre Dame Street,
MONTREAL.

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

THOMAS W. RAPHAEL,
COMMISSION MERCHANT,
MONTREAL.

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

LINTON & COOPER,
MANUFACTURERS AND WHOLE-
SALE DEALERS IN BOOTS AND SHOES
524, 526 & 528 St. Paul st., Montreal.

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

DISSOLUTION OF PARTNERSHIP.

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

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

—AND—

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

Established 1803.

LYMANS, CLARE & CO.,
CHEMISTS AND DRUGGISTS,

MANUFACTURERS OF LINSEED OIL,
Importers of
FOREIGN DRUGS, PAINTERS' COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
332, 334, & 336 ST. PAUL STREET,
MONTREAL, 10 1/2

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

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

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

HAVE FOR SALE—
Charcoal Tinsplates, | Ingot Copper,
Coke Tinsplates, | Ingot Tin,
Terno Tinsplates, | Cako Spelter,
Galvanized Iron, | Sheet Copper and Brass
Copper, Brass, and Malleable Iron Tubes,
and every description of Furnishings suitable for Tin-
smiths, Plumbers, Brassfounders, and Gasfitters.
1-ly

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

W. J. STEWART,
Agent for
FINLAYSON, BOSEFIELD & CO.—Linen Threads,
Machine Threads, Shot Threads, and Gilling Twine.
GEO & WM WAITES.—Twines, Yarns, &c., &c.
WM HOLMES & CO.—Fishing Twines, Lines,
Nets, Seines, &c., &c.
STREZENS & Co.—Sail Canvas and Twine. 9-ly

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

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

McMILLAN & CARSON,
CLOTHING.
WHOLESALE.
148 & 150 MCGILL STREET, Montreal. 5-ly

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

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

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

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

JAMES ROY & CO.,
IMPORTERS OF DRY GOODS, in-
 cluding TABLE LINEN, SHEETING, &c. No
 605 St. Paul st. near St. Peter. 1-ly

ETNA LIFE INSURANCE
COMPANY.

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

Applications for Agencies in Canada or the Maritime
 Provinces made to S. Pedlar & Co., Managers, and
 General Agents. Office, No. 85 St. Francois Xavier
 Street, Montreal. 28-ly

R. CAMPBELL & CO.,
IMPORTERS OF CARPETINGS,
 OIL CLOTHS, AND CERTAIN MATERIALS.
 205 & 210 McGill Street, Montreal 9-ly

JAMES BAYLIS,
IMPORTER OF CARPETS AND
 OIL CLOTHS, MONTREAL,
 No. 74 Great St. James Street,
 No. 31 King Street East, Toronto. 9-ly

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

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

LONDON, CANADA WEST.

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

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

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

A. CHARLEBOIS & CO.,
IMPORTERS OF HARDWARE, CUT-
 LERY, IRON, STEEL, &c. manufacturers of
 STOVES, CUT NAILS, &c., 435 St. Paul Street,
 Montreal. 47-ly


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

ANDREW MACFARLANE & CO.,
 Importers of
STAPLE AND FANCY DRY GOODS,
 255 & 260 St. Paul and 92 & 93 Commissioners Streets
 MONTREAL. 1-ly

WINN & HOLLAND,
GENERAL COMMISSION
MERCHANTS.
 15-ly 34 RENAUD BUILDINGS, Foundling Street

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

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

KERSHAW & EDWARDS,

 ESTABLISHED YEAR 1838.

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

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

THE Subscribers have now on hand, and
 are receiving, a complete assortment of
WOOL HATS, LADIES' STRAW GOODS,
FUR HATS. MEN'S STRAW HATS,
CLOTH CAPS, TWEED HATS,
SILK HATS, BOYS' FANGY HATS,
PLUSH,
HAT & CAP TRIMMINGS, &c.

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

NEW AND LEADING STYLES,
 in Men's, Ladies' and Children's wear. Samples sent
 by Express to parties not visiting the city.
 We are also manufacturing the Paris and Cunard
 CASSIMERE HAT, specially adapted for spring and
 summer wear.
 Orders promptly executed.

GREENE & SONS,
 Montreal. 1-ly

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

1-ly Corner William and Gray Nun streets.

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

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

JAMES LOCKHART,
COMMISSION MERCHANT AND
MANUFACTURERS' AGENT, No. 3 St. Sacra-
 ment street, Montreal

HEAVY FORGINGS AND PLATE WORK.
E. E. GILBERT,
CANADA ENGINE WORKS,
 MONTREAL,
 Is prepared to furnish
WROUGHT IRON PADDLE SHAFTS at 5 1/2 c. per lb.
RAILWAY AXLES at 4 c. per lb
PLAIN ROUND BOILERS & STRAIGHT GIR-
DLERS at 6c. per lb., &c.
 The work warranted to be fully equal to the best im-
 ported or manufactured here. 23-ly

McCULLOCH, JACK & CO.,
 WHOLESALE IMPORTERS OF
FANCY AND STAPLE DRY GOODS.
 425 & 428 St. PAUL STREET,
 corner St. Francois Xavier Street.
 MONTREAL. 8-ly

J. Y. GILMOUR & CO.,
 IMPORTERS OF
BRITISH AND FOREIGN DRY GOODS
 WHOLESALE,
 NO. 376 ST. PAUL STREET,
 MONTREAL. 62-ly

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

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

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

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

JAMES MITCHELL,
WEST INDIA AND GENERAL COMMISSION
MERCHANT.
 In Warehouse and for sale:
 Hhds Bright Barbadoes and Cuba Sugar,
 Puns Strong Proof Cuba Rum,
 Bags Jamaica Pimento,
 Barrels Extra No. 1 Split Herrings,
 Barrels Cod Oil,
 Qtls. Large Codfish, &c., &c.
 And arrive ex brig "Fawn,"
 250 hds Choice Porto Rico SUGAR.
 No. 7 ST. HELEN STREET. 1-ly
 April 4, 1857.

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

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

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

A. ROBERTSON & CO.,
 IMPORTERS OF
STAPLE AND FANCY DRY GOODS
 478 St. Paul, and 259 Commissioners Streets,
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 MONTREAL, 16th January, 1867. 1-ly

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

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11 Place D'Armes.

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WH. KERR,
8 St. Sacrament Street.

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LH. DAVIDSON,
41 Little St. James Street.

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CHAS. LEGGE & CO., Solicitors for Canadian
and Foreign Patents, &c.
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COMMISSION MERCHANTS.

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TM. CLARK & CO.,
5 St. Sacrament Street.

DONALD McLEAN,
97 Grey Nun and 62 McGill Streets.

PHILLIPS & CO.,
Cor. St. Sacrament and St. Nicholas Streets.

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THOS. IRELAND,
CARD AND SEAL ENGRAVER,
73 Little St. James Street.

FURS-WHOLESALE.

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

HARDWARE MERCHANTS-WHOLESALE.

BENNY, MACPHERSON & CO.,
392 St. Paul Street.

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BRITANNIA MUTUAL LIFE,
JOSEPH JONES,
44 Little St. James Street.

CITIZENS' FIRE AND GUARANTEE,
G. B. MUIR, Manager.
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See Standard.

LONDON AND LANCASHIRE,
SIMPSON & BETHUNE,
104 St. Francois Xavier Street,

NORTH BRITISH & MERCANTILE,
MACDOUGALL & DAVIDSON,
31 St. Francois Xavier Street.

SCOTTISH PROVINCIAL,
A. D. PARKER,
Toupin's Building, Place d'Armes.

STANDARD LIFE,
W. M. RAMSAY,
67 Great St. James Street.

MONTREAL.

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

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1-1y McGill Street.

LEWIS, KAY & CO.,

IMPORTERS OF STAPLE AND
FANCY DRY GOODS,
1-1y Nos. 275 and 277 St. Paul street, Montreal.

S. GREENSHIELDS, SON & CO.,
DRY GOODS, WHOLESALE.
COUVILLIER'S BUILDINGS, ST. SACRAMENT ST.,
Montreal. 50-1y

GEORGE WINKS & CO.,
I-MPORTERS OF BRITISH and FOREIGN,
FANCY and STAPLE DRY GOODS, Wholesale,
70, 71, 72, and 73 Commissioners street, and Custom
House Square, Montreal. 8-1y

JAMES P. CLARK & CO.,
DRY GOODS IMPORTERS, 162
McGill Street, MONTREAL. 9-1y

J. G. MACKENZIE & CO.,
Importers of
BRITISH and FOREIGN DRY GOODS,
351 & 353 St. Paul Street,
MONTREAL. 8-1y

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

JAMES BAILLIE & CO.,
WHOLESALE DRY GOODS,
450 ST. PAUL STREET,
MONTREAL. 5-1y

W. & R. MUIR,
I-MPORTERS OF BRITISH AND
FOREIGN DRY GOODS
168 McGill street.
Montreal. 8-1y

DAVIS, WELSH & CO.,
Importers of
STAPLE AND FANCY DRY GOODS,
No. 479 St. Paul Street,
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MANUFACTURERS OF VARNISHES, JAPANS,
and Dealers in Spirits of Turpentine, Benzine,
Oils, &c., &c., No. 3 Corn Exchange Buildings, St.
JOHN STREET, MONTREAL. 6-1y

MONTREAL.

JOHN ANDERSON & CO.,
SHIPPING AND COMMISSION MERCHANTS,
IMPORTING, FORWARDING,
Ship and Insurance Agents and Brokers,
MONTREAL AND QUEBEC. 42-1y

F. H. SIMMS,
MONTREAL IRON WORKS,
MANUFACTURES TO Order, and has
in Stock, Carriage Bolts of all sizes, Nuts and
Bolts of every description, Rivets, Lifting Jacks,
Ratchet Braces, Copying Presses, &c., &c. 8-1y

W. & F. P. CURRIE & CO.,
100 GREY NUN STREET, MONTREAL,
HAVE FOR SALE--
BOILER TUBES, | DRAIN PIPES,
Oil Well Tubes, | Roman Cement,
Gas Tubes, | Water Lime,
Paints and Putty, | Portland Cement,
Fire Bricks, | Laving Tiles,
Fire Clay, | Garden Vases,
Flue Covers. | Chimney Tops, &c., &c.
Manufacturers of AMERICAN Sofa, Chair, and Bed
SPRINGS. 12-1y

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IMPORTERS OF
Grey Cottons, Laces, Spools,
White Shirtings, Blondes, Pins,
Regattas, Handkerchiefs, Needles,
Prints, Fancy Dresses, Tapes,
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Denims, Parasols, Combs,
Silcias, Shawls, Brushes,
Cobourgs, Hoop Skirts, Hair Oils,
Orleans, Table Oil Cloths, Cologne,
M. de Laines, Yarns, Soaps,
White Muslins, Battings, Stationery,
Jeans, Silks, Brooches,
Moleskins, Velvets, Spectacles
Flannels, Lion Threads, Dolls,
Blankets, Playing Cards, Mirrors,
Cloths, Jewellery, Razors,
Tweeds, Tea Trays, Pocket Knives,
Vestings, Sauff Boxes, Table Knives,
Hosiery, Pipes, Chaplets,
Gloves, Toys, Crosses,
Braces, Bag Purces, Marbles,
Ribbons, Pencils, Slates.

And a large variety of other Fancy and Staple Goods

WHOLESALE

Perhaps the largest assortment of Goods suitable
for a General Country Store of any house in the
Province.
263 and 370 St. Paul Street, Montreal. 15-1y

QUEBEC.

COMMISSION MERCHANTS.

JOHAN ANDERSON & CO.
HENRY R. GETHINGS & CO.,
COMMISSION MERCHANTS
AND BROKERS, QUEBEC.
Particular attention paid to purchase and forward-
ing Salt and Coals.

PORT HOPE, C. W.

R. S. HOWELL,
*Forwarder, General Commission Merchant, and
Shipping Agent,*
WALTON STREET, PORT HOPE, C.W. 3-1y

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JOHAN BOLTON,
SHIP BUILDER AND MERCHANT.
10 King Street, St. Stephen, N.B.

HALIFAX, N. S.

COMMISSION MERCHANT.

