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THE TRADE REVIEW

AND INTERCOLONIAL JOURNAL OF COMMERCE.

VOL. IV.

MONTREAL, FRIDAY, FEBRUARY 7, 1868.

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FANCY DRY GOODS, 414 St. Paul st., corner
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WHOLESALE WINE, GENERAL
and COMMISSION MERCHANTS,
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(IMPORTERS,)
WHOLESALE GROCERS,
Nos. 20 & 23 St. Francois Xavier st.,
48-ly MONTREAL.

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IMPORTERS, WHOLESALE GRO-
CERS, and General Commission Merchants, corner
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DAVIE, CLARKE & CLAYTON,
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opposite St. Sacrament Street,
6-ly MONTREAL.

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IMPORTER OF TEAS, 36 St. Peter
Street, Montreal. 1-ly

FURS AND HATS.
GREENE & SONS, 1-ly
See next Page.

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IMPORTERS OF STAR & DIAMOND
STAR WINDOW GLASS, Paints, Oil, Varnish,
Brushes, Spirits Turpentine, Benzole, Gold Leaf, &c.,
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WHOLESALE CLOTHIERS,
IMPORTERS OF WOOLLENS, MILLERS,
TRIMMINGS, &c., 5 and 7 Recollet Street, and
Orignal block, 422 Notre Dame Street, MONTREAL.
Our stock of Fall and Winter Clothing is now
complete, and is well worth the attention of buyers
East and West. To meet the requirements of the
several Provinces, especially of New Brunswick and
Nova Scotia, Clothing is now manufactured on the
premises under the supervision of English and American
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IMPORTERS OF WINDOW GLASS,
Lined Oil, White Lead, Paints, &c., 87, 89 & 41
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CAVERHILL'S BLOCK,
No. 63 St. Peter Street.
Montreal, Sept. 16, 1868. 8-ly

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

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COMMISSION MERCHANT,
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Butter, &c., receive personal attention. 1-ly

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Wholesale Importers of
FANCY and STAPLE DRY GOODS
&c. &c. &c.
479 St. Paul Street,
AND
397 Commissioners Street,
MONTREAL.

Best Southern Yarns and all kinds of Canadian
Fabrics. 6
TIFFIN BROTHERS,
GENERAL MERCHANTS,
IMPORTERS OF
TEAS, SUGARS, AND GENERAL GROCERIES,
WINES, BRANDIES, &c. &c.,
Nos 818, 820 and 822 St. Paul Street, and 259 and 261
Commissioners Street.

OFFER for sale several invoices of fresh
Teas, just received per Steamers from London
and Liverpool, consisting of Imperial Gunpowder,
Old Hyson, Young Hyson, Hyson Twankay, Twankay,
Japan, colored and uncolored, Oolong, Souchoong.
Also the cargo of the Brig. "Zuzara," direct from
Malaga consisting of Raisins in boxes, halves, qrs and
kegs, kegs of Grapes, boxes and fraills Figs, boxes
Oranges and Lemons, boxes and fraills almonds, q-cs
cherry Wine, with a large and general assortment of
English and French Groceries, and balance cargo of
Sugar and Molasses ex St. Joseph, from Barbados,
West Indies. 1-ly

Established 1808.
LYMANS, CLARE & CO.,
CHEMISTS AND DRUGGISTS,
MANUFACTURERS OF LINSEED OIL,

Importers of

FOREIGN DRUGS, PAINTERS COLOURS, OILS,
DYE STUFFS, & AGRICULTURAL SEEDS,
8^e et 336 St. PAUL STREET,
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JOHN B. GOODE,
WHOLESALE IMPORTER OF ELECTRO
PLATED WARES, JEWELLERY, FANCY
GOODS, CUTLERY, &c., No. 57 St. Sulpice Street
MONTREAL. 9-ly

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GREENE & SONS, 1-ly
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TO CHERSE VAT MANUFACTURERS,
Large Tinned Iron Sheets 6 x 2 1/2 feet x 24 and 26 Wlr
Gauge.

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

I. L. BANGS & CO.,
MANUFACTURERS OF FELT AND
COMPOSITION ROOFING, ENGLISH FELT
ROOFING, &c., Office: No. 9 Place d'Armes Hill,
opposite City Bank, Montreal. 25-ly

W. J. STEWART, 420 St. Paul St.
Sole Agent—For FRYLAYSON, BOUNDFIELD &
Co—Shoe, Thread, Gilling Twine, and all kind of
Machine and Linen Threads.
W. HOURSSELL & Co.—Seine Twines.
G. & W. WAITES.—Colored and other Twines.
Wm. CLARKE & Sons.—Needles, &c.
J. & T. JOLLEY.—Lancashire Files and Tools.
STEPHENS & Co.—Sail Cloth, Twines, &c. 9-ly

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

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

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Importers of Window Glass, &c. No 18 Lemoin
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SMYTH & EDMINSON,
BOOT AND SHOE MANUFACTUR-
ERS AND DEALERS, 204 and 206 McGill
Street, Montreal. 9-ly

TEAS AND GENERAL GROCERIES.
Large additions to Stock receiving and to arrive.
Assortment full.
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Manufacturers of and Wholesale Dealers in
TRUNKS, VALISES, & CALPET BAGS,
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LEATHER COMMISSION MERCHANT,
9 and 11 LEMOINE STREET,
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IMPORTERS OF DRY GOODS, including TABLE LINEN, SHEETING, &c., No 605 St. Paul st. near St. Peter. 1-1y

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INCORPORATED, A.D., 1820.

Dividend for 1867, 50 per cent. of premium, thus reducing it one-half to those who pay all cash, and returning all notes given in 1865 by those who borrowed half the premiums of that year.

Dividends are paid down every year, not added to the policy by way of Bonus, payable only at death. A 50 per cent. dividend paid down is equal to a Bonus of from 100 to 400 per cent. of the premium, according to the party's age.

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Montreal, 1867.

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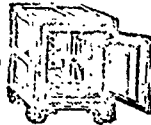
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FALL STOCK COMPLETE.

SPECIAL attention of the Trade is directed to our

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CAPS,

FURS,

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

Consignments of GRAIN, FLOUR, PORK, BUTTER, CHEESE, ASHES, and GENERAL GROCERIES, receive careful personal attention. Sales and returns made with the utmost promptness. All charges kept at the lowest point, and every endeavour made to avoid incidental expenses. Correspondents kept regularly advised by letter, circular and telegraph on all matters pertaining to the trade.

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Hhds } Prime Barbadoes Sugar
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 Hhds "United Vineyard" Brandy (very superior vintage, 1863)
 Barrels No. 1 Extra Split Herrings
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Otts Prime Largo Table Coddish
 Brls Pure Cod Oil, &c., &c.
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GREENE & SONS,
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1807 BUFFALO ROBES. 1807

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HUDSON'S BAY BUFFALO ROBES,
this year's collection of fresh skins.

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- No. 1. Regular assortment..... \$ 9.50
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All kinds of CASTINGS in BRASS and IRON,
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1,000 Pieces GREY COTTONS.

1,000 Pieces WHITE COTTONS

1,000 Pieces PRINTS.

5 50 Bales AMERICAN COTTON BAGS.

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BOILER TUBES,
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DRAIN PIPES,
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Paving Tiles,
Garden Vases,
Chimney Tops, &c., &c.

Manufacturers of AMERICAN Sofa, Chair, and Bed
SPRINGS. 12 y

FOULDS & HODGSON,

IMPORTERS OF

Grey Cottons,	Laces,	Spools,
White Shirtings,	Blouses,	Pins,
Regattas,	Handkerchiefs,	Needles,
Prints,	Fancy Dresses,	Tapes,
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Denims,	Parasols,	Combs,
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Braces,	Bag Purses,	Marbles,
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for a General Country Store of any house in the
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 Paper Hangings, Clocks, Looking Glasses, and Plates,
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THE TRADE REVIEW
 AND
Intercolonial Journal of Commerce.
MONTREAL, FRIDAY, FEBRUARY 7, 1868.

THE FREE GRANT RESOLUTIONS OF ONTARIO.
THE subject of free grants continues to agitate Ontario. The Hon. Mr Richards, the Commissioner of Crown Lands, on a recent occasion, stated that there were three great interests affected by the management of the Crown Lands—the agricultural, which he said was represented by settlers, the timber interests, represented by lumbermen, and the mining interests, represented by miners. The free grant resolutions, referred to by us last week, he stated had reference only to the agricultural interests of the Province—the lumbering and mining interests remaining for the further and future consideration of the Government. Having thus sub-divided the interests of the Province, which after all are really only one—namely, the peopling and settling of our unoccupied lands, and the development of their wealth and resources—the honorable commissioner explained his resolutions. The first affirms the principle that it is desirable to give free grants of land to actual settlers. The second referred to the localities between the Ottawa and Georgian Bay, in which thence free grants lie. With regard to the third, the commissioner alters it so that persons 18 years of age—not 21 years—may be allowed free grants. The quantity of land to be given to each settler is fixed at 100 acres. The fourth resolution is rather ambiguous. It has been amended and re-amended, and now it provides that after a continuous actual settlement on his lot of five years next after the date of his location, and the clearing and cutting of not less than fifteen acres, whereof there shall be cleared at least two annually, for a period of five years next after such location, and the erection of a house thereon of at least 16 by 20 feet, and the compliance with the regulations aforesaid, the locatee shall be entitled to a patent of such land." We certainly think that any locatee complying with all these conditions and regulations ought to get the patent for his land. Indeed we might go further and say that any man who can explain off-hand what the above resolutions means ought decidedly to receive a free grant of land, timber and mines included, for his pains. The fifth resolution contains the homestead principle. This resolution has also been considerably