GEORGE J. PAYNE,
Commercial Wharf, Upper Water Street,
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 HARDWARE COMMISSION MERCHANTS,
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 IRON, STEEL, METALS, AND RAILWAY SUPPLIES,
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Sole Agents in Canada and British Provinces of North America, for Charles Cammell & Co. (limited), "Cyclops," Steel and Iron Works, Sheffield; the Bowling Iron Company (near) Bradford, Yorkshire; Patent Shaft and Axle Free Company (limited), Brunswick Iron Works Wednesbury; Lloyd & Lloyd, Albion Tube Works, Birmingham; Sam & Coventry, Pontpool Tin, and Pontpool "Cold Rolled" Canada Plates and Metals, Best Refined Bar Iron, &c; the Yorkshire Engine Company (limited), Sheffield; Green's Patent Tube Company (limited), Sole Manufacturers of Green's Patent "Solid Drawn" Brass Tubes; S. Mouton & Co., Kingston India Rubber Mills, Bradford; Walker & Hall, Electro-Plate Works, Sheffield; Hockley Bolt, Nut, and Rivet Company, Birmingham; John Tritpett & Brother, Shipping Agents, Liverpool and New York; the Hart Manufacturing Company, (successors to Bliven, Mead & Co.), New York.

N.B.—A stock of Charles Cammell & Co.'s War-ranted Cast and Spring Steel, and "Cyclops" Files, constantly on hand.

VICTORIA FOUNDRY,
 Cedar Street, Brantford, C. W.

Over one hundred different Styles and Sizes of
 STOVES.

STEEL AND IRON PLOUGHS,
 adapted to all kinds of Soils, in great variety.
 A large variety of
 FARMING IMPLEMENTS AND MACHINES.
 Prices very low.

Send for Illustrated Catalogue and Price List.
 Address, W. LIAM BUCK,
 Victoria Foundry,
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THOMAS ROBERTSON & CO.,
 25 St. Sulpice Street, Montreal,

HAVE FOR SALE,—
 Boiler Tubes, Ingot Copper,
 Boiler Plate, Ingot Tin,
 Iron Gas Tubes, Cake Spelter,
 Tube Fittings, Antimony,
 Glass Tubes, Steel,
 Brass Tube, Steam Gauges,
 Lead Pipes, Water do.,

And supplies for Machinists and Steam & Gas Fitters.

HIDES, WOOL, &c., &c.
J. H. MOONEY,
 55 GREY NUN STREET,

DEALER IN HIDES WOOL SHEEPSKINS &c
 Highest Cash Price paid for the above Goods.
 Tanners and Woollen Manufacturers at a distance,
 supplied at short notice.

OSHAWA SCYTHE, FORK & HOE COMPANY,
 OSHAWA, C. W.

The very best articles of
AGRICULTURAL IMPLEMENTS
 made to order in any quantities.

Our tools took First Prize at several Provincial Exhibitions in Canada, and at the World's Fair, London, England in 1862.

All orders promptly attended to
A. S. WHITING & CO.,
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HUA & RICHARDSON,
LEATHER IMPORTERS AND
COMMISSION MERCHANTS, have always in
 Stock an excellent assortment of FRENCH CALFS
 KIDS and PATENTS, &c. Also a large supply of O.
 L. Richardson & Sons' Spanish Sole and Slaughter
 Leather, for which they are agents in Canada.
 Consignments of leather respectfully solicited.
 Sole Agents for Alexander's Kid Gloves.
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BUTTS for Belting
 Agents in Canada for sale of
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 No. 1 LEMOINE STREET. 1-ly

STEAMSHIP GREAT EASTERN,
 CARRYING the United States
 Mails, Sir JAMES ANDERSON,
 Commander.
 The French "Company of Char-
 ters" of the GREAT EASTERN, having provided the
 ship with new boilers, and thoroughly refitted and re-
 furnished her in every department, with special refer-
 ence to this service, will run her regularly between
 New York and Brest, as follows:

LEAVING NEW YORK.	LEAVING BREST.
TUESDAY April 16	SATURDAY April 27
TUESDAY May 25	TUESDAY June 4
TUESDAY July 9	THURSDAY July 11
TUESDAY July 29	SATURDAY August 21
THURSDAY Sept. 12	TUESDAY October 1
SATURDAY October 19	THURSDAY Nov. 7

NEW YORK TO LIVERPOOL, TUESDAY, November
 29, taking only First-Class Passengers.
 FARE RATES IN GOLD OR ITS EQUIVALENT.
 \$10. \$125. \$100.
 According to location and size of room.
 Tickets for the home passage issued at a reduction of
 \$20 to passengers returning previous to August.
 Passengers can be furnished on board with railroad
 tickets from Brest to Paris at the reduced rate of \$10.50
 for first-class, and \$7.50 for second-class, being a reduc-
 tion of 25 per cent. on regular rates. Twenty cubic
 feet of baggage allowed to each passenger.
 Letters of credit issued for England and the Conti-
 nent.
 For passage, apply to WELLS, FARGO & CO.,
 Passage Agents, No. 51 Broadway.
 For further information, apply to the American and
 United States Express Companies, at their various
 agencies.
 New York, March 2. 12-6m

W. R. DIXON,
 LONDON, ENGLAND,
 (Late of Montreal),
COMMISSION MERCHANT,
BEGS respectfully to inform his numer-
 ous friends who favored him with the Sale of
 their Produce and Provisions when in Montreal, that
 he is now settled in London, receiving Consignment-
 on Commission of Produce, &c, and is prepared
 to transact any business intrusted to his care properly.
 Having also a knowledge of General Merchandise, and
 the relative value of Manufactured Goods in the home
 markets, he is in a position to purchase carefully se-
 lect, and ship to order, every description of Goods
 suitable for Canada; will also effect sales from samples
 forwarded to him of Canadian Manufactures.
 5 Morpeth Terrace,
 Victoria Park, London, N. E.
*Banquers,—London and County Bank, 21 Lombard
 Street.*
*Montreal Referee and Correspondent.—Messrs Cam-
 eron & Ross, 413 Commissioners Street. 12-4m*

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

H. JOSEPH & CO.,
 TOBACCO,
 223, 225 & 227 St. PAUL STREET.
 Montreal, Aug. 30, 1866. 63-1y

WM. STEPHEN & CO.,
 Importers of General
DRY GOODS,
 and Dealers in
 CANADIAN TWEEDS, COTTONS AND LINENS,
 19, 21, 23, & 25 LEMOINE STREET,
 AND
 2, 4 & 6 St. HELEN STREET,
 MONTREAL. 6-ly

DRY GOODS.
OGILVY & CO.,
 WHOLESALE IMPORTERS,
 495 St. PAUL STREET,
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Large stock now opening, which they offer low.



Also Agents for
STEWART'S SCOTCH WHISKY,
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BERNARD'S GINGER WINE.

PLIMSOLL, AUBIN & CO.,
 Importers of
STRAW AND FANCY DRY GOODS,
 Joseph's Block,
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S. GREENSHIELDS, SON & CO.
BRITISH & FOREIGN DRY GOODS,
 CANADIAN TWEEDS,
STRAW GOODS, ARTIFICIAL FLOWERS, &c.
 47, 45 & 50 St. SACRAMENT STREET,
 MONTREAL.
 SPRING STOCK NOW RECEIVED.
 March 28th, 1867. 11-6

SAMPLES OF
TURKEY, GREEK, AND MOLODAVIAN
TOBACCOS.
 12 D. A. ANSELL.

ROYAL
INSURANCE COMPANY
 Of Liverpool and London.
FIRE AND LIFE.
 CAPITAL TWO MILLIONS STERLING.
 H. L. ROUTH, Agent, Montreal.
HAVILLAND, ROUTH & CO.,
 GENERAL COMMISSION MERCHANTS AND
 SHIPPING AGENTS,
 MONTREAL. 9-ly

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

LIFE ASSURANCE—FIDELITY GUARANTEE
THE EUROPEAN ASSURANCE SOCIETY,
 Empowered by British and Canadian Parliaments.
 CAPITAL £1,000,000 Sterling.
 ANNUAL INCOME, over £300,000 Sterling.
HEAD OFFICE IN CANADA—MONTREAL.
 9-ly **EDWARD RAWLINGS, Manager.**

1867. **SPRING.** 1867.

T. JAMES CLAXTON & CO.,
HAVE received over 800 Packages
 of
IMPORTED GOODS.
STOCK LARGE AND ATTRACTIVE.
 Now complete in every Department.
CAVEHILL'S BUILDINGS,
 1-ly **59 St. Peter Street, MONTREAL.**

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

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 B. Anderson, Esq., chairman, (Pres. B. of Montreal)
 Alex. Simpson, Esq., Dep. chairman, (ch. Ontario Bk)
 Henry Starnes, Esq., (Manager Ontario Bank)
 Henry Chapman, Esq., (mer.) R. S. Tylee, Esq., (mer.)
 E. H. King, Esq., (General manager Bk of Montreal.)
 Capital paid up \$1,050,000; Reserved surplus Fund,
 \$500,000; Life Department Reserve \$7,250,000; Un-
 divided Profit \$1,050,000; Total Funds in hand
 \$15,250,000.
 Revenue of the Comp'y.—Fire Premiums \$2,000,000;
 Life Premiums \$1,050,000; Interest on Investments
 \$300,000; Total Income, 1863, \$4,750,000.
 All kinds of Fire and Life Insurance business trans-
 acted on reasonable terms.
 Head office, Canada Branch, Company's buildings,
PLACE D'ARMES, MONTREAL.
 1-ly **G. F. C. SMITH, Res. Secretary.**

REMOVAL.
WEST BROTHERS
 Have removed to 144 McGill Street.
GROCERIES, WINES, LIQUORS AND CIGARS
WHOLESALE 14-ly

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

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

Importers of East and West India and Mediterranean
 Produce,

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

REMOVAL.
W. McLAREN & CO. removed to Nos.
 15 & 17 Lemoine Street.
 The attention of Country Merchants is invited to
 the quality and prices of our Stock of
BOOTS AND SHOES.
 As our work is entirely **HAND MADE**, it is much
 more durable than the Machine made work, and our
 prices are as cheap as the cheapest 33-ly

KIRKWOOD, LIVINGSTONE & CO.,
PRODUCE, LEATHER AND GENERAL COM-
MISSION MERCHANTS,
 No. 563 St. Paul Street, MONTREAL.
CONSIGNMENTS Carefully realised and returns
 promptly made.
ADVANCES—Cash advances made, and Drafts au-
 thorized on all descriptions of Produce consigned for
 Sale in this or British Markets.
ORDERS—Personal and careful atention given to the
 execution of orders for Flour, Grain, Leather, Provi-
 sions, Oil, and General Merchandize.

HUNTER, DUFFY & JOHNSON,
WHOLESALE MANUFACTURERS OF
BOOTS AND SHOES,
 29 St. Helen Street,
MONTREAL. 49-ly

THE TRADE REVIEW
AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, APRIL 12, 1867.

The first mail steamer for this port is to leave Liver-
 pool on the 18th inst.
 La Banque Nationale, Quebec, has declared a half-
 yearly dividend of four per cent., payable on and after
 first of May next.
 The Welland canal is stated to be clear of ice at several
 points, and navigation will probably be resumed
 within a week.
 The traffic return of the Grand Trunk Railway for
 the week ending March 30th, 1867, shewed an in-
 crease of \$10,506 over the corresponding week of last
 year.

The steamer "Fire Fly" was burnt at Sorel on Tues-
 day evening last. The flames communicated to
 "L'Etolle," the saloon upper deck of which was burnt
 The "Quebec" had a narrow escape, being saved only
 by slipping her cables.

The "Great Eastern" steamship has arrived at New
 York, and is advertised to sail thence for Brest on
 Tuesday next, instead of last Tuesday as previously
 announced. She will probably carry a large number
 of passengers for the Paris Exhibition.

By cable telegram, from Londonderry, the 29th, the
 steamship *Nora Scotian*, from Portland on the 23rd
 March, arrived on that day, being only six days in
 crossing the Atlantic.

A sale of 5,000 bushels of spring wheat at \$1.90 for
 shipment to United States, was made in Toronto last
 Saturday. This is probably the highest price ever
 paid for spring wheat in this country. Who has to pay
 the duty on it? Latest reports quote spring wheat
 held at \$1.80 to \$2.00, with sales of inferior for Ameri-
 can account at \$1.75. Fall wheat held at \$2.10 to \$2.25.

Affairs in Europe are in a very unsettled condition,
 especially as between France and Prussia, and may at
 any moment result in war, for which both those powers
 are preparing. The effect of this condition of things
 on the London stock market has been to depress Con-
 sols and nearly all kinds of securities. U. S. 5-20's fell
 nearly 2 per cent. in two days, and in consequence of
 this decline, gold in New York, which had been dull
 and receding, ran up from 123½ to 128.

The United States Senate has ratified the Russian-
 American Treaty, by which, for a consideration of
 seven millions of dollars, Russia cedes to the United
 States her possessions in North America. The lead-

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

THE COMMERCIAL UNION ASSURANCE CO'Y.
 19 & 20 CORNHILL, LONDON, ENGLAND.
CAPITAL £2,600,000 (Stg.)—INVESTED over £2,000,000
FIRE DEPARTMENT.—Insurance granted on all
 descriptions of property at reasonable rates.
LIFE DEPARTMENT.—The success of this branch
 has been unprecedented—**90 PER CENT.** of pre-
 miums now in hand. First year's premiums were
 over \$100,000. Economy of management guaranteed.
 Perfect security. Moderate rates.
Office 385 & 387 St. Paul Street, Montreal.
MORLAND, WATSON & CO.,
General Agents for Canada.
FRED. COLE, Secretary.
Inspector of Agencies—T. C. LIVINGSTON P.L.S.
 9-ly

ing U. S. papers have opposed the purchase on the
 grounds of the unprofitableness of the territory ceded,
 and because, under a previous treaty between Eng-
 land and Russia, British subjects have secured to them
 an equal right to fish and hunt therein.

The following is a statement of the Revenue and
 Expenditure of the Province for March:—

Revenue—Customs	\$934,638
Excise	202,719
Bill Stamp Duty	2,407
Post Office	7,571
Crown Lands	196,570
Miscellaneous	92,720
Revenue for January	\$1,436,625
February	757,962
Revenue for 3 mos ending March 31, 1867	\$2,935,212
Expenditure for March	\$ 495,329
January	937,696
February	709,780

for 3 mos. ending March 31, '67, \$2,142,796
 The miners and other laborers employed at the
 Dover iron mines in Morris County, New Jersey, have
 been out "on strike" since the first of this month.
 Their complaint is that they are unable to support
 themselves on the wages they have been receiving, and
 have pledged themselves not to commence work until
 their demands are complied with. Hitherto they are
 reported to have conducted themselves in a soberly,
 orderly manner. Their number exceeds one thou-
 sand men. The mule spinners in the four cotton mills
 of Lewiston, Me., have also struck work, but the mills
 are running as usual. The New York house carpenters
 struck for higher wages, and many of them have had
 their demands acceded to. They want \$4 per day.
 The tool-sharpeners of that city also ask for higher
 wages. A serious riot has occurred in the Pennsyl-
 vania coal regions, in Luzerne County, and volunteers
 were required to be called out. The cause was a strike
 for higher wages, the majority attempting to prevent
 the minority from working.

A Boston correspondent of the *London Free Press*
 writes as follows concerning experiments commenced
 March 27th, to test the value of petroleum as a means
 of generating steam:—"We made more steam with
 one boiler and two fires than they have ever been able
 to make with two boilers and four fires, with all the
 coal they could put in. We made steam faster than
 they could take care of it, and turned the wheel of the
 propeller five times per minute faster than it was ever
 turned before. They raised the safety-valve and let
 her blow off, and even then we had to slacken our fires
 before they could get rid of the steam. The Navy De-
 partment, and the twelve engineers detailed to superin-
 tend the experiments, all expressed their surprise.
 We shall go through with experiments for twenty-one
 days, the boat being chained to the wharf, and then
 go to New York and Washington to exhibit the boat.
 The engineering department of the Navy pronounce
 it to be the biggest invention of the age, and will re-
 volutionize the present methods of generating steam."

THE COMMERCIAL BANK.

WE are glad to learn that the statement of a run having been made on the branches of this bank in Hamilton and Toronto was incorrect. The Hamilton Spectator gives the following explanation of the affair—a very discreditable one to the parties who gave currency to the story of the bank's unsoundness.—

"A story was circulated yesterday that a run had taken place on the Commercial Bank in this city. Upon enquiry we learned that the statement was quite incorrect. Some thoughtless person started a story on Monday—All Fool's Day—by way of practical joke, at the Great Western Railway works, that the Company had withdrawn their account from the bank and that it was unsound. The story coming to the ears of the Treasurer, Mr. Price, he took means at once to contradict it, but in the meantime some few persons holding small amounts of bills, presented them for gold. As soon as the story was contradicted, the momentary want of confidence ceased, nothing at all approaching to a run having taken place. The circulation of such stories, however, is a most unwarrantable act, and subjects the parties guilty of it to a criminal prosecution. The Commercial Bank of Canada stands deservedly too high in the public confidence to justify even a suspicion of its perfect stability, and we only notice the matter at all to state the circumstances which gave rise to it."

OPENING OF NAVIGATION.

OUR correspondents at the West inform us that preparations for the opening of Navigation are being rapidly effected. The ice on the rivers, bays and canals has almost disappeared, and shippers and others interested in lake navigation, are looking forward to an early resumption of business. Navigation can hardly be considered open until the Welland Canal is free from ice, but this result was expected in a week or ten days from the time our advices left.

The steamers which usually ply between Toronto, Hamilton and Montreal, are being rapidly put in order, and are expected to commence their regular trips immediately. The steamers of the Royal Mail line, the Kingston, Passport, Grecian, Spartan, Banstee and Champion, will form a daily line between Toronto and Montreal, and the excellent boats of Messrs. Jaques, Tracy & Co., will also make a daily line between the two cities as formerly. The latter line has seven steamers, the Indian, St. Lawrence, Huron, Avon, Ottawa, Magnet and Bristol. The steamers America, Osprey and Brantford, will also ply on the lakes, and there will be communication between Hamilton, Toronto and Port Walshouse each day. Tourists will be glad to learn that the Algoma will run from Collingwood to Sault Ste. Marie and to Fort William as formerly. Judging from present appearances, the sparkling waters of Lake Ontario will not remain unused during the approaching summer months.

The restrictions enforced by the American Government with regard to Canadian shipping, will no doubt have some effect on the lake trade for 1867. At the same time, we are glad to notice signs that a good business will be done. There will certainly be an increase of our direct trade with the eastern part of our Dominion, and several new lines of steamers are projected to supply the demand for transportation which is likely to arise. At Hamilton, Toronto, and other ports large quantities of grain, lumber, staves, &c., are awaiting transhipment, and there are other indications that our lake commerce during 1867 will be more active than for some seasons past. We trust these expectations may be realized.

The Province has spent much in improving our water communication, and during the summer season we would like to see our lakes and rivers covered with sails.

The "Dominion of Canada" is already the fourth Maritime power in the world. But there is no reason why we should not take still higher rank in this respect. This can be done by increasing our foreign trade with Great Britain, the West Indies, Brazil, and other foreign countries. But our internal shipping trade might also be largely increased. The development of our trade with Nova Scotia and New Brunswick must necessitate the employment of a larger number, and a better class of vessels, than have heretofore been engaged. This will not only be the case between Montreal and the east, but also advance shipping interests between this port and the West. This will be one of the sweetest fruits of Confederation, and one which every friend of Canada must look forward to with much gratification.

THE FRENCH EXPOSITION.

THE great Exposition at Paris will be one of the chief events of the present year. The preparations which have been in process therefor during the past eighteen months, were nearing completion at the latest accounts, and the Exposition was opened on the 1st of April, the time agreed upon. A report got abroad some time ago that the Emperor had expressed fears that it would prove a failure. There seems to have been no good grounds for such a report, but, on the contrary, the best of reasons for believing that the Exposition will be entirely successful.

The building in which the world is to exhibit its wares is said not to exceed the Sydenham Crystal Palace for symmetry and beauty. But it is, nevertheless, a very fine specimen of architecture, and has the merit of being large and commodious. Recent letters from correspondents in Paris, indicate that nearly all the nations are represented, and that the palace is crowded with goods. The Canadian department, in which we are more particularly interested, was found at first far too small to display all the articles sent from this country. Further space was obtained after proper representations had been made, but even the increased space is said to be scarcely sufficient. Under the energetic management of Dr. Taché, our department was nearly finished weeks ago—being, in fact, rather ahead of any of the others in this respect. The design is said to be very handsome, and to reflect much credit on those who have taken part in its execution.

The grounds about the exposition will be exceedingly beautiful by the middle of May, and, with the display within, and the thousands of visitors from all parts of the globe, will make up a most exciting and enchanting scene.

Paris occupies a better position in some respects than London does, for a gathering of this kind. Taking Europe generally, it is quite come-at-able. The jam of sight-seers is, therefore, expected to be something prodigious. This expectation will most certainly be realized. From America, from England, from the Orient—from all parts of the world—they will come and come, until Paris is crammed. The Parisians are anticipating "a golden harvest," and are trimming their sails accordingly. Rents are said to have risen in the city—hotels are adopting exposition rates—and prices generally are rapidly becoming inflated. There is always a little "fleecing" of the public on such occasions, and if all reports be true, Paris is not likely to prove an exception whilst the exposition continues.

Canada is already well represented at the exposition as regards its productions, manufactures, arts, &c., there is every likelihood that we will also contribute a fair share of visitors. Many throughout the country are preparing to set out for Paris as soon as spring is fairly begun. During the summer months the number will be greatly augmented—although, should the elections then take place, not a few of our principal men may be compelled to remain at home. The "Great Eastern" will be the most popular mode of transit, and large as is the leviathan ship, she will be crowded at every passage. Let us hope that nothing may occur to mar the success of the exposition, and that all may go

"Merry as a marriage bell."

CONFEDERATION IN NOVA SCOTIA.

IT has been with mingled surprise and pain that we have perused the speeches of many of the anti-Union members of the Nova Scotia Legislature, now in Session. We hoped that, with whatever reluctance, they would have submitted to the verdict pronounced on the question of Confederation, by an immense majority of their fellow-colonists, backed by the almost unanimous decision of the Government, Parliament, and people of the mother country. Nor was it at all extraordinary that we and others should have indulged in such an expectation. While the matter was undecided, while the alternative of Union or no Union admitted of discussion and debate, the honest opponents of the measure could not be blamed for their antagonism to it, beyond charging them with lack of knowledge and judgment; but now that Confederation has been consummated, we can scarcely conceive an excuse for the course they are pursuing. They cannot undo what has been done, and perseverance in a useless and meaningless opposition will only render them liable to the accusation of creating mischief for mischief's sake. No one denies them the right of free opinion, or the free expression of it; but freedom becomes license when it is exercised to the general in-

jury. The Nova Scotian orators cannot rally the seal from off the bond which now connects them with their brethren of the other Provinces, they cannot repeal or nullify the Imperial Act which has called into existence the Dominion of Canada, but they can, by their complaints and protests, sow the seeds of future evil. Now, we are curious to know in what light it is that they view themselves, what they consider to be the actual status of Nova Scotia among the communities of the earth. Are we to regard that Province as an independent State acknowledging no exterior influence, or are we to look upon it as a member of the British Empire? If the former, it is, of course, entitled to wander thro' high space like other "lone stars," at its own sweet will, but if the latter, it must submit to the interests, observe the conditions, and perform the duties inseparable from that position. When Nova Scotia rejects Confederation, we might view the act as that of a minority opposing the voice of the Empire; when we know that it is only a small fraction of its Legislature which is arrayed against the scheme, we can only view it as the opposition of a minority of a minority. We do not go so far as to assert that the assumptions of the anti-Confederate party there are altogether baseless, or their arguments wholly worthless; when detached from the great general question at issue; yet at best the dispute is only the old one of the relative rights of the individual and of the community whereof he forms a part. But as the wishes of the few, in that case, must succumb to those of the many, so, too, it is with the states constituting one empire or dominion, when they come in conflict. The rule is alike applicable to both: in short, the majority must always govern. The minority cannot be allowed to do so, even when it happens to have justice on its side, much less when it is in the wrong, as now happens with the Nova Scotia anti-Unionists.

It were a waste of time to discuss, at this late day, the objections urged by our Maritime friends against Confederation; but we cannot help wondering what will be thought some twenty years hence of many of the opinions now expressed on the subject. Such propositions as that, in the special instance of the British North American Provinces, Union is not strength, but weakness, that their commercial intercourse would not be simplified and increased, and that their defence from foreign aggression rendered easier by having one united government instead of many—these propositions seem utterly untenable at any time, but we are much mistaken if, after a short experience of the new career upon which the country is about to enter, they will not be regarded by everybody as the utterances of sheer folly. For ourselves, they appear so wholly extravagant to us, that we are often inclined to parody Napoleon's axiom, and declare that if you scratch the anti-Unionist you will find the Annexationist. In saying so, however, we are aware that we would be acting unjustly, for there are undoubtedly many good men in the anti-Confederate ranks against whom the charge cannot with truth be preferred. We shall not, therefore, speak of some indistinct mutterings and covert allusions on that head, which are, indeed, of infrequent occurrence.