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 19 & 20 CORNHILL, LONDON, ENGLAND.
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LIFE DEPARTMENT.—The success of this branch has been unprecedented—**90 PER CENT.** of premiums now in hand. First year's premiums were over \$100,000. Economy of management guaranteed Perfect security. Moderate rates.
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MORLAND, WATSON & CO.,
 General Agents for Canada.
FRED. COLE, Secretary.
 Inspector of Agencies—T. C. LIVINGSTON P. I. S. 9-ly

amended. The following appears to be its provisions: "That to give greater encouragement to occupy and improve free grant lands, it is expedient that such lands shall not be liable for any debt or cause of action accrued or incurred at any time before or within twenty years next after the date of such location, while such lands are owned by the locatee, or his widow, heirs or assigns, and that the locatee shall not have power to alienate, mortgage or pledge such land before the issue of the patent." It will be seen that this resolution has been improved in some respects, and that some objections we pointed out last week have been modified and renewed. The exemption is confined to the locatee, his widow, heirs or assigns. It would appear, however, from the remarks of the Government, that it is not the attention to extend the exemption so indefinitely as to include the locatee's assigns, but to confine it to the widow and heirs. The inability of the locatee to alienate his lands has been circumscribed by the period at which the patent shall be issued. The homestead principle has not been extended to old settlers who have paid for their land; but the Government have announced that they look upon the introduction of homesteads as an experiment, and if the country desired it they will apply the principle to the entire Province. The sixth resolution declares that free grants shall be confined to those lands which are adapted for agricultural purposes—it being the policy of the Government that the timber and mineral lands of the country shall be reserved for agricultural purposes. As passed so far, the resolutions declare "that locations for free grants shall be made only upon lands suitable for actual settlement and cultivation; and not upon lands valuable chiefly for their timber or mineral resources; and that all merchantable timber, mines, minerals, &c. upon any lands located or granted shall be reserved. A great many questions were put to the Government regarding this resolution, and piece-meal the following important information was elicited. As to the timber on the free grants, it is intended when the patent issues after the lapse of five years, that the patentee shall be entitled to the timber on his lot; and in the meantime he is to be allowed to use all the timber he may require in building and fencing, and of course for fuel and other necessary purposes. The timber cut down by the settler in clearing his farm, according to the settlement conditions, he is to be allowed to sell, if he pays the timber dues—the amount of which was not stated in the debate. Such are the resolutions of the Ontario Government, embodying their policy regarding free grants. And it must be confessed that they are more liberal than was at first anticipated, although at the same time many will say that they do not go far enough.

POSTAL REFORM.

THE reduction of postage proposed to be effected by the bill passed during the late session of Parliament, will no doubt be duly appreciated and be productive of a certain amount of good. We are thankful for it as far as it goes, the only fault is that it does not go nearly far enough, and that an opportunity for effecting a great public benefit has been rendered only very partially available. The framers of the Postal Bill seem to have been either too ill-informed or too timid to deal with the matter in that liberal and comprehensive spirit which its importance deserves, and have left nearly all of the most objectionable features of the old system untouched. In fact it appears to us that all that has really been effected has been the reduction of postage from 5c to 3c per half ounce when prepaid. Nobody will quarrel with this (although for our own part we think it might very well have been reduced to 2c., which would have made it about equivalent to the English rate), but the very same clause which provides for the reduction, also admits the vicious and exploded system of non prepayment. The 3rd clause of the bill also authorizes the imposition of a charge of 2c. for delivery in addition to the postage. The remaining clauses of the act are principally taken up with some rather complicated regulations for the imposition of postage on newspapers. On this matter our opinion has been freely expressed and we need not allude to it further than to express our regret, that for the sake of the paltry sum it yields over and above the cost of collection, such a bone of contention should have been forced upon the Maritime Provinces. We notice that the fee allowed to be taken for the registration of letters is higher than that charged in New Brunswick, and that nothing at all is said about any improvement in the money order system. Well, this is surely a somewhat beggarly account to render of a measure of "Postal Reform." We cannot understand how it is that with the example of England before their eyes, men should have failed so lamentably, as to produce nothing better than this. The wisecracks who can never see their way to move out of a beaten track no matter how bad and worn out that track may be, may say, "Our circumstance are different, and what is practicable in the way of postal facilities in England is wholly impracticable here." We cannot think so, and we hope before we have done to give good reasons for our belief. Rowland Hill's scheme of penny postage was pronounced impracticable. Yet it has proved one of the greatest successes of modern times. At all events, we in Canada have never tried it and until it has been tried and failed, we must hold to the belief that what has been of such vast benefit to England, can scarcely fail to produce similar results in Canada. What we should have liked to have seen effected would have been a reduction of the rate of letter postage to 2 cents the half ounce, with compulsory prepayment by stamps in all cases, the establishment of branch offices and frequent free deliveries in all our principal towns and cities, thus doing away with the absurd and annoying system of a wicket delivery, and making the postman a welcome messenger, instead of an annoyance. The terrible waste of time and labour involved in the present mode of delivery ought to be more than enough to secure its condemnation, and we can never consider the postal system as anything like perfect until frequent and free deliveries become the rule. There should also be such a reformation of the money-order system as would lead to its general adoption throughout the Dominion. Such a reform as this is surely not too much to expect at the hands of an enlightened Government and we are convinced that the carrying it into effect would not be nearly so expensive as many people suppose. In point of fact, the labor in some departments would be actually reduced and greater regularity and system would be practicable in all. We cannot see either, that the expense of conveyance ought to be any obstacle. If we compare our rates of travelling and for the conveyance of freight with those of England, we shall find that our railroads carry as cheaply, that our communications by water are frequently cheaper, and scarcely in any instance exceeds hers. We know that even in remote districts, the mails are generally carried for a very trifling remuneration. Why then should we hesitate about adopting her system? Even supposing that for a time there should be a falling off in revenue, yet increased facilities will surely and certainly lead to a largely increased correspondence and a proportionate increase of business relations. Even a falling off in revenue would be cheaply purchased by the great public advantages which must necessarily accrue.

But we have no fear of any such a result. It is contrary to all experience.

In conclusion we would observe that no measure of postal reform will stand a fair chance of success unless the department is properly administered. The object sought to be attained should be the intelligent and economical working of every part of the machine. So long as appointments are made to reward political services, so long will the department be expensively worked, and inefficiently administered. In England the Postmaster General is a non-political officer. And we cannot but think that our own office would stand a much better chance of success and usefulness, if political favoritism had less to do with its operations and management.

IS THE STORM GATHERING?

FOR at least three years past, so many predictions have been made that a terrible commercial panic was about to occur in the United States, that we have begun to regard such evil prognostications with some suspicion. Time and time again, we have been told that "the storm was about to burst forth," and yet no storm has occurred. It must be admitted however that the commercial situation across the lines was never so bad as it is to-day, and that after many false cries of wolf, wolf, it seems as if the wolf were now coming in right down earnest.

From all parts of the Union there comes the cry of "hard times." The Press is very out-spoken on this point, and in many instances, draws a very dismal picture of the condition and prospects of the poorer portion of the people. The large cities—the commercial centres—appear to be suffering most. From New York at the east, from Chicago at the west, from Boston, Buffalo, Cincinnati, and the large cities further south, the reports concur. Trade is dull, employment is scarce, clothing and provisions dear, the taxes almost unbearable. In New York alone, it is calculated that 50,000 persons are out of work, and destitution prevails to an extent never before known. Large numbers of people many of whom have heretofore earned a respectable livelihood are suffering from want of food and clothing. To alleviate the distress the State Legislature has voted half a million of dollars to the poor of New York and a quarter of a million to those of Brooklyn. We fancy that matters are not quite so bad in the Western cities, but the Press advises parties seeking employment to direct their steps elsewhere, and the evidence is conclusive that the pressure is very heavy on all but the wealthier classes.

The general condition of business throughout the Union is alarming. Their shipping once the nation's boast, is almost destroyed. "Our ships," said the *New York World* in a recent article "sail under foreign flags, or rot at their wharves, the stars and stripes at their peaks becoming their pall." Nearly all branches of manufactures are languishing. Ship building cannot be carried on. Many woolen and other manufactories are closed, and the operatives are unable to get work. Mercantile houses feel the stagnation greatly, and not a few find it impossible to hold their ground. The iron and coal interests are not prosperous, and but for a fair measure of agricultural prosperity, the prospect before our American neighbors would be dark and gloomy in the extreme. The recent heavy failures in New York and elsewhere, look rather ominous, and would almost lead one to fear that the storm is now gathering in earnest, and will soon burst forth with almost unparalleled fury.

The commercial dangers now menacing the United States are undoubtedly the result of the civil war through which that country has passed. But these evils would not be nearly so much felt, but for the absurd commercial policy which Congress persists in enforcing. Their protection of almost every calling the abrogation of reciprocal trade, and similar obnoxious measures, have almost destroyed their foreign trade, and raised prices even beyond the limits which taxation renders necessary. Then there are the evils arising from their depreciated currency, the unsettled state of the Cotton States, and the quarrels between Congress and the President. The almost universal adoption of the Cash system in doing business, has done much to prevent commercial disasters and stave off the day of reckoning. But still the dangers increase, and the storm seems to be rapidly gathering.