But while the arguments against the Union of the Provinces may safely be consigned to the great limbo of the past, it is somewhat different with the utterances of the same parties on the subject of the Intercolonial Railway, which chiefly concerns the future. Their ideas in connection with it are not a little confused and contradictory, as is not unusual when men's reason is under the guidance of their passions. They would not object to the railway *per se*, but they contend that the money to be expended on it might be applied to more useful purposes, that it will not pay, and that it will be unavailable as a channel of commerce, owing to the great distance over which goods would have to be carried to the seaboard, as compared with American routes. Now, we might easily show that the commercial value of the road will be far greater than what it is thus described and that, especially for the supply of the rich valley of the St. John and other sections of the Lower Provinces, even with respect to length of route, it can compete with United States railroads, with undoubted advantages in its favor. But let us take the case as stated by the anti-Union objectors themselves, and see how matters would stand as to the probable increase of international trade after Confederation.

Direct communication by the St. Lawrence with Upper and Lower Canada closes in the end of November of each year, to re-open in May. It is well known that much loss and damage are incurred by shakeage and other causes in conveying flour, wheat, provisions

land and England, has been considered a matter of great importance, and tracts of land previously almost valueless, have commanded almost fabulous prices; yet in no case which has come to our knowledge, has the product been so rich as from the New Brunswick shales.

But it is as a source of gas fuel that the great value will ultimately be become most apparent. The Regenerative Gas Furnaces, the principle of which was discovered by the Rev. Mr. Stirling of Dundee, in 1847, and described by Professor Faraday in a paper read before the Royal Institution of London in 1842, are likely to effect a considerable change in all kinds of manufacture of metal, requiring a very high temperature. In these furnaces almost any kind of fuel can be used, and the rich bituminous shales we have been describing, are particularly adapted for the purpose. For fuller information on this interesting subject we must refer our readers to Dr. Dawson's "Acadian Geology," and to Professor Hind's report, from the latter we make one more extract, showing his opinion on the value of the shales as a source of gas fuel. After speaking of the various methods in which gas fuel had been used with great success he says: "It cannot fail to strike every unprejudiced observer that these facts are of the utmost importance to the manufacturing industry of the Province. It has been shown that in the valley of the *Acadia* and eastwards towards Westmoreland there is a great development of Albert shales eminently adapted for the manufacture of gas fuel, iron ores are abundant in the same valley, either in the form of bog iron or nearly pure magnetic ores. Under such conditions there is no reason why New Brunswick should not soon become an exporter, rather than an importer of iron, in all its multifarious forms."

In conclusion we would just remark, that there is no department of chemical science in which more rich and varied results have been obtained, than in the investigations made into the nature and properties of Petroleum and its kindred substances, such as the New Brunswick shales, and large as the production of Petroleum undoubtedly now is, there need be no fear but that the discovery of new uses to which it can be successfully applied, will more than keep pace with the supply.

LETTER FROM ENGLAND.
COMMERCIAL REVIEW

(Special Correspondence of the Trade Review)

[PER JAVA]

THE Board of Trade returns for January have been published, and upon the whole the result is satisfactory. The exports for this month in each of the past three years have been as follows:—

	£	£	Total.
1887	5,214,450	7,752,000	12,966,000
1886	5,540,000	8,815,000	14,355,000
1885	3,967,000	6,822,000	10,789,000

* This includes cotton yarn.

The chief miscellaneous articles in which there has been a decrease, are the following:

	1887	1886	1885
Linen & Linen yarn	821,000	1,131,000	782,000
Iron & unworked steel	720,000	930,000	710,000
Silk yarn & silk manufactures	113,000	181,000	167,000
Woolen yarn & woolen manufactures	2,130,000	2,106,000	1,500,000

The articles in which there is an increase are not very numerous or important. Among them may be mentioned:—

	1887	1886	1885
Arms, ammunition & military stores	111,000	65,000	77,000
Beer, ale	212,000	206,000	156,000
Coals, &c	301,000	267,000	258,000

It will be seen that the trade of 1887, although less than that of 1886, is far in excess of 1885. Considering the reaction after the panic, and the unsettled state of the business market, the wonder is that the trade of the country has been so well supported.

The utter prostration of the railway interest in the face of large traffic returns is one of the most remarkable of the consequences of the panic, and as this prostration extends not merely to what is known as contractors' lines, but to the best companies in the kingdom, it is worth while to point out its causes. The first of these is to be found in the vast number of extensions with which even the best lines have been loaded. The lines have been so jealous of each other and so anxious to prevent any interference with what each regards as its own territory that they have pushed

extensions on all sides, and many of these are not likely to pay any dividends for years, whilst the cost of making them, owing to the contests with other lines before the committees of the House of Commons, was very excessive. A salutary reaction has now set in, and for some years it may be expected that care and economy will be exercised in the management of railways. It would seem as if there were periodical attacks of this extension mania, followed, as in the present case, by fits of languor and caution. The second cause for the depressed state of railway property is to be found in the undue quantity of railway debentures which are on the market. These debentures amount to some £20,000,000, and are nearly one-third of the amount of the railway stocks of the kingdom. Being repayable at from 3 to 5 years, holders have the option of demanding cash for them, and there is always a large amount of them every month for which cash may be demanded. In good times all goes well, and the Companies, by issuing new debentures, can always obtain the means of paying off the old. But in bad times, in times when the rate of interest is very high, or in times like the present, when, owing to the recent decision of the Lord Justices of Appeal, a considerable doubt is thrown upon the validity of railway debentures, it is almost impossible to renew them. The remedy for this is clear. Railways should be built out of capital, and not out of loans, and the present debentures must, in so far as they are excessive, be converted into stock, and as it is too late now to make them ordinary stock a new preference or debenture stock will require to be created. On the other hand, there are purposes for which debentures may safely and properly be issued, and, I believe, within moderate limits, the present system is the best. It tests at once the credit of a railway, and is, at least, one check upon mismanagement.

There is, however, one lesson to be derived from all this confusion. There seems no reason why every railway should be made in the best and most expensive manner. Cheap, light railways for short journeys, and for joining on to the main lines, could readily be made at less than half the cost per mile which the main lines cost. In a new country like Canada there seems a peculiarly good held for such lines. When practicable it would, of course, be well to keep to the present gauge, but in many cases a departure from this, and a bold recognition of the fact that the line was simply to be a branch line, would be true wisdom.

Trade continues depressed, and money is still very cheap. The following returns from the Banks of England and France are both favourable in the sense that money is likely to be cheap, but they must also be regarded as showing a very considerable stagnation in trade.

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

	Am. amt.	Inc. amt.	Decrease
Public Deposits	£ 3,780,000	4,512,000	£ 732,000
Private Deposits	16,426,000	137,000	16,289,000
Government Securities	13,111,000	Unchanged	.....
Other securities	18,877,000	273,000	.....
Notes in Circulation	21,850,000	.....	201,000
Reserve	19,461,000	285,000	.....
.....	12,612,000	405,000	.....

The Bank of France returns are as follows:—

	Inc. amt.	Decrease
The Treasury Balance & the Private Accounts	1,164,000	6,695,000
The Commercial Bills	.....	2,251,000
The Notes	.....	10,665,000
The Cash	5,900,000	.....

March 27th, 1887

TRADE WITH THE TROPICS.
(To the Editor of the Trade Review)

SIR, - I have noticed with much pleasure several improvements in your Review, which I am sure are warmly appreciated by the trading community of this Dominion, and I hope to see the day soon when the information and circulation shall be still more extended, and when it shall become a hand-book and guide to all our merchants.

Will you kindly permit me to make one or two observations on the means of increasing very necessary information in reference to our coming trade. One of the greatest benefits our merchants enjoy is the Board of Trade; as a means of collecting and diffusing information they cannot be surpassed, and I am of opinion that if the Board at the principal depots of commerce would issue weekly reports, an additional means of enterprisingly pushing trade would be attained. The efforts of private firms in collecting information and issuing Trade Reports are very praiseworthy and useful, but a report by a body of traders must exist

a greater accumulation and concentration of that information.

As yours is our only Journal of Commerce, such reports might be forwarded to you, and by means of your paper they would obtain a wide circulation—a trifling addition to the price would cover the extra expense—the present style for example that of Montreal, is admirable, yet if I might suggest it, such an addition as the rate of freights would be valuable. It is desirable, in consideration of our lower province business. The grain is grown by the farmer, he usually obtains his information in regard to prices from the newspapers, and so does the miller, but the shipper ought to know the expense of sale at distant as well as local markets, and a current list of freights, say from Montreal, Toronto and Hamilton, by rail and steamer, would be a valuable column, rates of insurance would make it more so. In this connection with some enterprising individual get up a "freight guide." Such would be invaluable, giving the current charges by rail and steamer in the course of our usual business, and the average rates of charter from the principal ports with whom we are in connection, Canadian, Lower Province and American.

I am glad to see that you are increasing your quotations of U. S. markets, and if our traders will only endeavour to keep before them the rates of duties charged, your list of prices will greatly tend to stimulate some branches of trade with our neighbours.

As I am a sincere advocate for the extension of our West Indian and foreign trade, and of the extension of the former, via. Quebec and Portland for Lower, and New York for Upper Canada, the rates of freight and insurance from that port to Cuba, Brazil, &c., and our own West Indies, with as much information as can be procured in aid of our export and import trade, together with reports on the state of trade in those countries, would be a means of inducing trial shipments from Canada direct. From conversation with one of the largest shippers of flour in this Province, I learn that an indisposition exists to shipping to such untried ports. I am convinced, however, that reports on the principle of those you receive from Havana, more full if possible, would be a certain means of inducing experiments, which would result in an extensive and eventually thoroughly organized trade. Considering the large export business the United States has hitherto done in native produce to those regions, it is not amiss to believe that all our surplus produce will find a ready and remunerative market there, and it behoves our Boards of Trade to bestir themselves and obtain from all available points, that much needed information, as well as the names of responsible parties to whom produce might be sent for sale. No man will send his goods to an unknown consignee, and it might be well in this matter, that Boards of Trade should encourage the effort of such correspondent, to extend the area of sales of our domestic produce and manufacture. Might we not have a Provincial Board for all Canada, meeting at intervals, and something in the style of the Detroit convention discussing commerce, new openings for trade, and matters for legislation in regard to it. I am informed by the agent of the U. S. West Indian Mail Line of steamers, that that company are about extending their route, and the secretary is at present in the West Indies for that purpose. Evidently American enterprise has not altogether succumbed to high taxation. There is much and well grounded hope for the success of a Canadian line from Halifax via. New York to the West Indies, and I hope that before the fall we shall have at least one good company in operation—a satisfactory and safe conveyance with trustworthy consignee, will be the first means to give confidence to our exporters.

If your Journal will give as much support and attention to our new foreign commerce as our Intercolonial has hitherto received from you, our trade will have a considerable aid towards its success.

HAMILTON, 2nd April, 1887.

J. S. L.

Mining.—From present appearances, mining operations will be pushed on with great vigour, whenever the snow disappears. Already extensive preparations are being made, and the coming season bids fair to be one of unusual activity in this branch of business. As formerly announced indications of gold have been discovered in the neighbourhood of Perth, and several prospecting parties propose setting out at an early date, with a view to making explorations in the districts wherein the precious metal is supposed to exist. Phosphate of Lime, Iron, and Lead, will also be mined by various companies and private individuals, and altogether the mineral resources of the County of Lanark are likely to be fully and speedily developed. —Perth Courier.

THE GRAND TRUNK FROM AN ENGLISH POINT OF VIEW.

ANOTHER sheet of accounts similar to those presented in late times will probably appear for the past half-year. The Equipment Mortgage Interest and the rents will of course be paid in cash, including the working engagements. There will be bitter disappointment unless the First Preference receive their interest in cash, but the profits may not go further. The Second, Third, and Fourth Preferences may still have to put up with paper interest.

It is curious to observe how contentedly most Second, Third, and Fourth Preferences acquiesce in the First Preference taking cash while they themselves go without, but this phenomenon is not without satisfactory explanation. The fact is the holders of the after Preferences mostly hold also in the First Preference Bonds, so that if the First Preference received no interest in cash, the holders in question would have no money interest at all from their Grand Trunk investments. Moreover, if the First Preference were stripped of their cash interest, the Second, Third, and Fourth Preference securities would fall, along with the First, to a much lower position in market value, and all classes in the Company would feel sorely vexed.

Paying the First Preference seems to be regarded as a sort of compromise between the various classes, a compromise in which right is respected as well as the interests of the parties, for it is admitted that the First Preference are as first mortgagees, having the first claim upon the income, and not to pay them would be lamentable indeed.

It is extremely unfortunate that the Grand Trunk cannot do more than it does in the way of satisfying the just claims of the parties who found the money for its construction. The whole capital which concerns the Company, commercially estimated, amounts to about £15,000,000. The annual gross revenue of the Company already reaches £1,350,000, and yet only about £350,000 a year is distributed amongst the holders of securities. The rents (including the worked lines and certain small interest charges) are paid, and absorb about £200,000 a year; the Equipment Mortgage £30,000 a year, and the First Preference £115,000, in all (say) £330,000 a year, the rest, the £1,020,000 a year going as working expenses (including the heavy stem of renewals), excepting something to the postal and military bondholders. Canada, we may say, gets £1,000,000 out of the £1,350,000 per annum earned as gross traffic yet Canada is crying out for more, and complaining, if we understand the complaints aright, that every shilling earned on the line is not spent on the line. She seems to be indignant that any class of capitalists in the Company should think of drawing interest until the whole line is paid in first class order. According to this view of the case the first and only duty of the Company is to benefit Canada.

We admit that the Grand Trunk railway is but partially renewed and improved to the extent to which it is necessary, but while renewing and improving at a wholesale rate, the Directors must consider to some extent the claims of parties in the Company, and in fact they are bound to pay the rents, &c., and the Equipment Mortgage Interest. They could certainly until the end of 1873 strip the First as well as the Second, Third, and Fourth Preferences of their cash interest, but in that case they would give great dissatisfaction at home, and involve the Company in a sea of trouble and internal dissension. No, we are content, if we may so say, to give Canada £1,000,000 a year out of the £1,350,000 earned, but not exactly all of it.

If the Grand Trunk had plenty of capital, we doubt not full 45 per cent. of the £1,350,000 annual revenue would be divisible as genuine profits amongst the capitalists in the Company, as far as those profits would go, and they would go so far that the Fourth Preference would be nearly completely satisfied. In our judgment the Company are spending from £150,000 to £200,000 a year in permanent improvements, &c. This operation continued for a few years will bring the Grand Trunk out very much as the Great Western of Canada has come out after its renewing.

In the depressed circumstances of the Grand Trunk, the wisest and most benevolent course would be to raise the much needed capital, and let go all the revenue profits to the several preferences in their order; but it is very well to talk thus—how are the Company to raise new capital? Unless the Government of Canada will do something the Grand Trunk must do what they have to do out of revenue, but if the Company were supplied with sufficient capital the new work would be done much quicker, and it would be all the better for Canada.

If £200,000 a year is spent on the Grand Trunk in permanent improvements of the way, &c., and if this £200,000 really comes out of the pockets of the Second, Third, and Fourth Preferences, be it remembered that these Preferences receive their fixed rates of interest in paper, that is the Second Preference in so much Second Preference Bonds, the Third Preference in Third Preference Stock, and the Fourth Preference in Fourth Preference Stock. If they want money interest they can sell their paper dividends, but only at a great sacrifice, which would be still greater if the First Preference cash interest were stopped. Paying the First Preference has the effect not only of keeping the First Preference up to a decent price but of dragging up the after Preferences to prices higher than if all the Preferences were uncovered. The First Preference would certainly be much higher than it is if the after Preferences were paid, but it would be much lower than it is if it were left without cash payments and with a fall in the First Preference there would be a fall in the after Preferences.

If the Company continues spending £200,000 revenue profits on the line and stock for the next four or five years, the line, &c., will doubtless be in admirable condition by the time the Halifax line is opened, and then the Grand Trunk will be a good property—but it cannot be this good property, it may even remain a

miserable one, unless money is spent in effecting substantial renewals, &c.

It may be that this renewing can hereafter be done, paying the Second and even the Third Preference in cash, at the same time. It is a question of traffic increase.

We have written the foregoing under the impression that the Second Preference will not have cash for the past half-year. We have, however, no certain knowledge upon the point and shall be only too glad if we are mistaken, and the Second as well as the First are paid.

In the first half of last year the First Preference were paid. In the second half of the year the traffic is £50,000 or £60,000 more. How comes it then that the weaker half of the year pays the First, and the stronger does not more? The answer, we imagine, will be found mainly in one item of charge—the renewals of the permanent way. Only £26,250 was the charge for these renewals in the first half of last year, but as £100,000 a year for renewals of the same is supposed to be about the right figure we shall not be surprised to see nearly three times £26,250 in the past half-year's accounts, and if so we shall be surprised if more than the First Preference receives cash—if there below the First Preference are so paid.

We may remind our readers that the past (December) half year has been a remarkably dull one, and had it been brisker the Second as well as the First may have been paid; that in the corresponding December half of 1865 not even the First Preference was paid, and therefore it is an improvement to pay on this occasion the First Preference.

We also recommend them to study the following paragraphs in the Directors' report for the second half of 1865. It gives an insight into what the Company are really doing. (Italics ours).—"The course which the Bond and Stockholders have permitted the Board to take in reference to detaching the net profits for a short period, to works of improvement, consecutive of the property, has mainly enabled the board now to announce that with the exception of the bankers' balances in Canada, covered by securities, the undertaking was on the 31st December last free from liability, or debt to suspense account, while the net revenue (these italics are the report's) alone has now paid for the whole ordinary and extraordinary renewals undertaken since 1861, amounting in total to a sum of no less than £26,865."

Consider this—also the following in the same report—"It is to be observed that, but for the extraordinary charge against revenue for renewals, exceeding the estimate of past years by over £100,000, and the loss on American currency of £59,000, a sum of say \$160,000, would have been available for division on the Preference Bonds and stocks—sufficient to pay the full half year's interest on the First, Second, and Third Preferences, and a fraction over on a half per cent on the Fourth Preference Stock. It must, however, be expected that the cost of renewals will be considerable for some time to come. Suggestions have been made to the board in reference to the terms on which additional capital should be provided in order to secure the more rapid development of the revenue, and to provide the necessary of further interest, by renewal debts, with the profits available for interest, upon the Company's bonds and stocks. These suggestions are now under consideration." The suggestions in question, we believe, never came to anything. If new capital could be raised, upon moderate terms, we should see all the Grand Trunk securities at a high price, compared with that at which they now range, for then the profits would go amongst the Preference holders, and no large proportion would be used in renewing and improving the line, works, &c. But at present there is no hope of such capital being raised.

The course the Company are now taking is sound, and will bring it out a flourishing concern at a future date, but doubtless it is not very agreeable to Second, Third, and Fourth Preference-holders to be without cash dividends.

The real position of the Grand Trunk is very little understood, and perhaps never will be until the full payment of dividends unmistakably declares it. People read a statement showing why dividend is not paid, but of those who understand it few remember it. Ah, however, know what dividend is, and appreciate the stock yielding it.—*Heraclitus's Railway Journal.*

THE LUMBER TRADE—PROSPECTS FOR THE COMING SEASON.

(From the Annual Circular of Woolner and Garrick, Chicago, March 26.)

WE hereby lay before you our annual circular, compiled from personal observations made during extended trips throughout the principal parts of the territory supplying our market with lumber, both in Michigan, Wisconsin, and Canada, and from reports obtained through the most reliable sources.

Our observations in Upper Canada were, that in the first part of the winter the country was visited generally by a heavy fall of snow to the depth of two feet,—this was before the ground in the woods had become frozen. An absence of snow storms for some weeks, during a clear, cold period, finally made a bottom for hauling, and the operations in the woods throughout the country have been carried on with much success.

In the Georgian Bay regions there is still plenty of snow, and logging operations continue to be successfully prosecuted.

While writing upon this part of Upper Canada, it is but justice to say that it contains nine tenths of all pine, suitable for lumber and timber, in the Upper Provinces. Large forests of pine, extending from the shores of Lake Simcoe to Collingwood, and thence northeast to Wabashene, the River Severn, Lake Muskoka, Perry Sound, and with little interruptions around the entire

northern shore of the Georgian Bay, embracing many hundred miles.

So large a tract of valuable pine country bordering upon lakes, bays and rivers, all accessible to vessels of the largest capacity, must give to this country superior facilities for lumbering operations, making it a most valuable portion of Canada.

Labor being cheap and plenty, and the pine easily accessible, there is no difficulty during ordinary seasons in securing a full supply of logs at such prices as to make it remunerative, even under the importation tax of the United States.

The anticipated abrogation of the Reciprocity treaty with the United States, at the commencement of the season of 1867, turned the attention of manufacturers of lumber to seeking a market outside of the United States, excepting for the superior kinds with which the United States Eastern markets have to be supplied, to a greater or less extent, in all seasons.

The high rates ruling for all kinds of lumber in the Western States—supplied from Chicago—made it a good paying business to all those parties in Canada who shipped lumber to our market last year. This has naturally caused an extension of logging operations in Canada during the present season, and it is fair to presume that the quantity put out for our market is very much greater than in any past year. The quality also is good, the lumber made therefrom running very uniform, and stands high in our market.

The old stock of lumber on hand at this time, in the Eastern United States markets, is understood to be large in comparison with other years, particularly so at Albany, Cleveland, and Toledo.

It has been customary for buyers from those places to make contracts in Canada for lumber during the winter, but so far as our opportunities admitted we did not hear of but one trifling transaction of the kind. This may be accounted for, to a certain extent in consequence of the general prevailing feeling among business men of all classes in Canada, that we must shortly have a commercial crisis in the United States; a fear arising from want of information as to our vast resources and the business energy of our people. We therefore look forward to receiving a much larger quantity of lumber from Upper Canada during the ensuing season, than for several years past.

We have not alluded to the lumber productions of the Georgian Bay region, as that almost entirely goes to Quebec. But, in justice to that section of the country, we have to state that the quantity of this article put out this season is very large, and considered fully equal to previous years by those competent to judge. This timber is got out from the very choicest of logs, with the four sides slightly hewed off; and, being intended for finishing lumber, or what are called "box boards," the trees are cut at the first appearance of defect or knot.

From careful observations made throughout Michigan, Wisconsin, and the Green Bay districts, we arrive at the conclusion that the supply of lumber for 1867, destined for this market, will be ample. The sudden and wide spread thaw during the month of February, put a stop to operations and the feeling gained ground that only a very limited crop of logs would be secured. Preparations on the very largest scale had been made, and, but for this temporary check, our market would most certainly have been glutted. The receipts here in 1866 were very close on to seven hundred million feet, board measure, and the expectations for 1867 were as high as eight hundred or one thousand millions, an amount far in excess of the probable demand. The danger of overstocking the market has been averted, but the frost setting in again, with an occasional fall of snow, so as to keep the roads passable, has also dispelled the fear that the mills might be idle.

To the best of our belief, the supply from the different points on Lake Michigan will fully reach the figures of 1866, and from the east shore of Michigan (to amount of lumber seeking a Western market will be greater than during the previous years. The only place where the total amount produced in 1867 may fall a little short of 1866 is Saginaw, and even there the difference will be slight, if any. The feeling at Saginaw is very healthy, and it is the only point on our lakes where a stock of last year's lumber is on hand—about fifty million feet being piled on the docks there. This has mostly been bought up by this time, the larger share for this market, part only going East. The prices here are \$7 for culls, \$14 for common, and \$40 for the three upper grades. This is for dry lumber. For lumber to be sawed sales have been made at \$6, \$12, and \$40.

Our market is better stocked with uppers than with common and culls, and our dealers are not over desirous of purchasing lumber with a too large percentage of clear.

The logging on the Upper Mississippi river has been continuous and very fine, so that a larger crop than ever may be expected from there. This lumber, of course is used almost exclusively to supply the wants west of the Mississippi, and large quantities go as far as St. Louis, Mo. However, it is not very rich lumber, not averaging over 16 per cent uppers; and, being all railed, leaves a large demand for the finer grades of lumber, which is supplied from this market, or from Saginaw direct.

The St. Louis dealers buying at Saginaw are only looking for the very best of stock, the freight on the common being too high to make it profitable.