The present it must be confessed, are rather dark days for the Republic, but they are part of the price which was required to preserve the Union, and if wise counsels prevail in the Government, will ultimately

pass away. The people of Canada, generally speaking, will be glad when there are better times across the lines. We have cause to be aggrieved at the tone and actions of certain classes of American citizens; but they are not to be regarded as the exponents of the real views of the American people, the best portion of whom have none other than friendly feelings towards us. Believing this to be the case, we not only regret the present difficulties throughout the Union, but hope that brighter days will soon dawn upon them.

HOW ONTARIO IS DEALING WITH HER PUBLIC LANDS.

IN dealing with the important subject of free grants, the Government of Ontario seems to cling too tightly to the old liberal and condemned policy of looking to the public domain as a source of direct revenue by means of land dues and timber dues, instead of adopting the principle that the public lands ought to be devoted to the encouragement of immigration and settlement. The tendency of public opinion in Ontario will, at no distant period, make such a position wholly untenable. Even during the recent debate in the local legislature, the Hon. Commissioner of Crown Lands himself, without intending it, gave the greatest blow to the policy of his own Government when he incidentally stated that under the old revenue system in force, in the late united Provinces of Upper and Lower Canada, the Government sold lands to the value of nearly seven millions of dollars—not a cent of which has yet been paid into the Exchequer. Mr. Richards says that it is very important that this amount shall be collected; but the Hon. Mr. Macdougall, when he was Commissioner five years ago, said the same thing. Yet he was not able to collect it, nor was his successor. Nor, we firmly believe, will Mr. Richards collect any part of it worth speaking of. Whatever chances of collecting it did exist, they all vanished as soon as the Government announced a free grant policy. In fact, this seven millions of dollars had better be wiped off as a bad debt, and the old as well as the new townships thrown open for settlement under a liberal free grant system. For our part, we think that the loss of this sum, large as it is, would be a gain to the country if by it the Government were only taught the stupidity and folly of the past management of the Crown Lands Department, and if they were thereby induced to avoid similar mistakes in future.

The chief discussion on the Government policy arose on the fifth and sixth resolutions they have submitted to the House. The reasons which induced the Commissioner to fix the homestead exemption at twenty years, would not readily be guessed if he had explained them. At the end of that period he calculates that the settler's free grant lot will have risen in value to \$80 per acre. Lands in old townships have risen to that price within the last twenty years and, therefore, it is argued that after a like period in the future, the settlers' lands will have risen in value in the same proportion. And, says the Commissioner, it would be wrong to continue the exemption longer for a property worth \$8,000. We sincerely trust that this estimate will turn out to be correct. But it must be borne in mind that according to the statement of the Premier of the Government himself, the best of the Provincial lands are already occupied and the tract to be parcelled out into free grants he speaks of as merely "cultivable." It must also be taken into consideration that those free grants are to be given in districts not as yet opened up by roads. These things may detract from the value of the free grants; but, at all events they are arguments in favor of the Government dealing liberally with the new settlers. We must also mention that the Government have acknowledged the anomaly, not to say injustice, of excluding old settlers who have paid for their lands from the homestead provisions, while new settlers, who are to get their land for nothing, are to be included under it. And that they have pledged themselves to extend the principle on a future occasion if the Province demands it. Considering as we pointed out on a former occasion that there never was a general demand in Ontario for a homestead law, also, that there are many who object to it on principle; and, further, that its introduction is a novelty and an expense, the position of the Government on that point will recommend itself to the country. We should also mention that the Government intend to provide in some way that the settler is to have his timber after his patent issues. Further we believe it is the intention of the Government at some time or other to make roads into the

districts in which the free grants lie; and those roads are to be in connection with the Colonization roads. Such a measure as this is absolutely required; and the work ought to be begun next spring, for it would be anything but a liberal offer to settlers to give them free grants in the wilderness without, at the same time, giving them means of egress and ingress to the nearest and most profitable markets. The conditions by which the free grants are surrounded are stringent enough, but it would frustrate the intention of the Government altogether if the roads spoken of were not constructed the first thing, before the settlers arrived. As to who is to pay for the roads is another question. The Government were careful not to commit themselves to any appropriation; and for all we know it may be the intention to include the cost of road making in some of the many conditions on the fulfilment of which alone the settler is to get his patent. The effect of such a provision can be easily told. In nine cases out of ten the settler would become disheartened, and would leave the country. He would find himself hampered by many restrictions which, although individually mild in themselves, yet from their number would become harassing and too burdensome to be borne—even for the sake of free grants. The Government, above all things, must take care that the settler is not annoyed and vexed to death by numerous petty exactions which can bring no revenue of profit to the country, and the effect which will certainly be to disgust and dishearten him, and, in the end, drive him away altogether. Such a result would be deplorable, and, no doubt, it would grieve no one more than the honorable gentlemen comprising the ministry of Ontario, who, notwithstanding all the shortcomings of their measures, deserve credit as being the first Government which ever set themselves honestly and earnestly to work to remove the abuses of the old Crown Lands Department, and to devote the public domain to the encouragement of immigration and settlement.

SHALL TARIFF TINKERING CEASE?

THE Hon. Mr. Tilley made a statement during the late session at Ottawa which, in the interests of trade, we hope will be carried out. That statement was that after the revision of the tariff during the meeting of Parliament to commence in March next, it was intended that it should remain without alteration for four or five years. In other words, the people of Canada are to enjoy the luxury of a permanent tariff. We need scarcely say this will gladden the hearts of many commercial men, and is a step in the right direction.

Only those largely connected with the trade of the country, have any idea of the injury done by the constant tinkering of the tariff which has gone on year after year. It has been a source of great annoyance and loss, detracting from that stability which is the foundation of business success. We do not apprehend that the discussion of the tariff, when Parliament meets again, will result in very many changes, but the very fact that changes may take place of a serious character, must render it rather puzzling and hazardous to importers making their spring purchases abroad. The task of these gentlemen would be much easier if they knew exactly what duties would be required on every class of goods on reaching Quebec or Montreal. And it is not those only who trade with foreign countries who suffer from this cause. Constant alterations in the excise are equally injurious, and should be avoided as much as possible.

As it is proposed that our next tariff shall be somewhat permanent, we hope that the "collective wisdom" which assembles at Ottawa, will thoroughly ventilate the question from every point of view. In discussing this important question—or, indeed, any matter—the good of the whole Dominion, and not of any section of it, should be steadily kept in view. Many important points come up with a tariff discussion. Principal among these is the encouragement of home industry. Whether legislative encouragement shall be given to manufacturers, and if so, how far?—are points upon which the ablest statesmen of all nations have honestly differed. How far our tariff should be framed to meet the changed commercial attitude towards us of the United States, is also another problem. Upon these and other points which might readily be suggested, we hope Parliament will be able to give an intelligent verdict, and that the proposed revision of the tariff will leave it as perfect as possible.

However this may be, we trust that Mr. Tilley's words will hold good. It is high time that annual

tinkering of the tariff ceased. Our commercial legislation should be steadier—less changeable. Even if the scale of duties should be defective in a few particulars, it is better to endure these defects than to keep business harassed by constant doubt and uncertainty. We hope when the next part of the session closes, we shall have a tariff which will be permanent for at least four years. The Minister of Customs has declared this to be the intention of the Government. We shall see whether it is kept.

CANADA'S POSITION.

THE wave of agitation throughout the United States in favour of a new Reciprocity Treaty, continues to increase in magnitude. The policy of coercion is an admitted failure. The simplest nor clearly understood that Canada cannot be forced into the Republic by restrictive commercial legislation. Some of the wisecracks of Washington supposed three years ago that, by placing heavy duties on Canadian produce, this country would be brought to its knees and humbly pray for admission into that great Union, of which its admirers would love to think,—

"No pent up Utica contracts our powers,
The whole boundless continent is ours."

Time has proved these anticipations fallacious. Canada is not only not down on her marrow-bones, but finds that her trade is not more dependent upon American legislation than the trade of the latter is upon hers.

The truth of the matter is this, and it is fortunate all sensible men on both sides of the lines now freely acknowledge it. Every barrier placed in the way of international commerce, injures both countries, every restriction removed, benefits both. The two principal commodities we sell our neighbours are breadstuffs and lumber. The duties imposed upon them at the frontier evidently come out of the American consumer, the producers in Canada never obtaining higher prices than at present. At the same, we do not doubt that it would be better for Canada if there were no duties imposed at all, for the tendency of all restrictions on trade is to reduce its volume.

Agitation for a new treaty is, we rejoice to notice, rapidly increasing throughout the United States. The commercial press, including *Hunt's Merchants' Magazine* and similar periodicals, are entering upon the agitation with earnestness, and Boards of Trade are also beginning to move. A Commercial Convention called by the Bostonians, the other day, was to give special prominence to the discussion of reciprocity, and reports that the question is to be brought before Congress have been given currency in several quarters. It is to be hoped this "wave" will go on swelling and increasing until it becomes irresistible. Another hopeful sign of the movement across the lines, is the fact that it is recognized that Canada has done its duty in the matter, and that it rests with the American Government to make the next move. It is fortunate this feeling exists. The people of Canada felt so much humiliated by their last effort to negotiate an international trade at Washington, that it is not likely to be repeated. We then did our part. It is for the American people, if they desire to prevent the destruction of international trade, now to do theirs. Part of our trade, we are not sorry to say, has already found new channels, from which it will be impossible to turn it; but the great bulk of it may yet be carried on with the United States if a more liberal commercial code existed. To those in the United States who are now battling for a new treaty we would say this:—"Canada can prosper without reciprocity; but she can prosper more with it. Go on, therefore, with your agitation for a new treaty! Our Government made offers to continue reciprocity—offers so liberal that no section of the people would now sustain them; these were refused; we are not prepared to take the initiative again. It is for the United States to move now; but if your Government does propose a new treaty or any other measure to increase the freedom of trade between the two countries, rest assured that Canada will agree to any proposition consistent with its honour and its interests." This is Canada's position in this important matter, and she is not likely to recede from it.

IMPROVEMENT LANDS—The *Bruce Reporter* says if the Government of Ontario is determined to exact the arrears of interest due upon the public lands, the settlers have the right to demand that the Government, on its part, fulfil the contract, viz., to refund the 50c. per acre for improvements.

ALBANY, January 31, 1863.
Proprietors of Trade Review.
Montreal,
Canada.

I have perused with interest several numbers of your valuable paper. Should like to receive it regularly. Please send it for one year to

NOTE—Parties in the United States who may desire to advertise or subscribe, should address—Henry Brock, care R. G. Dun & Co., 225 Broadway, New York.—ED. TRADE REVIEW.

ERIE AND NIAGARA RAILWAY EXTENSION.

PROCEEDINGS IN THE RAILWAY COMMITTEE.

Toronto, Thursday, Jan 30.

THE Railway Committee met to-day at 10 o'clock, and had under consideration the Bill introduced by Mr. McKellar "to extend the Erie and Niagara Railway."

The preamble of the Bill cites the Company's Act of 1863, and the prayer of the petitions of the Company and of a large number of municipalities, representing that it would be greatly to the advantage of a large and important section of this Province that the said railway should be extended from some point on its present line to some point on the Detroit River, in the county of Essex, so as to pass through the counties of Haldimand, Norfolk, Elgin, Oxford and Kent, and through or in the vicinity of the county of Middlesex; and declare it expedient to grant the prayer of the petitioners.

The first clause empowers the Company to extend their line of railway from a point on their present line, at or near the village of Fort Erie, to some point in or near the town of Sandwich, or the town of Windsor, and to construct a branch from the main line to Amherstburgh.

The second clause empowers the Company to increase its capital by the sum of five millions of dollars, and declares that the extension line shall be free from any prior claim, in respect of any of the present liabilities of the Erie and Niagara Railway Company.

The third clause requires separate accounts to be kept for the old line and the extension line.

The fourth clause makes the powers granted by the Erie and Niagara Railway Act, and by the Railway Companies Consolidation Act, applicable to the extension line.

The fifth clause empowers the company to proceed with the extension as soon as £90,000 of the new capital is subscribed, and ten per cent of it paid in.

The sixth clause requires the extension line to be commenced within two years, and completed within five years from the passing of the Act.

Mr. William Irving, Q. C., appeared on behalf of the Great Western Railway Company in opposition to the Bill. In the course of his argument he read a statement on behalf of the Great Western, submitting a series of objections which they contended were sufficient to justify a report by the committee against the Bill. The objections were as follows:

1. It is contrary to good faith. To establish a rival line, they contended, was to encroach on rights vested in the Great Western and might injuriously affect the resources of the Province of Ontario—the Government being a creditor of the company. They stated also, under this head, that to establish a rival line at a time when the Great Western was only beginning to enjoy a moderate prosperity, would greatly discourage the introduction of English capital into the Dominion.

2. Two rival lines already exist—a third unnecessary and injurious. They stated that a second line from Niagara to the Detroit River has been developed by the absorption of the Buffalo and Lake Huron Railway into the Grand Trunk system; and that the same session of Parliament, which sanctioned this union, rejected a Bill, having for its object the revival of the Southern line.

3. The present project, if sanctioned, would weaken the Great Western, and result in amalgamation.

4. That it is beyond the powers of this Parliament to legislate in respect to the Erie and Niagara Railway. This allegation was based on these grounds—that the Erie and Niagara Railway Act of 1863 authorises the extension of the railway into the State of New York, a distance of six miles, to Exchange Street, Buffalo; that the present Bill declares that the powers conferred by that Act shall apply to the extension line, and that, therefore, the said extension, as well as that which may be constructed under the Act of 1863, are works extending beyond the limits of the Province, which, by the Constitution, are excepted from the jurisdiction of the Provincial Parliament.

5. That the Erie and Niagara Railway Company is insolvent, and its property subjected to decrees in Chancery and judgments at law. In support of this allegation a list of judgments and other debts is given, amounting to \$131,000 besides debentures outstanding, \$750,000, and shares issued and pledged, \$2,000,000; total, \$2,831,000, for which the company can only show thirty miles of an unequipped railway.

Sir Henry Smith remarked, with reference to the fourth objection, that all the Legislature was asked to do, was to give the right to extend the line to the limits of the Province, and this was not *ultra vires*.

Mr. Irving also read a long statement in opposition to the bill, submitted by Thomas Swinyard, Esq., General Manager of the Great Western Railway. Mr. Swinyard's objections were stated under the following heads:

1. The proposed extension for almost its entire length, is a competing line with existing railways. Mr. Swinyard stated that from the Niagara River to Dannville, the Buffalo and Lake Huron Railway now runs

along the lake shore, leaving a very narrow strip of land on which the Erie and Niagara extension could be built, that from St. Thomas to Amherstburg or Windsor, a distance of one hundred and four miles. The Great Western Railway runs within an average distance of about seventeen miles of lake shore; that the construction of another railway between these places would be a most wanton expenditure of money; and that it would be an act of injustice to the existing lines to authorize the construction of a railway of over two hundred miles in length, and which for over one hundred miles of that length would run parallel to, and in immediate competition, with the Great Western.

2. The territory south of the Great Western Railway is utterly inadequate to sustain a railway of the character of the proposed Erie and Niagara extension. 3. A line running the entire length of the peninsula, as proposed by the Erie and Niagara extension is not the best way of affording railway facilities to that portion of the district which requires additional railway accommodation. A line running north and south, connecting with the existing railways was, in Mr. Swinyard's opinion, the true mode of serving the territory lying between Dunnville and Bradford on the east, and London and Port Stanley on the west.

4. The accommodation of through traffic is not a sufficient reason for the Ontario Legislature to charter new lines of railway, to the injury of existing Canadian enterprises.

5. Influence of railway investments upon the general credit of the Province, and importance of doing nothing to injure them.

6. Improbability of the necessary capital being obtained to construct this road; and duty of Parliament to inquire specially into this point.

7. Granting rival railway charters does not necessarily ensure competition and greater accommodation to the public. As a rule Mr. Swinyard stated the construction of rival railways resulted in combination.

Mr. Hector Cameron appeared in opposition to the petition against the bill. He read a statement by Mr. W. Lynn Smart, Parliamentary Agent for Mr. Buchanan, which set forth—That the powers granted to Mr. Buchanan and others, by an act of the Province of Canada, to construct a railway between the Niagara and Detroit rivers, had not yet expired. That the petitioner and others subscribed for stock in the Niagara and Detroit rivers railway company paid in \$120,000, being 10 per cent on the subscribed capital. Commenced surveys, and let their contract for the construction of the railway. That the petitioner had previously lent money to the said company, for which he held a judgment—the amount now due him thereon being \$119,620. That the Erie and Niagara Company are in great pecuniary difficulties, and are not in a position to satisfy the committee as to the cost of the proposed railway, nor of their ability to construct the same. That the petitioner and others associated with him ought to have an extension of the time named in their charter granted to them, rather than that the powers sought by this bill should be conferred on the Erie and Niagara Company. That this bill is indirectly a repealing of the Charter of the Niagara and Detroit Rivers Company, which is excluded from the jurisdiction of the Legislature of Ontario.

Mr. O'Reilly, Q.C., appeared for Mrs. Morton widow of the late Mr. Morton, of Kingston; and, in allusion to a portion of Mr. Cameron's argument stated that he had found, by the evidence of Mr. Morton's papers, that it was Mr. Morton's money which paid for the plans and surveys, for which Mr. Buchanan took credit. He stated also that at Mr. Morton's sale, these were bought in by Mr. Buchanan for \$1,000.

Mr. W. A. Thompson, of Niagara, the chief promoter of the Bill, appeared on behalf of the Erie and Niagara Company, and spoke forcibly in favour of the Company being allowed to proceed with the proposed extension.

Mr. Strong, Q.C., also addressed the committee on behalf of the Erie and Niagara Company.

A deputation from St. Thomas was also present.

Sheriff Munro spoke shortly on their behalf, stating that the feeling of the section of country around St. Thomas was unanimously in favour of the Erie and Niagara extension.

The committee, after deliberation agreed almost unanimously to adopt the preamble of the Bill and will meet again on Monday to consider the details of the Bill clause by clause.

The committee adjourned at one o'clock.

NATIONAL BUREAU OF INSURANCE.

The proposition before the Senate, creating a National Bureau of Insurance in connection with the Treasury Department, does not come in a shape that commends it to very favorable consideration. The expediency of any legislation on the subject is questionable, while the inexpediency of inadequate legislation is too plain to be disputed.