From our observations, we come to the conclusion that the whole amount of lumber from all points (Canada included), seeking a market here in 1867, will be somewhere from seven hundred to eight hundred million feet, board measure, and from all appearances, the demand will be fully equal to the supply, and we expect a very healthy trade, with remunerative prices.

The condition of our farmers is such that it precludes any probability, not to say possibility, of a collapse or financial crisis during this year. The chances for

fair crops are as promising as ever, and prices so inflated that the farmer, the star of the Western States is out of debt, with ample means to improve as he feels inclined.

The tendency of every article of merchandise may be in nominal decline on the same scale as we approach nearer to a specie basis, but lumber certainly stands as far a chance to command a remunerative price as any other commodity.

STOCKS OF LUMBER, & C. ON HAND IN CHICAGO.
The following table shows the stocks of lumber, lath, and shingles on hand Jan 1, 1867, as compared with those of former years

	Lumber	Lath pes.	Shingles No
1857	125,499,000	29,948,000	22,264,000
1858	163,473,633	27,385,000	29,621,000
1859	123,473,640	10,245,600	21,273,000
1860	128,155,000	13,479,000	24,963,000
1861	14,203,000	10,329,000	21,754,000
1862	78,643,878	7,321,000	15,367,000
1863	73,690,500	5,594,450	22,459,000
1864	92,285,789	6,776,000	35,875,000
1865	90,904,000	7,000,000	28,000,000
1866	137,661,551	8,801,200	19,846,000
1867	171,068,591	19,765,490	47,120,000

GOLD MINING INTELLIGENCE.—In bestowing the name of Eldorado upon the village which he laid out upon his farm, Mr. Moore appears to have been, unconsciously, a prophet, for it turns out to be a veritable golden ground. The rumour that gold had actually been discovered in the centre of the village which reached Madoc on Monday, created quite as much excitement as the news did that gold had been found in paying quantities at the Richardson Mine. There was of course a certain amount of incredulity which attaches to a report which is felt to be too good to be true. Besides which, Monday was the "First of April," on which occasion it is quite legitimate, according to custom, to make any number of "fools," by tales, no matter how wonderful, provided they are not altogether impossible. We confess also, to sharing in the incredulity, for another reason, namely, that while passing through Eldorado recently, and hurrying to overtake some one ahead, we noticed two men at work almost on the very spot where the new discovery has been made, one of whom called out that he had just found gold in removing a small stump from the ground. We considered it at the moment merely as an attempted "trick upon travellers," in which opinion we were confirmed by hearing no more about it at that time. Now, however, we are inclined to think that there is something in it, as we find full faith reposed in the reality of the discovery by gentlemen who can be relied upon. We have been furnished with some particulars about it by Mr. John N. Moore, whose word is sufficient guarantee with all who know him. It appears that while Mr. Jacob Acker, a carpenter, was digging a hole for the corner post of a house now being erected on lot No. 7 in the village of Eldorado, he handed out some of the earth to Mr. Rees, the owner of the lot, who washed it, but on a cursory examination did not find any signs of gold, and was going to throw the dirt away. He, however, laid it aside, when it was afterwards further washed by Mrs. Rees, who, on examining the residue with a magnifying glass, found some particles of gold. Mr. Moore informs us that he himself counted nearly forty specks of the precious metal in a small quantity of the washed earth spread out roughly on a shingle. This discovery of course created great excitement in the village and neighbourhood, and on the following day, Tuesday, Messrs. A. Moore and Acker obtained the assistance of a California miner to prospect further, and together they found gold again in four different places. From three pans of earth on Mr. Acker's lot, they obtained eighteen particles of gold, one of them large enough to be estimated to be worth fifteen cents. As there will naturally be some doubts of the authenticity of this discovery, we may further state that Mr. J. N. Moore says that a dozen responsible persons are willing to make affidavit that the gold was really found in the manner and in the locality above mentioned. The importance of this discovery can be easily understood, if not precisely estimated, as tending to show that gold may not only be found in the rocky hills but in the low lands of this locality as well. The disappearance of the snow will doubtless very soon lead to a good deal of prospecting in similar places. Since the above was written, Mr. John N. Moore has sent us word that he has found gold by the edge of a *swale* at the foot of a large hill on the east half of 15 in the 6th concession of Madoc. He obtained about thirty "shows" of leaf gold. *Madoc Mercury*

The Newfoundland Sealing Fleet.

The outfit from Harbor Grace this spring consists of 64 sailing vessels and 2 steamers; from Carboneau 22 sailing vessels, from St. Johns 6 steamers and 23 sailing vessels. The total tonnage of vessels from St. Johns is 13,783, manned by 161 men, being a slight decrease on last year's fleet.

The *Newfoundland* of the 15th says.—From the time of the departure of the sealers the winds have been adverse to the voyage. The northeasters, which had not before visited us this season, set in just after the vessels had got to sea, driving large numbers of them with the ice to the southward, from the continuance of this wind they must all or nearly all have been ice bound along the coast. This state of things was causing great and general anxiety on this account, when on last night welcome relief was afforded by a shift of wind to the south and westward, clearing off the ice, and no doubt setting the vessels free to prosecute the voyage. We trust that the result will prove that little or no damage has been sustained from the late loss of time.

The Harbor Grace *Standard* reports seals plentiful at White Bay and Twillingate.

HALIFAX TRADE REPORT.

HALIFAX, March 30th, 1867.

BUSINESS for the week has been moderately active, especially during the latter portion; the arrivals from sea yesterday were more numerous than usual and we may fairly say the spring's business is about commencing. The imports since our last review are large, but the exports fall somewhat short of last week. The high price of breadstuffs will operate to some extent against a large outfit for the spring fishery, more especially as our American neighbours still persist in maintaining high duties on our staple produce.

BREADSTUFFS.—Flour is without material change, but is not so firm; holders are not disposed to sell under \$9.75. Two small lots were sold at public sale at \$9.55 to \$9.60, however this cannot be considered indicative of the market; an active demand must soon take place and prices will be maintained. Corn Meal not in active request, but rates are unchanged, large lots may be purchased at \$4.90 for Brandywine. The receipts for the week are: from Canada, 3229 bbls and 40 bags flour, 43 bbls rye flour, and 100 bbls oatmeal from United States, 7.5 bbls rye flour, 694 bbls corn meal 71 bbls beans.

FISH.—Cod, hard cured is still enquired for and is firm at quotations. Bank Bay Labrador is dull with limited enquiry, in fact it is almost impossible to effect sales of Labrador. Mackerel has been in good demand, a considerable quantity of Nos. 1 and 2 large have changed hands lately, and have been largely exported to United States, No. 3 large have also been in good request, principally for the West India markets. Alewives firm and much enquired for; Salmon quiet; Herring, Labrador dull with no enquiry. Bay of Islands firm at \$3.00 with a fair demand, the enquiry is limited for George's Bay and Shore herring. No receipts for the week. The exports are as follows:—

To West Indies: 550 tierces, 743 drums, 518 boxes, 190 half-boxes codfish; 60 tierces, 679 drums, 45 boxes, 103 half-boxes scalfish, 407 bbls, 8 half-bbls, 5 kits mackerel; 291 bbls, 1 half bbl herring; 1 bbl, 10 kits salmon; 174 boxes smoked herring.

To United States: 459 qts codfish, 5179 bbls, 165 half-bbls mackerel, 1162 bbls, 16 half-bbls herring, 10 tierces, 30 bbls salmon

To Canada: 239 bbls herring.
To New Brunswick: 100 bbls, 25 half-bbls herring.

FRESH.—Dull, quotations nominal. The imports for the week, 51 bbls, 42 bags dried apples from United States

OIL.—Cod unchanged. Kerosene is not in much request, the stock is beginning to accumulate. The receipts this week, 414 casks Kerosene from U. States.

PRODUCE.—Is without change; there is little demand for either potatoes or oats just now, transactions being confined altogether to retail. Butter is in better demand and prices are a shade higher for a prime article. The imports for the week, 185 packages butter from Canada, and 20 packages from United States. The exports, 128 packages butter to West Indies.

PROVISIONS.—Pork, Mess is in fair demand, and quotations remain the same. Other descriptions quiet. Beef dull. Lard in fair request, we expect to see prices advance as soon as business becomes more active. The imports for the week, 65 bbls pork from Canada, 40 bbls port and 150 tins lard from United States.

WEST INDIA PRODUCE.—We have no change to note in prices. Molasses has been more active, and some sales have been made this week, but there has been no advance in rates. Sugar is firm but transactions have been limited, and we cannot advise any change in quotations. Rum quiet. The imports for the week, 97 hds and 47 bbls sugar; 275 puns, 21 tierces, 19 bbls molasses, 25 puns rum. The exports, 23 hds, 7 tierces, 55 bbls sugar to Canada. 20 hds sugar, and 45 puns molasses to New Brunswick. We have to note the following imports:—From Canada, 100 boxes tobacco. From United States, 10 hds leaf tobacco, 863 hides leather. From Great Britain, 20 bbls refined sugar, 333 tons, 563 sacks salt, 100 cases, 20 qr-casks brandy, 67 hds, 12 bbls, 6 kilder kins ale, 5 hds porter, 100 cases beer, 112 bbls oakum, ex Peccies from London, also 1456 packages dry goods, hardware, &c., ex steamers China and Olympus. We have also to notice the following exports:—To West Indies, 60 M hoops, 4 M tumbler and 63 M shingles. To New Brunswick, 9 bbls codoil.

FREIGHTS.—Three vessels have been chartered for West Indies this week, and one for United States. Money matters are unchanged.

ST. JOHN TRADE REPORT.

ST. JOHN, N.B. April 5, 1867.

SOME slight improvement has been manifested in the business of last week, and although the money market still continues very stringent and the difficulty of obtaining accommodation even for undoubtedly good paper, is as severely felt as ever, yet the feeling is gaining ground that the worst is past, and that a few weeks at the latest will bring about the much needed change. It is very gratifying that a period of such long continued and unusual depression should have been passed through without any business failures, and this shows conclusively that monetary pressure has not in any sense been the result of over-trading or speculation, but is simply due to the actual want of the necessary banking facilities for carrying on the business of the country. We believe that fully double the amount of the present banking capital of the Province could find perfectly safe and legitimate employment, without in any way interfering with the profits of the existing institutions.

The shipping arrivals have been moderate. There have been two vessels from the West Indies with molasses and sugar; two from Boston with general cargoes; one from Philadelphia with coals, and the steamer "New England" from Portland with flour. The steamer "Nestorian" arrived from Liverpool via Portland on the 2nd and after discharging a few goods proceeded out into the harbor to load with deals.

LUMBER.—The clearances of wood laden vessels for the week comprises the "Nestorian" with deals for Liverpool; a large for 1 earthen loads and a brigantine for Cork also with deals, two vessels for Havana with boards and shooks and one for Boston with board's

The schooner "Ambro" for Barbadoes, took an assorted cargo consisting of 25,000 feet boards, 127 kegs nails, 277 bales hay, 42 tons gridstones, 70 doz. spails, 40 doz. h-d-o, 5 boxes clothes pins and 100 bxs smoked herrings.

Statement of exports of lumber from the port of St. John for the month ending 31st March, 1867, as compared with the corresponding period in 1866.—

	1867.	1866
Deals and Deal Boards, s f	6,012,637	5,824,185
Sawing Boards and Planks s f	3,011,203	2,101,982
Pine Timber, tons	314	314
Hitch Timber, tons	424	210
Pickets and Palings, M	110	107
Laths, M	131	129
Lathwood, cords	54	43
Sugar Shooks	133,834	73,763
Sleepers	1,300	1,111

The miscellaneous exports of the month have been as follows.—25 boxes building stone, 100 bbls herring, 13 hds bbls shad, 100 boxes smoked herring, 10 casks molasses, 12 horses, 3 crts sheepskins, 57 bbls & 7 crts rags, 6 cks vinegar, 35 cks gin, 1,500 bush salt, 504 bbls hay, 379 bars iron, 406 sewing machines, 35 bbls Manganese ore, 1,751 spruce poles, 1,535 railway ties, 6 cases matches, 22 pieces car rafters.

FLOUR, & C.—The flour market has been without any material change since our last report. The demand continues steady and though there are no large transactions, yet there is quite a considerable retail demand—particularly for the better qualities of Superfines, which appear to be increasing in favor among consumers. The receipts of the week have been somewhat in excess of the immediate requirements of the trade, but stocks had become much reduced, and we think that all that is here, or likely to arrive, will be wanted by the time the river opens and the country demand begins to be felt. The market is firm at our quotations.—Strong Superfine, \$9 to \$9.25, Superfine, \$8.90 to \$9; Oatmeal, \$6.25 to \$6.50; Rye flour, \$6.25 to \$6.50. Corn Meal, \$4.50 to \$4.75.