The declared object of Mr. Williams' bill is to secure the performance of insurance contracts by exacting guarantees of solvency from the companies that make them. As we understand the telegraphic abstract of its provisions, it does not take more than partial cognizance of the organization of companies; its chief reliance being upon conditions with which foreign institutions transacting business in this country or institutions chartered in one State and doing business in other States, shall be required to comply. The principal safeguards on which dependance appears to be placed are deposits of funds varying in amount with the amount of assets and liabilities but bearing no adequate proportion to either. For instance fire and marine companies are to be required to deposit \$5,000, and an additional \$50,000 for each half million of gross assets. Life and health casualty and other companies depositing \$100,000 in the first place,

and \$50,000 additional for over million of assets. There are other requirements, such as the filing of sworn statements annually, and the forbidding of life business by life and marine companies, and vice versa. But the main reliance evidently is upon the money deposits which are to be understood as guarantees of the companies' ability to perform their respective obligations.

In the face of it then the bill is a decision. It promises what it cannot by any possibility perform. To be of any use whatever except as a token of ability to pay incidental expenses, the deposits should bear some appreciable ratio to the risks to be provided for. Otherwise, what will the deposits signify? Nay, what would they signify if the scale fixed by the bill were acted upon? A company, fire or life, might keep up the deposits specified and still be insolvent. It might seem to stand well at the Bureau, while in truth unground and untrustworthy. And there is no way of averting this danger without converting the Government into the insurer of insurance companies and the custodian of their funds—both functions that are at variance with American notions of governmental duties.

Unless the Government can interfere efficiently, it had better not interfere at all. The creation of the Bureau would tend to foster dependance on its vigilance and value as the guardian of the public in their dealings with insurance companies. Its license to transact business would be interpreted as a virtual endorsement of the solvency and integrity of a company and the public would be thus induced to accept a sound companies which at the time might be comparatively worthless. On the other hand, if the promoters of the measure attempt to amend it that it shall fulfill the purpose in view, the Government will be saddled with a new department requiring a little regiment of scientific actuaries, of whose labors the Secretary of the Treasury could practically know nothing. For the real safeguards in insurance companies—the insurance especially—are found in minute statements covering everything necessary for an estimate of the risk undertaken and the reserve that should be held, and these again, to be of the slightest avail should be subjected to the critical analysis and elaborate calculation of experts. These duties are performed with tolerable though we hardly dare say complete effect by the Insurance Commissioners of Massachusetts and the Insurance Superintendents of New York; but does anybody believe that the same duties on a national scale, could be usefully appended to the multifarious functions of the Treasury Department?—*New York Times*

EUROPEAN AND AMERICAN LOCOMOTIVES.

A WRITER in the London Herald, comparing different kinds of railway apparatus, gives the following account of some of the peculiarities of European and American locomotives—

In England we see the locomotive engineers, as a general rule, aiming at high speed, as little complication as possible in the parts of the engine, utmost simplicity in all things, perfection of adjustment and workmanship and high boiler pressure. Upon this last point we may note that a few years since fifty pounds to the inch was considered high, now one hundred and twenty pounds and one hundred and thirty pounds are ordinary pressures, and on the North London line engines are being run at one hundred and eighty pounds.

France has slow speed and very heavy trains; her engineers aim at large tractive force, do not spare complication, use large quantities of material, and couple numbers of large driving wheels together making, for example, twelve-wheeled coupled engines, things utterly unknown in England, but at the same time they put light weight on those wheels, not more in fact than ten or eleven tons on an axle. The French deserve credit for having developed their engines into a form suitable for their shareholders' idea of traffic, that is a heavy engine at slow speed pulling a long load. One expensive necessity has already been evolved in our own country by the quick running of small trains, namely, the necessity of running down third and fourth lines of rails to accommodate the traffic at an enormous expense to the proprietary, and which could have been avoided if the trains had been worked as on the Great Northern of France. The fuel for a heavy train is much the same as for a light one, or very little increased; but in running double sets of trains over double lines of rails the wages are doubled at the first cost—that is line accommodation is doubled the number of engines is doubled, whilst the wear of engines and road is quadrupled.

The American idea is cheap engines. Their locomotives have their parts very accessible, and they run them at fair but not high speeds. The American engines have special arrangements for clearing and lighting the road, and for burning wood in their furnaces. Notwithstanding the superiority of English made engines, not one of them can run over American lines with anything like the speed, safety or endurance of their own. Strange as this may at first sight appear, it is easily accounted for, and the explanation lies on the point we shall presently bring forward. This explanation is that the leading ends of the American engines are supported on four-wheeled trucks or bogies which, while giving a long wheel base, and consequently steadiness, allows the engine to travel on exceedingly bad roads, and to traverse sharp curves with ease and security.

The German engines go even slower than the French. The quickest French lines are those from Lyons to Paris, and from Paris to Calais. The proportions of parts of all foreign engines—particularly the German—were very bad. For instance, the crank in many cases had double the quantity of material necessary for the strength required, and this extra portion so disposed as to be a perpetual tumbling weight in their

revolutions. Of the Italian lines we know of nothing special to be said.

The Belgians run their engines at speeds intermediate between the German and French. They follow a medium of English and French make in their construction and their lines contrast favorably in their working with many others on the continent. This may be attributed to their being under the general supervision of an Englishman, Mr. Cresswell.

The Russians are much the same as the Germans. The engines are mostly of English type; in some cases a cross between the English and the American.

THE BLUE LINE.

THE Blue Line commenced business January 1, 1867. The following abstract of the Report of the General Manager shows its operations for the year ending December 31, 1867.

	Tons.	Earnings.
Freight moved East	91,541	\$1,692,939 25
Freight moved West	55,432	1,022,676 99
Total	147,633	\$2,622,616 16

Number of tons moved one mile	137,558,819
Earnings per ton per mile eastward	1 43
Earnings per ton per mile westward	2 18
Average earnings per ton per mile, both ways	1 66
Per cent. of freight moved East	62 23
Per cent. of freight moved West	37 72

The freight paid to the several roads to the line has been to

Boston & Albany (late B & W & W)	\$240,117 85
Hudson River R R	179,463 82
New York Central R R	853,674 31
Great Western Railway	158,156 47
Michigan Central R R	647,90 35
Chicago, Burlington & Quincy R R	17,859 22
Chicago and Alton R R	64,459 22
Illinois Central R R	11,339 21
Total	\$2,622,616 16

The central office operating expenses were 1 1/2 per cent of the earnings. The total number of miles run by all cars, including empties, was 18,543,356.

Allowing each car to make an average of 30,000 miles for the year the proportion of cars each company should have had in the line to have made their proper proportion of mileage would have been

	Cars	Now have in Cars
Boston and Albany	64	49
Hudson River Railroad	35	37
New York Central Railroad	193	100
Great Western Railway	152	130
Michigan Central Railroad	153	154
Chicago, Burlington and Quincy	6	69
Chicago and Alton Railroad	19	25
Illinois Central Railroad	4	50
Average number required	649	693

The past year has been one of unusual variations in the traffic. At the beginning there was but little business, other than dressed hogs or such other property as necessarily compelled its movement eastward, while upon west bound merchandise the line was comparatively nothing moving so that nearly all the cars returned empty, or loaded locally from one terminal point to another. This state of traffic continued until the beginning of March when a sudden reaction took place; east bound freight dropped off at once, at the same time the west bound merchandise came in very largely but with little movement of loaded cars east to meet the demand for cars to load west. Consequently the cars having been sent west empty had to be returned east again empty, to meet the demand, making three trips over the line for one earnings. The month of April brought a very much greater difference, showing the earnings on west bound to be 145 per cent against 585 per cent on east bound. The west bound for the last four months of the half year, continued to exceed the east bound earnings.

It is confidently hoped that a very large traffic in lumber will be developed for the line which had to be refused the past year for want of cars.

The property car load for 1867 was Flour, 27,733 tons; barley, 478 tons; corn in bulk, 9,706 tons; oats in bulk 550 tons; wheat in bulk 3,563 tons; cotton, 3,943 tons; dressed hogs, 9,474 tons; wool, 3,164 tons; provisions and merchandise, 68,412 tons, total 147,633 tons.

Amount of earnings on freight passing over the Albany bridge during the year	\$2,340,762 11
Tolls for the year	33,621 48
Per cent of earnings	1 43
Earnings of the different roads on freight passing over bridge during the year	

Boston and Albany Railroad	\$239,636 78
Hudson River Railroad	180,240 97
New York Central Railroad	1,379,908 62
Great Western Railway	552,192 03
Michigan Central Railroad	544,399 88
Chicago, Burlington and Quincy R R	17,392 35
Chicago and Alton Railroad	63,668 19
Illinois Central Railroad	10,445 24
Total	\$2,340,762 11

Grain in bulk has been carried successfully from the West to the seaboard and to various towns and cities in the East. The building of an elevator at the terminus of the line in New York and Boston where grain can no longer be handled with dispatch and stored would add very much to this class of traffic. It is contemplated to build these elevators as soon as possible,

HURON AND ONTARIO SHIP CANAL.