PROVISIONS, & C.—There is not much change to report in this department. Pork has slightly advanced, and may be quoted at \$21.50 to \$22 for American Mess. There have been some arrivals of American Pork, which is principally taken in bond for ship's use. When the river opens, there will probably be a further demand for lumbering purposes, for which American Pork seems to be preferred to any other. The stock of molasses and sugar has been still further increased by two West India arrivals. The demand at present is very light, and prices have got down so low that holders prefer storing or accepting any further reduction.

E. & N. A. RAILWAY (St. John to Shediac).—Comparative Statement of Traffic Returns for the month of March, 1867, as compared with the corresponding period of last year:—

	1867.	1866.
Passengers	32,319 33	33,499 76
Freight	7,993 32	6,219 04
Mails and Sundries	528 51	643 97

Increase in March, 1867, over 1866, \$1,648 32.
A remarkably fine ship named the "Ross Bonheur" was launched from the building yard of Messrs. J. R. Reed, on

the 4th inst. She is a spruce ship, built of the very best materials, and fastened throughout in the most thorough and substantial manner. Her dimensions are 180 feet keel, 29 ft. 10 in. beam, a d 23 ft. 6 in. depth of hold. She is 1,388 tons measurement and is classed 5 years at "English Lloyd's," and 6 years "French Veritas." Mr John Frederickson, who was the designer and builder of the celebrated clipper "Marco Polo," was also the master builder of the "Hosa Bo'heur."

The Montreal O. S. S. Company's steamer "Nestorian," Capt. Dutton, arrived in this port on the 3rd inst., and after discharging some goods, proceeded to load with deals. She left on the morning of the 5th, for Liverpool, via Portland, having completed her loading in less than 48 hours. This splendid ship was an object of general interest and a miration to all who could get a sight of her during her short stay and was justly regarded as a magnificent specimen of enterprise both on the part of her builders and the Company who are fortunate enough to own so fine a vessel.

BY TELEGRAPH.

St. John, N.B., April 10, 1887.

BUSINESS somewhat improved; steady retail demand for flour, but no large transactions, prices advanced twenty-five cents per barrel. Strong superfine \$9.25 to \$9.50, ordinary brands \$9 to \$9.25. Receipts of week 6000 barrels. Pork firm; American Mess \$21.50 to \$22. Prime \$19 to \$20.

MONEY MARKET.

MONEY continues in moderate demand at unchanged rates. Sterling exchange has advanced slightly in sympathy with the higher rates at which it has been selling in New York, 109½ being yesterday's quotation for Bankers 60 day bills in that city. Here, sales have been made for to-days mail at 109½ to 109½, cash for Bank 60 day drafts, and 109½ to 110 for sight. Gold drafts on New York selling at par.

GOLD in New York has been fluctuating to a considerable extent. In the early part of the week, news of the uncertain condition of affairs in Europe, and a decline of United States bonds in the London Stock market, caused a flurry in gold, sending it up in successive advances to 133 on Wednesday afternoon. Yesterday it was a little easier, declining to 132½. U. S. currency and drafts on New York have sold at from 27½ to 26 per cent discount.

SILVER is scarcer and in demand, buying at 3½ to 3½, and selling at 3 per cent discount.

THE DRY GOODS TRADE

- | | |
|--------------------------|--------------------------|
| Hullie, James, Co. | MacKay, Joseph, & Bro |
| Keckhage, Frank & Co. | May, Joseph. |
| Johnston, James, & Co. | May, Thomas, & Co. |
| Clark, Lewis & Co. | McIntosh, Jack & Co. |
| Clark, Jas. F. & Co. | McIntyre, Deacon & Co. |
| Cartson, T. James, & Co. | Moss, S. H., & J. |
| Davis, Welsh & Co. | Muir, W. & R. |
| Ewart, Sherwin & Co. | Murderloh & Stoencken. |
| Seale & Hodgson. | O'Flynn & Co. |
| Gash, Bros. & Co. | Robertson, A. & Co. |
| Gunnor, J. V., & Co. | Robt, James, & Co. |
| Greenhalgh, S., & Co. | Stephens, William, & Co. |
| Hinton, James, & Co. | Stirling, McCall & Co. |
| Lewis, Kay & Co. | Thomas, Thibodeau & Co. |
| Marfiane, A. & Co. | Wicks, George & Co. |
| Mackenzie, J. O., & Co. | |

TRADE has not been so vigorous as anticipated, or desirable during the past week. A good many buyers have been in town, but they are generally acting cautiously, and purchasing very sparingly, just sufficient to assort stocks for the present, intending to come down again, or supply their wants by ordering should trade open fairly, and thus warrant the addition to their purchases. We learn that from some districts, merchants are complaining that trade slackened off to nearly one-half after the first of January, and in consequence they have more goods on hand than is usual at this season of the year; with caution, however, and a reasonable amount of trade, things will right themselves by the fall. Stocks in the hands of importers are still large and well assorted; we hear but few complaints of any one department being short stocked.

Some lines appear to be in excess of the demand, among them woollens, yet as the season is still early, they will doubtless be materially reduced before the close of the season. Imports for this port now begin, as we anticipated, to show a considerable reduction compared with the last year, and this reduction we feel assured will continue to increase for the re-

mainder of the season, as nearly all the goods are forward.

COTTONS are getting well reduced, and stocks in this market are not heavy, this is well as prices have gone down both in Liverpool and Manchester, the raw material being now nearly, if not quite, one penny per lb. lower than at the lowest point last December; we hardly think this reduction is fully met in goods, as for some time manufacturers were complaining that they were making goods at a loss, and were endeavouring to change this state of things by trying to obtain a profit on what they sold, quotations for some standard goods have not yet been reduced still we should say goods of all kinds would be easier to buy now, than at the lowest point of December, and, in some classes of goods prices are lower.

LINENS of the better class continue firm with a tendency to a rise on the other side. Stocks are well assorted here.

WOOLLENS move off sluggishly, and appearances would indicate that there is a surplus of this class in the market.

SILKS continue to rise, this will have the effect of reducing the consumption and thus work its own cure, all fine raw silks are reported from six-pence to one shilling advance on the other side. Stocks are light here.

Remittances from the country have been much less during the past three weeks than was expected, this is doubtless owing to the bad state of the roads, we may now look forward to a considerable increase both in number and amount, as the roads mend and spring trade opens. On the whole we report a fair amount of trade for the season, and generally to the satisfaction of all parties concerned.

THE HARDWARE TRADE.

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|---------------------------|------------------------|
| Brash, George. | Ireland, W. H. |
| Chisholm, A. & Co. | Kenshaw & Edwards. |
| Craib, & Caverhill. | McLennan, Watson & Co. |
| Currie, W. & F. P., & Co. | Malholland, & Baker. |
| Evans & Evans. | Robertson, Jas. |
| Ferrier & Co. | Round, John & Sons. |
| Fraser, F. H. | Sims, F. H. |
| Gilbert, E. E. | Waddell & Peare. |
| Hall, Kay & Co. | Winn & Holland. |

THE orders received for shipment on and after 1st instant were heavy, and in consequence stocks are much reduced in all staples. Orders are now beginning to come in for shipment first open water, but many of these will have to lay over for spring arrivals.

PIG IRON.—The steel in hand is reduced much lower than it has been for years, and all now held is wanted for consumption before any can arrive by the river. We continue our quotations as before, which is the rate lots now held are selling at. Some lots to arrive have been offered at \$23 for Summerlee and Eglinton, and we hear of sales at this figure for some lots for Western States. So far but few orders have been received from Western Canada, although stocks in consumers' hands are very short.

BAR IRON.—Many sizes of rounds, squares, and some flats command 20c to 30c above our quotations and some sizes are not to be had at all till new arrivals. We hear of some lots to arrive being offered at 13s for Scotch ex ship, but in consequence of the high rates of freight paying from Glasgow, it is hardly probable that prices will go much below the prices of last fall.

HOOP AND BAND IRON.—Is still in pretty good supply, and can still be got of all sizes at quotations. A large lot of hoops of some sizes have come in by Portland and are offered under the regular quotations.

TIN AND CANADA PLATES.—The market is not active in either. Canada Plates are in very small supply, but are firm at price quoted. In Tin Plates Charcoal are not held largely and consequently prices are firm, as all held here will be wanted before new arrivals. In Coke and Terne Tin for roofing the stock is very light and prices in consequence firm.

BOILER PLATES.—The market in these is unaltered. The stock of ½ inch is in excess of wants; in other thicknesses the market is nearly bare.

CUT NAILS.—Prices are firm at our quotations, and as two of the mills have stopped work till May, the present stock on hand will all be absorbed by the orders in hand for delivery in May and June. Shingle nails are already scarce, and there is a demand for lath at fully 1s, to 1s. 6d above our quotations.

SHUPL GOODS.—Holders of staples are firm in prices, and inclined to get fully as high as last year, many orders are lying over for execution till spring arrivals.

THE GROCERY TRADE.

- | | |
|--------------------------|------------------------|
| Anderson, John & Co. | Kingsan & Kinloch. |
| Baldwin, L. H., & Co. | Leeming, Thomas & Co. |
| Chapman, Fraser & Tyco. | Mitchell, James. |
| Childs, George, & Co. | Phelan, Joseph. |
| Davie, Clark, & Clayton. | Robertson & Beattie. |
| Hyslop, Moore. | Robertson, David. |
| Keamler, Jules. | Sinclair, Jack & Co. |
| Frank, J. C., & Co. | Tiffin, J., & Sons. |
| Gillette, Moffatt & Co. | Thompson, Murray & Co. |
| Jeffery, Brothers & Co. | Torrance, David, & Co. |
| | West, Bros. |
| | Winn & Holland. |

THE quietness noticed in our last report still continues, and both the jobbing city trade, and the trade with the western merchants, during the past week has been exceedingly limited.

COFFEE.—Very little doing. Small sales of Java at 25c to 26c.

FRUIT.—Sales of Layer Raisins in lots at \$2.25. Holders are asking \$2.05 for M.Rs. Currants are without much demand.

MOLASSES.—The demand as usual at this season when the roads are breaking up is limited. Some lots of new crop Cuba just received, are being stored in anticipation of higher prices.

RICE.—Is without much animation; held at \$3.90 to \$4.10 for Arracan, with small sales at \$4.

SUGAR.—Late advices from New York, West Indies and Halifax, have tended to make holders firmer, and with limited imports it is inferred that price are at the lowest. We hear of sales fair to good Cuba at \$7.50 to \$7.75 per 100lbs.; and for a cargo of new crop Porto Rico, \$8.25 to \$8.50 is demanded.

SALT.—Liverpool coarse is a little easier, and round lots can be bought at our inside quotations. The stock is becoming gradually reduced. Fine salt is firm, at somewhat higher rates.

SPICES.—Black pepper is offering in lots at 8½c, but we do not hear of any transactions. A large sale of nutmegs has been made at 42½c. Very little doing in other spices.

TEAR.—Trankays are scarce and in demand, all offering being readily taken at from 35c to 40c. Japans are very quiet. Greens are without change, but firmly held.

MONTREAL PRODUCE MARKET.

- | | |
|-----------------------------|--------------------------|
| Akin & Kirkpatrick. | Laidlaw, Middleton & Co. |
| Cameron & Rice. | Leeming, Thomas & Co. |
| Crawford, James. | Mitchell, Robt. |
| Hobson, Thomas, & Co. | Raphaels, Thomas W. |
| Kirkwood, Livingstone & Co. | Sinclair, Jack & Co. |
| | Seymour, C. E. |

FLOUR.—Receipts have been light, and while but a limited demand has existed, the firmness of holders has secured gradually advancing prices in all the leading grades. The higher grades have become scarce, and prices have materially improved, the transactions are, however, of a retail character. Operations in superfine have, with few exceptions, been restricted to single hundred, and broken lots of strong sponging flour, for which full daily rates have been given. Some few sales of round parcels have been made, but rates have not generally transpired. No. 2 and fine of good quality are in fair request at current rates; but the commoner kinds continue quite neglected. Eye flour continues to improve, latest sales have been at about \$6.75 and \$6 is now asked. Bag Flour.—Supplies from all sources have been small, and while the demand has been on an unusually restricted character, it has absorbed all the more desirable parcels offered at full rates. Some inferior samples, though still offered relatively low, are quite neglected.

OATMEAL.—Little has been done on the spot; some sales are noted for future delivery, full rates being maintained.

PEAS.—The advancing tendency in Britain has stimulated prices, and sales for May have been made at higher rates than have recently ruled. Closing rate for good samples, 95c per 66 lbs.

OATS.—Rates on the spot are nominally 32 to 33c., but there are no transactions. Sales are noted at 40c. for Spring delivery.

PORK.—Was early in the week in active demand, and several round parcels changed hands of all grades, principally for the filling of orders now on hand for shipment to the Lower Provinces on opening of navigation. The market closes steady and quiet, but with less demand, and a slightly weaker feeling—prices having declined in the West notwithstanding the advancing tendency in gold. Lard.—Some sales have been made at 9½c.—holders are generally requiring an advance, which buyers are unwilling to pay. Hams, Cuts, &c.—Continue unchanged.

BUTTER.—Some few sales have been made within the range of 10c. to 11c., but there has not been any

Movement among those who hold the orders for the Lower Provinces to purchase any wholesale parcels—holders are asking 11 to 12c, according to quality, and although stocks here are considerable, they are far from excessive, and a moderate demand, which may be looked for at present low rates, will probably clear the market. The local and city demand has been unusually light during Lent, having been amply supplied by the neighbouring farmers who had held till now in hope of some improvement.

SKEDS.—Clover is in good demand at unchanged rates. Timothy continues in overstock and is consequently in very trifling demand at low prices.

ASHES.—Pulver quiet but firm. The stock in the Inspection stores is heavy, and demand from all quarters is light. Pearls—Are scarce and wanted at full rates, but little confidence is felt in the continuance of such extreme prices.

THE LEATHER TRADE.

Hoa & Richardson, Sermour, M. H. Seymour, C. E. Shaw F. & Bros. Smyth & Edrington.

TRADE has been comparatively slack, during the week, inquiries for stock being confined almost altogether to those descriptions which are least plentifully supplied at the present.

SPANISH SOLE.—Very little coming forward, and sales are restricted to small parcels; the stock in market is limited, particularly of the better grades.

SLAUGHTER SOLE.—Has very little enquiry, owing to recent heavy sales of English oak, which has been marketed in large quantities.

HARNES.—There is rather more stock offering, but not of strictly first class, prices are however still very firm.

WAXED UPPER.—The continued scarcity of stock restricts sales, as the demand is fair, and all desirable can be placed readily at fair prices.

BUFF AND PEBBLED.—Common grades are accumulating, and are difficult of sale even at a slight reduction—while prime stock is scarce and wanted.

PATENT AND ENAMELLED.—Continue in light supply with no active demand, at unchanged prices.

CALFSKINS.—Desirable stock is scarce, and could be placed at remunerative prices.

SPLIT.—The receipts have been fair, and sales equally so, at full prices.

SHEEPSKINS.—Are arriving in sufficient quantities for the requirements of the trade. Runsets are selling in round lots about 33c.

HIDES.—Small lots continue to arrive, and are placed without difficulty at from 9 1/2 to 9 3/4 for green salted.

ASSIGNERS APPOINTED.

Table with 3 columns: NAME OF INSOLVENT, RESIDENCE, NAME OF ASSIGNER. Lists names like Abbott, Richard, Amos, John, and assigners like Thos. Churcher, L. Lawson.

APPLICATIONS FOR DISCHARGE.

Table with 3 columns: NAME, RESIDENCE, DATE. Lists names like Armstrong, F. W., Barbeau, Joseph, and dates like 11, 12, 13.

WRITS OF ATTACHMENT ISSUED.

Table with 3 columns: DEBTOR'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE. Lists David Watson, Woodstock, and Hon. J. Buchanan.

The following is a statement of the imports of the principal articles at Montreal, for the Quarter ending, March 31, 1867, and of the goods remaining in bond at that date:—

Table titled 'IMPORTS' with columns for 1866 and 1867. Lists various goods like Wine, Brandy, Gin, Rum, Sugar, etc., with values and quantities.

RECEIPTS OF PRODUCE. VIA GRAND TRUNK RAILWAY AND CANAL.

Table with 4 columns: For the week ending Wednesday, April 10, 1867; From the 1st January to April 10, 1867; To corresponding period 1866. Lists Wheat, Flour, Corn, etc.

CANADIAN SECURITIES IN ENGLAND.

Table listing various securities like Canada 6 per cent. Jan. and July, 1877, and British American Land, with values.

IN THE CLYDE.—For Montreal: Angelen, Myrtle, Abeona, Gleniffer, Pericles, Clydesdale, Polly, Sharon, Queen of the Clyde. For Quebec: Cutbushers, Ladmor, Cameo, Liverpool, Queenshill, Home, Imperial, Research, Bannockburn, Bethia Jewett, Zetou, Tweeddale, Spartan, Carlton, John Bunyan, St. George, (S.S.) For St. John, N.B.: Acadia (S.S.) For Halifax: David McNutt, Athol. For Charlottetown P.E.I.: Empress.

STOCK MARKET.

Large table with multiple columns for various markets: BANKS, RAILWAYS, MINES, BONDS, EXCHANGE, and PRICES OF GRAIN. Lists prices for Bank of Montreal, G.T.R. of Canada, etc.

Ships Loading for the B. N. A. Provinces. AT LIVERPOOL.—For Montreal: Lancaster, Onaida, Pomona, Ardmillan, Forganhill, Ardenlee, Perche, John Ellis For Quebec: McLeod, Tip Tree, Hope, Ben Nevis, Arthur, Exalio Julia, Rajahogopal, Montezuma, Montgomery. For Halifax: Attila, Alice Roy, Liverpool, Tiger, For St. John, N.B.: Americana, John Duncan, Pantheon, (S.S.) Susan L. Campbell, Challenger For St. John, N.B.: Diana, Port Tom, Henriette Grierre, Mand, Walter Balme. For Charlottetown, P. E. I.: J. C. Owen, Undine, Amanda, Helen, Malcolm, Confederation. For Georgetown, P.E.I.: Fannie Gordon, For Newfoundland: Delphi. AT LONDON.—For Montreal: Chandlere, John Bull, Laurel, For Quebec: Allan, Sunbeam, Planet, Lady Bowen, Miranda, City of Hamilton, Union. For Halifax: LaPlata, Forest Queen. For St. John, N.B.: Scotia, Chocla. For St. John, N.B.: Colborne Brown. For P. E. Island: Abeona, Loina. For Newfoundland: Beagle.

MONTREAL CATTLE MARKET.

Extra quality Cattle, none; First quality of Cattle, \$8 to \$8 50, second and third quality, \$7 50 to \$8 50; Milch Cows, \$25 00 to \$25 00; Extra, \$25 00 to \$25 00; Sheep, \$5 00 to \$5 50; Extra, \$5 00 to \$5 25; Lambs, none. Hogs, live weight, \$5 00 to \$5 25. Dressed, \$6 00 to \$6 50 silver. Hides, inspected and trimmed, 2c to 2c. per lb. Pelts, \$1 to \$1 75 each. Caliskins, 6c. to 13c. per lb. Tallow, 6c. per lb.

HAVANA PRICES CURRENT.

The following is the last (James M. Lawton) Havana Prices Current of Imports, dated April 2, 1867.

Table with columns for various goods (e.g., Coffee, Sugar, Rice) and their prices in different units (per 100 lbs, per ton, etc.).

Table titled 'EXCHANGE - London 60 days' showing exchange rates for various locations like Paris, New York, and Bombay.

1867 IRELAND'S 1867 FREIGHT AND PASSENGER LINE FROM

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

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

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

THE STEAMER CITY OF LONDON,

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CAMERON & ROSS,

COMMISSION MERCHANTS, 443 Commissioners Street, Montreal, are regularly receiving and selling on Commission all kinds of country produce - such as Flour, Grain, Butter, Cheese, Pork, Pot and Pearl Ashes, Leather, Wool, Clover, and Timothy and Flax Seeds; also purchasing on country account, Dry Goods, Groceries, Hardware, and General Merchandise.

The want of success in a mercantile career has been frequently assigned to various causes. Few, if any at the out-set, but what flatter themselves of certain success, the starting point and the winning post being the most prominent features of the road. And little does the inexperienced traveller know of the pit falls and quagmires which his rival in the race had to contend with, although apparently under a smooth surface. In the case of those whose success is acknowledged and established, few ever reached the goal of success without encountering those obstacles by which the thousands who have never reached it have been overcome. The want of perseverance lost many a battle, and prevented from realizing in the future what youthful hopes had gained in hues of the most enchanting brilliancy. Money making and fortune seeking seem to be the ruling features of our age, and in the great list to obtain them, they are lost in the getting. There are principles although not so modern as those which seem to be gaining ground in our time, which no business man having a view to success should ever lose sight of, and these are honest industry, perseverance and economy, which, if properly cultivated, are sure to bring success in their train. More sound fortunes have been built up from following those principles than have been, or ever will be, by rash speculation or games of chance.

Want of success is often attributed to the want of room, or the overdoing of business in the quality where the failure has taken place. The want of due attention to the smaller details of business is more frequently the cause of failure than any mistakes of larger magnitude which men fall into during their business career. The frequent draft on the till for small amounts to pay for trifles which very often could be done without, is the cause of many a lean remittance. The old maxim still holds good, - "Take care of the pence, and the pounds will take care of themselves." We have heard it recommended for new beginners to go back into the newer settlements, owing to the business being overdone in the older ones, and to have an opportunity of growing with the country. We suppose it to be admitted that there are more than enough now engaged in business, for the requirements of the country. Notwithstanding what would be said to the contrary, our own advice would always be to any young man of energy, although possessed of no other capital than those principles which we have pointed out; to commence business in a place where there was business to be done, and give himself an opportunity of applying those principles which seldom or ever fail of securing success; we discard the idea of business being overdone, for according to the nature of things, changes are continually taking place. Who could say with any degree of assurance, but what the youth, who may be now engaged in an obscure country store might be before the records of the next quarter of a century are unfolded, be holding his position in the first ranks of commerce. With reference to those who from their parents or relatives inherited capital, in either money or property, if they will allow themselves to reflect and survey the quarter of a century that is past, they will find in most instances that they changed places with the then ragged, barefooted lads whose inheritance was that of honest toil; and as regards any money capital that may be at the disposal of young men to commence business with in this country, we would far rather base our certainty of success on the principles alluded to. If any honest man should happen not to be successful in the race, we would say not to be discouraged, but to try again, and let the experience of the past be used as a chart to point out the shoals on which he before had grounded.

DRY GOODS. - The last week has been the busiest of the season with some of the leading houses, and those of established country connection will not be likely at the end of the season to have as many goods left over as they once expected; on the whole there will be more left over than will be to the advantage of the trade. We notice some decline in the price of cotton, as having taken place in the Manchester market, and a general dullness prevailing in the trade. Our markets here are more likely to be influenced at the present time by the stock held, than by any change which may take place in the British markets.

BUTTER. - The arrivals during the week have been liberal and sales have been made at from 12c to 12 1/2c per lb. for medium to good lots; choice for city trade sells 13c to 15c per lb. Holders are becoming reconciled to the loss which they are likely to sustain from this commodity.

LOUR. - During the week the market has been very firm, and sales of the best brands of superfine, have been made at \$5.50 to \$5.65; and some favorite brands are now held as high as \$9. Bag flour, \$4 1/2 to \$4 3/4.

GRAIN. - Not much doing except for future delivery, for quotations see Review. ANDES. - Pot ashes, first sorts sold for \$5.50 to \$5.52, seconds, \$5.30 to \$5.40, thirds, \$4.30 to \$4.40 per 100 lbs. Pearls, \$8.25 per 100 lbs. SEEDS. - Timothy 3c to 4c per lb. Clover 13c to 14c per lb. Flax seed, \$1.50 per 60 lbs. EGGS, 12c to 13c per dozen.

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

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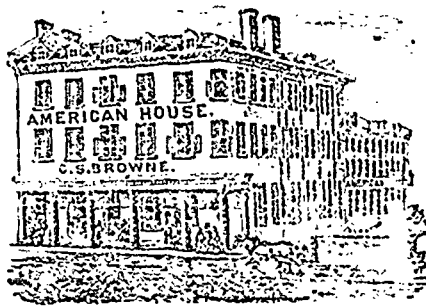
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