(From London Engineer, Jan. 10)

THE proposed ship canal in Western Canada, across the isthmus which separates Lake Ontario and the Georgian Bay will, when completed, rank among the most important engineering works yet undertaken. It possesses more than ordinary interest at the present time, inasmuch as Mr. Hawshaw and Mr. Rendel, who, we need hardly say, are among the most eminent members of our profession, have examined the plans of the work, and report favourably, although in general terms, upon them. Pending the negotiations with the Canadian Government for a grant of ten million acres, or 16,625 square miles, of land in aid of the undertaking, it is being examined also with special interest by capitalists, engineers and contractors in England. No work could possibly possess greater importance to the Dominion of Canada, unless it were the formation of a great line of water and railway communication across the Continent, and wholly through British territory, to the Pacific Ocean.

The city of Chicago, now numbering about 250,000 inhabitants, although nearly 1,000 miles inland from the Atlantic, and at an elevation of 565 ft. above its surface, is nevertheless one of the great shipping ports of America, and it is said, upon the authority of statistics which there is no reason to doubt, that it exports more grain, more sawn timber, and more salted meat than any other port in the world. Vessels of moderate tonnage have already sailed direct from Chicago to Liverpool, and it is hoped to one day make the trade between the two ports as regular as at least between Hull and St. Petersburg. The astonishing growth of the commerce of Chicago has been very lately brought airily to public notice in this country, by Captain Tyler and Mr. C. W. Eborall's report upon the Grand Trunk Railway. The export commodities, not only of Chicago, but of other large and rapidly growing commercial towns in the North-Western States of America, are sent eastward either by rail or through the great chain of lakes, Michigan, Huron, St. Clair, Erie, and Ontario, the greatest lake of all Superior an American Mediterranean being further to the north, and off the route. From Chicago to New York, by way of the lakes, the Erie canal, and the river Hudson, is 1,615 miles, although by rail it is but 955 miles. From Chicago to Quebec, by water communication, is 1,684 miles, and Quebec is 478 miles nearer Liverpool than New York, the respective distances being 2,562 miles and 2,684 miles. In sailing or steaming from Chicago to Quebec, however, a great deal more than 600 miles must be made around the extensive peninsula which forms the south-western portion of Canada, a peninsula bounded by Lakes Huron and St. Clair, the river Detroit, and Lakes Erie and Ontario. Lakes Michigan, Huron, St. Clair, and Erie are all upon the same level, viz. 574 ft. above the Atlantic. But from Erie to Ontario there is a fall of 34 ft. in the river Niagara, one-half of this fall being at the great cataract of that name. Vessels descend from Lake Erie to Lake Ontario through the Welland canal, in Canadian territory, to the west of, and nearly parallel with, the river Niagara.

The extensive peninsula which forms the south-western portion of Canada is joined to what we may call the continent of Canada by an isthmus hardly more than 60 miles across, more distinctly marked by the valleys of two or three rivers, one, the Humbler, discharging into Lake Ontario, and the others, the Holland into Lake Simcoe, and the Nottawassaga into Georgian Bay, the latter an extensive indentation of Lake Huron. The least elevation of the country between the lakes is 670 ft. above Ontario, and 330 ft. above Huron. On the line of this isthmus is Lake Simcoe, a sheet of water 660 square miles in area, and as wide as the narrowest part of the Straits of Dover. This lake is 470 ft. above Ontario and 130 ft. above Huron, and it drains into the latter. The proposed ship-canal will follow the valleys of the three rivers by the practically inexhaustible waters of Lake Simcoe, and nearly twenty-five miles of the length of this lake will be used as a part of the navigable route. By means of the canal 428 miles of the present distance by water from Chicago to Quebec and Liverpool will be saved, the distance from Chicago to Liverpool being reduced from 4,168 miles to 3,738 miles, and from Chicago to Quebec from 1,644 miles to 1,223 miles. By the present route, through the existing Welland Canal, from Lake Erie to Lake Ontario, only vessels of small size can pass; but by the proposed canal, and with enlargement to be made in the locks of the St. Lawrence canal, vessels of 1,200 tons could sail or steam direct between London or Liverpool and Chicago. The lowest freight for grain between Chicago and Liverpool is now 15 1/2 per bushel, or say, £2 13s per ton, whereas by the proposed canal, and in much larger ships, the freight would be it is estimated, be lessened by one half equal to a reduction in the price of wheat of 5s. 8d. per quarter. The line of the proposed canal was surveyed in 1856 by Mr. Tully, of Toronto, who reported upon the scheme in considerable detail. It has been more recently re-surveyed by Mr. William Sykes, of the same place, who, with Mr. F. Capreol, the president of the provisional company formed for carrying out the work is now in London, and has submitted his plan and report to Mr. Hawshaw and Mr. Rendel, who, if the canal is begun, will be the engineers, they having accepted the appointment. It is by Mr. Capreol's indomitable energy and perseverance this project has been brought to its present stage.

Mr. Sykes's plans are for a canal 100 ft. in width and 13 ft. in depth, but it is possible that in the execution of the work these dimensions would be somewhat exceeded. We believe, however, that 15 ft. is the limit of the permissible draught of vessels navigating the St. Lawrence and Lake Ontario. The locks, of which forty-two will be required—viz., thirty-one south of

Lake Simcoe and eleven to the north—are planned of the following dimensions, viz., 250 ft. long, 33 ft. wide, and with 13 feet of water upon their sills. The average lift of these locks would be 15 ft.

As already stated, the lowest point in the summit-ridge between Lakes Ontario and Huron is 670 feet above the level of the former, and 33 ft. above that of the latter, or 240 ft. above the intermediate Lake Simcoe. It would be manifestly desirable to make the latter the source of supply in the ordinary manner of gravitation for the whole length of the canal. By doing this, too, a continuous summit level of nearly 43 miles out of the whole length of 161 miles would involve a cutting 83 miles long and 184 ft. deep at the deepest point, but the average depth of this would be only 80 ft. This would extend from the 22nd to the 34th mile from Toronto, however our engineers may have resorted, before now, to heroic treatment, we are not sure that they will be content to mould a work like this—on any rate unless the ground had been thoroughly bored and found to be favourable every point. This cutting was, however, proposed by the original projectors of the work, Mr. Tully, and it now appears to the honour of Mr. Sykes, who has tested the ground to considerable depths and found it to consist of indurated clay and gravel, similar to that found in ends not far distant which have stood for many years at steep slopes. Mr. Sykes, indeed, in the cutting as a work of magnitude, merely, and not as one of our city. If made four arched bridges of large span, say of them of about 200 ft., would be required to carry roads over the cutting, and at an elevation sufficient to clear the topmasts of vessels passing beneath.

The plans of the work may, however, be considerably modified before they are finally carried into execution, and it is not improbable that the engineers who are expected to assume the responsibility of the works may recommend a much shorter and shallower cutting even at the expense of increased lockage, and that of pumping the water, say, 100 ft. to the summit level. The power required to pump the whole lockage water 100 ft. high would not, as shown by calculation, be excessive, even if ships were passing the locks every twenty minutes during the twenty-four hours. Which- ever mode may be adopted for passing the summit, it is satisfactory to know that Mr. Hawshaw in his preliminary report upon a general examination of the plans, has pointed out no special difficulties, this report being based upon the necessary assumption that the soil is favourable for the execution of the proposed works.

From the northern end of the summit cutting to Lake Simcoe is 14 miles, and the route lies in flat marshy land, and for much of the way in the bed of Holland river. The proposed length of the summit level, including the 2 1/2 miles of navigation through Lake Simcoe, is 43 miles nearly, or eight hours steam tug at an average rate, in the canal and on the lake of 14 miles an hour.

Beyond Lake Simcoe will be one more heavy cutting, 5 1/2 miles long and 8 ft. deep at the deepest point, but only 50 ft. on the average. At its northern end the canal will be let down 10 ft., by six locks of 15 ft. lift each, and five more locks of 8 ft. lift each occur at various points before reaching the Georgian Bay, near which, also, the canal will pass through a cutting about three miles in length. The gates and sluices of the locks are to be opened by hydraulic power, and the swing bridges over the canal are to be moved by steam power.

The harbours both on Lake Ontario and the Georgian Bay are sheltered, and capable of being easily rendered available for vessels.

It is proposed to take the canal over the Great Western Railway, near Toronto, by an aqueduct of three spans, and to reconstruct the bridge of the Grand Trunk Railway at Weston, seven miles from Toronto, so that vessels may pass beneath it. Both these are important works.

The whole length of the canal proper is nearly 72 miles, or including the navigation through Lake Simcoe, 96 miles from Lake Ontario to the navigable waters of the Georgian Bay and Lake Huron.

Mr. Sykes has estimated that the work will comprise 10,000,000 cubic yards of dredging, 61,000,000 cubic yards of excavation, and 1,600,000 cubic yards of puddling. The estimate is very full in its details of retaining piers, slope protection, locks, dams, waste weirs, bridges, hydraulic main (25 miles), towing-paths, culverts, inlets, fencing, terminal harbours, wharves, machinery, &c. and the whole estimated cost with 10 per cent for contingencies, is \$3,989,840, or about £25,000,000. This, however, is for a canal of but 13 ft. depth, and it is probable that 15 ft. of water would be finally fixed upon before commencing the works, in which case the cost might prove to be upwards of £3,000,000.

A mass of statistical information, collected from the best sources, has enabled an estimate, apparently well justified, to be formed that nearly 5,000,000 tons of freight yearly in both directions will be ready to take advantage of the proposed canal, if completed in 1875. Of the immense importance of the work to the Dominion of Canada those who know that country and the Great North-Western States of the American Union cannot entertain any doubt, and we trust before long to announce that it has been begun in earnest.

SHORT SESSION.—The fifth Session of the fifth Parliament of the colony of Victoria lasted rather less than three-quarters of an hour. The Parliament, having been prorogued on the 8th of November, was convened on the 25th for the purpose of agreeing to an address to His Royal Highness the Duke of Edinburgh, presently expected. No other business was done except passing a Bill to continue the operations of the Scab Act. His Excellency the Governor, who had opened the Session with a short vice-regal speech, remained in an adjoining chamber during the debate, and then re-entered to give the Royal assent to the Bill.

TRACTION ENGINES.

IN the Ontario Assembly on Monday Mr. Cumbo-land moved the second reading of the Bill (No. 66) respecting traction engines. He said, as some inquiries had been made as to the purpose of this Bill, he begged to offer a word or two of explanation. The name even "traction engines," seemed unfamiliar to some hon. members, and some were rather alarmed about it. A "traction" engine was simply a locomotive engine to run upon highways instead of railways. An application was made to him very shortly after the session opened by parties who were desirous of running such engines here, but who feared that they had not the power, and that they might be subject to annoyances, possibly losses and law suits, if they attempted to work traction engines in this country. One firm, of high commercial standing in this city, had ordered a traction engine, but unfortunately on its way here, it was lost by the vessel being wrecked. Another party desired to start them on the road from Whitby to Port Perry, and requested him to introduce a Bill to incorporate a company for that purpose. He (Mr. Cumbo-land) suggested to that gentleman and others that if the use of these traction engines was likely to become beneficial to the public, it would be better to embrace in a general measure, proper rules and regulations in respect to them. He had accordingly ventured to introduce this Bill. Everything that went to cheapen the cost of transportation was beneficial. There were localities in this Province where there were large accumulations of heavy freight outside the reach of railways, and for which traction engines were well calculated. It was true their use must be limited to tolerably good roads. He believed a good summer road, though not macadamized, might be available; but, as a general rule, a macadamized road would be necessary. The gradients ordinarily found on common macadamized roads would not interfere with the action of these engines. A six horse-power engine, weighing six tons, and costing 120, would draw a load of 15 tons on an ordinary level road, and a load of 10 tons upon a gradient of one in twelve. An eight horse-power engine, weighing 8 tons, would haul 25 tons on a level and 15 tons upon a gradient of 1 in 12. A ten horse-power engine weighing ten tons would haul 30 tons on a level and 20 tons upon 1 in 12. The gradients on the ordinary macadamized roads of the country would scarcely exceed 1 in 12. Such engines would probably be very useful to run from the villages tributary to Toronto, within a radius of 12 or 15 miles. Some of these villages were looking for railway service and might not get it. In that case, these engines would furnish an efficient way of largely diminishing the cost of transportation. He confessed frankly, however, that the matter was one of some difficulty, and he should be much obliged to any members who might point out amendments that might be made in his Bill. Some of the clauses he had proposed with considerable hesitation. For instance, with regard to roads owned by corporations or purchased by companies from the Government, it might not be acceptable to those parties to make it obligatory on them to straighten their roads, so as to fit them for being used by these engines. He believed, however, that the introduction of traction engines would be a great public benefit, and would largely increase the profits of the producer.

GOLD ON THE ARTHABASKA.

A CORRESPONDENT at Red River says:—The last summer was extremely unfavourable for mining. Early in May the thaws commenced in the mountains, the floods descended, carrying off sluices, rocks and all that was near the river, yet I think it overflows a few low-points—and does not extend into the plains as this river did in '23 and '52. When the water drove the miners from the bars and banks of the river, G. Gunn and a few others formed a party and set off to prospect on the Arthabaska river and on its tributaries. The fund indications of gold all along, but the melting of the snow in the mountains at the heads of the Arthabaska filled the river, creeks and gulches, rendering their exploration very unsatisfactory; as they were not able to work on the bars. They passed Jasper's house and travelled over a non-fruitful region a distance of 70 or 75 miles, beyond this they found the precious metal, a continuation or extension of the gold region of the P. C. slope; but no where could they find the nuggets nor the gold-bearing rocks in situ. The miners were pretty successful in the fall, from the most reliable information that I could obtain a diligent miner may (during the early months of the summer and autumn) make from £80 to £150 or £200. But provisions are difficult to be got and dear. Flour, 7d. per lb; pemican, 6d; beef, 4d. All kinds of imported goods are, at the least, 100 per cent dearer than in Red River. Add to this that a few only of those who work in the mines in this open season can get employment during the winter. The buffalo are by all accounts, few and far away; and the Blackfoot Indians have pilaged and stripped the Hudson's Bay Company's servants last summer and last fall, wherever they met them. This will greatly increase the difficulty all who are there labour under, in procuring food. Some crossed the mountains last fall from the west, and if Dame Fame is to be believed greater numbers are to follow in the spring. We felt good will frustrate all their hopes. To obtain food they must hunt, and men, while hunting cannot dig mining.

EXPORTS OF LUMBER FOR 1867.

Below we give the quantity of Lumber shipped from all the principal ports on the frontier of the Province of Ontario

Table with 2 columns: Port Name and Feet. Lists ports like Port Hope, Toronto, Brantville, etc., with their respective lumber export volumes in feet.

There are no returns as yet from Saugeen or Goderich. The amount of Lumber shipped over the Port Hope harbor paid toll to the amount of \$17,500 - Canadian Post.

A YEAR'S SHIPBUILDING ON THE CLYDE - During the past year the tonnage launched on the Clyde amounted to 114,693 tons, while in 1853 the amount was 129,989. Of paddle steamers there were 25 launched, as compared with 35 in 1853.

AMERICAN COMMERCIAL TRAVELLERS - The number of commercial travellers from the other side of the lines who have visited Canada this year already exceeds any previous year since 1851. The fact is accounted for by the state of the markets in the United States, these parties themselves describing them as over-stocked, and the business men in the majority of their inland cities and towns reluctant to buy, owing to the quantity of last year's purchases remaining on hand.

A meeting of merchants and others interested in the proposed scheme to buy up \$200,000 or \$400,000 worth of silver, and ship it out of the country was held on the 30th January in this city. The object of the meeting was to report progress, and to adopt such measures as might appear necessary to insure the immediate success of the movement.

The New York World says: - The latest instance of "protection" gone mad appears in the proceedings of the Codfishermen's Convention in Boston. Modest men were these codfish conventionists in the measures they proposed to protect their pockets.

pounds for mackerel, on all foreign fish, so as to compel poor people to pay still larger profits to the now over-protected fishermen; but they wanted all taxes on tackle, salt, vessel-building, and other material of the fishery business abolished at once, so that the fishermen should pay nothing and get everything. It was feared, however, that additional duties on foreign fish would lead to a retaliation in the increase of the British tax of one dollar per ton on American vessels fishing in the provincial waters.

MONEY MARKET.

MONEY continues abundant, and may be obtained at 7 at the banks, and 8 to 10 on the street, - first-class paper being, of course, understood.

Sterling Exchange is firm at 10 1/2 to 10 1/4, with very little doing.

Silver continues abundant, and closes at 4 to 4 1/4. The movement to ship all the surplus on this market is rapidly gaining ground, and the first instalment of \$20,000 to \$30,000 will go forward to-day. It has already resulted in a fall of nearly one per cent, and the promoters are sanguine that they will yet succeed in driving it down to three per cent.

MONTREAL, 5th Jan., 1868.

SIR, - The tenders of silver for exportation have now reached a figure which, in the opinion of the Committee appointed to superintend the movement, warrant me in proceeding with the shipments immediately.

I have therefore to request that you will deliver the amount tendered by you at my office within thirty days from date, in sums of not less than one hundred dollars - for which you will be paid in cash on delivery. Should it be found impracticable to carry out the original proposition to its full extent, I reserve to myself the privilege of accepting any modification which the Committee see fit to make.

In making delivery, please separate the halves from the quarters; and when it can be done conveniently, separate the British from American York shillings will be taken to any amount if not mixed with ten cent pieces.

The Committee are strongly of the opinion that to effect any really important and permanent reduction in the rate of discount, it will be necessary to ship about half a million dollars. They, therefore, urge upon all parties interested to use their influence in securing that amount for shipment.

Mr. Weir, broker of this city, has charge of the shipments.

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

Table of Sterling Exchange rates: Bank on London, 60 days sight, Private, Bank in New York, Gold Drafts on New York, Gold in New York, Silver.

THE GROCERY TRADE.

Table listing grocery items and prices: Baldwin, C. H., & Co., Cameron & Rose, Chapman, Frazer & Tyles, Childs, George, & Co., Converse, Colson & Lamb, Davis, Clark, & Clayton, Duncan & Forster, Franck, J. C., & Co., Gillingham, W. S., & Co., Jeffery, Brothers & Co., Kirwan & Kinloch, Mathewson, J. A. & H., Mitchell, James, Moore, Nempie & Hatchette, Robertson & Beattie, Robertson, David, Tiffin, Bros., Thomson, Murray & Co., Torrance, David, & Co., West, Bros., Winning, Hill & Ware, Hannan, M., & Co., Hobson, Thomas, & Co., Laidlaw, Middleton & Co., Mitchell, Robt., Raphael, Thomas W., Sinclair, Jack & Co., Seymour, C. E.

WE have no activity to note in Groceries, and nothing to report beyond an advance of a few cents in Montreal Refined Yellow Sugars, and the sale on Wednesday for account of Messrs. Converse, Colson & Lamb, which was fairly attended by local dealers, but at which the prices obtained were not considered very satisfactory. The following is a summary of the sale:

Table of grocery sale items: 10 bxs peppermint lozenges 13c; 16 do apple drops 11c; 2 do pear 13c; 2 do assorted mixtures 14c; 4 do mixed candies 13c; 20 do fine mixtures 12c; 20 do arrowroot biscuits 6c; 13 do assorted crackers 7c; 60 do Barrowman's pipes 4s; 70 do fancy briar root 2s 6d; 90 bxs Labrador herrings \$3 25; 45 hf do \$2 1/2; 21 bxs pickled codfish \$3 1/2; 2 do trout \$1; 8 kits dried pollock \$2; 25 do codfish \$3; 20 do small \$2 1/2.

TEAS - 23 hf chits Trwanky 41c; 10 do 42c; 10 do 40c; 10 do imperial 40c; 10 do 40c; 14 do gunpowder 30c; 20 do 70c; 9 do 80c; 20 do young nyson 41c; 15 do 42c; 16 do 52c; 10 do 60c; 16 do 70c; 25 do 70c; 23 cattles do 90c; 15 hf chits Japan 60c; 10c do 49c; 10 cattles orange pekoe 62c; 20 do 61c; 25 do 55c; 40 do

62c; 10 hf chits Japan 62c; 20 do 65c; 100 hf chits orange pekoe 60c; 100 do 43c.

14 bags Moccha coffee 23c; baskets Cheddar cheese 22c; 25 bxs Malaga figs 6c; 20 do 5 1/2c; 40 do 6c; 1 case Turkey figs 13c; 2 do 12 1/2c; 3 do sago 6c; 4 do nutmegs 40c; 5 do unfilled do 43c; 5 bxs bleached Jamaica ginger 10c; 5 bags black pepper 8c; 11 do 7 1/2c; 5 cases salmon (tins) 12s 6d; 5 do tins sardines 18c; 100 bags liberts 7 1/2c; 5 do Brazil nuts 6c; 5 do 5 1/2c; 20 bxs prunes 7 1/2c; 60 bxs currants (old) 2 1/2c; 25 hf bxs Valonia raisins 7 1/2c; 25 do bunch 8s 6d; 12 do layer 12s; 25 do 70c; 1 bato vino corks 11c; 10 do 10c; 1 do 13c; 6 do 12 1/2c; 40 bxs Stubb's Liverpool soap 4 1/2c; 10 cases mixed pickles (Joyce's) \$1 70; 5 do salt glass jars 6s 9d; 5 bales corks 2s 6d; 16 kegs sal soda 3s 3d; 10 do 9s; 25 do bl carb soda 2; 1 case confederation cigars 10; 10 do Jules Robin brandy \$6 1/2; 100 do \$6 55; 10 do Otards \$6 1/2; 20 do Martell's \$8; 14 do Girard's \$3 1/2; 6 do Moutiers \$7; 10 hds Jules Robins 10s; 11 do 9s 9d; 6 1/2 casks do 10s 6d; 7 do 10s; 4 hds Martell's 11s; 7 do do 11s 4d; 4 do do Honnessy's 11s 2d; 10 cases Bernard's ginger wine \$3 20; 40 do do \$2 95; 10 do Royal Italian Bitters \$5; 40 do do \$5; 10 do Vermont \$3 1/2; 10 do do \$3 1/2; 3 do milk punch \$4; 25 do Dunville's Irish whisky \$5 1/2; 10 do (amiable) do \$4 1/2; 6 do Booth's Old Tom \$5 1/2; 25 do Burton's do \$4 1/2; 1 hhd Booth's 8s 6d; 1 qr-ck 8s 3d; 35 cases green palm tree gin 16s 9d; 40 do do 15s 6d; 3 puns Demerara rum \$1 45; 1 do Jamaica do 9s; 12 c Guinnesses porter 10s 9d; 5 do 7s 6d; 2 hds Ballard's gin 7s; 5 bxs tobacco (Victoria 10s) 12c; 5 qr-casks Crescent sherry 5s; 2 burs Crown do 3s; 6 qr-casks Penmartin's do 6s 9d; 2 hds Cramp, Sutor & Co's No 3 7s 6d; 3 qr-cks port 7s.

THE DRY GOODS TRADE.

Table listing dry goods merchants: Baker, Popham & Co., Bailie, James, & Co., Clark, Jas. T. & Co., Casson, T. James, & Co., Davis, Welsh & Co., Donnelly, James, Dunn, H., Fish & Co., Foulds & Hodgson, F. Aids & Mcablin, Gilmour, J. Y., & Co., Greenhields, S., Son & Co., Hingston, T. W., & Co., Hughes Brothers, Johnston, James, & Co., Lewis, Kay & Co., Macfarlane, Andrew, & Co., MacKenzie, J. O. & Co., Mackay, Joseph, & Bro., May, Joseph, May, Thomas, & Co., McCulloch, Jack & Co., McLachlin Bros. & Co., McMaster & Co., Win. J., Miles, S. H., & J., Muir, W., & R., Munderloh & Steencken, O'Flynn & Co., Pinnell, Aubin & Co., Robertson, A., & Co., Roy, Jas., & Co., Stephen, William, & Co., Stirling, McCall & Co.

THERE is still no movement to report. Business, as is generally the case at this season, is almost entirely suspended, and holders are filling up their leisure by taking stock and preparing for the Spring trade, which may soon be expected to begin.

THE HARDWARE TRADE.

Table listing hardware merchants: Crabtree & Caverhill, Evans & Evans, Evans, John Henry, Hall, Kay & Co., Ireland, W. H., La Riviere & Bourleau, Morland, Watson & Co., Mulholland, & Baker, Robertson, Jas., Round, John & Sons, Waddell & Pearce.

BUSINESS continues very dull, with no immediate sign of improvement. There are a large number of travellers out, but their reports are not very favourable, and few orders are coming in. Cut Nails are unchanged, and no alteration is looked for until the meeting of Iron masters in March. Our previous quotations are continued.

MONTREAL PRODUCE MARKET.

Table listing produce merchants: Akin & Kirkpatrick, Black & Locke, Buck, Robertson & Co., Cameron & Ross, Converse, Colson & Lamb, Crawford, James, Hannan, M., & Co., Hobson, Thomas, & Co., Laidlaw, Middleton & Co., Mitchell, Robt., Raphael, Thomas W., Sinclair, Jack & Co., Seymour, C. E.

FLOUR - Since our last we have to note rather more activity, and some improvement in the leading grades. Extras and Fancies have varied little, and former quotations may be repeated. Supers have met a better consumptive demand, and an advance of 10c to 15c may be quoted. Ordinary sold at the close at \$7 50 to \$7 55, and choice \$7 00 to \$7.65, while for broken lots of some of the more favourable brands \$7 70 was paid. No. 2 sells freely at \$7.20 to \$7.25 for the better samples. Fine and middlings are also scarce and command ready sale at full rates. Bogs are sparingly supplied, and good samples would readily fetch \$3 65 to \$3.70. Rye flour sympathizing with the lower grades, is slowly improving, and now commands \$6 for good samples. OATMEAL - Continues very firm, though little is changing hands, ruling rate is \$6.50 for fair Lower Canada samples.

GRAIN - Wheat - There is little business to note, arrivals being small and mostly on millers account, the few cars changing hands have been at \$1.70. Pease - No sales on the spot, 25c to 9 1/2c per 63 lbs. still offered for delivery. Oats continue firm and buoyant, latest sales on the spot and adjacent stations

have been at 46c to 47c. Barley engages less attention, a sale of fair quality was made at the close at 93c.

PROVISIONS.—Mess Pork—Meets a fair consumptive demand at quotations, other goods are practically nominal. Hogs have ruled dull for the week, but at the close buyers come forward more freely, and prices have partially recovered the late decline.

ASHES.—Pots.—The demand has been rather unsteady, and prices somewhat fluctuating. Closing rate for fair bills \$5.25. Pearls are quite neglected sales being difficult to effect at any price.

THE LEATHER TRADE.

TRADE is comparatively quiet, although there is rather more demand for stock, sales, however, are only being made in limited quantities.

SPANISH SOLE.—There is still a moderately fair inquiry and some considerable sales, but no activity. SLAUGHTER SOLE.—As last noted, HARNESS.—Very little inquiry at present. WAXED UPPER.—Continues quiet, there being no particular demand.

BUFF AND PEBBLED.—Sales making are not heavy, but consist almost wholly of first-class stock, low grades being offered at lowest quotations.

PATENT AND ENAMELLED—Remain about as last reported.

KIP, CALF, SPLITS, &c.—Without any change.

ASSIGNEES APPOINTED.

Table with columns: NAME OF INSOLVENT, RESIDENCE, NAME OF ASSIGNEE. Lists names like Christie, Wm. and Co., Doberty, Margaret, French, William Henry, etc.

APPLICATIONS FOR DISCHARGE.

Table with columns: NAME, RESIDENCE, DATE. Lists names like Bell, Thomas, Baker, William S., Couture, Pierre, etc.

WRIT OF ATTACHMENT ISSUED.

Table with columns: DEBTOR'S NAME AND RESIDENCE, PLAINTIFF'S NAME, DATE. Lists John McConnell, St. Catherine's, John McDonald, etc.

HAVANA PRICES CURRENT.

The following is the last (Lawton Brothers), Havana Prices Current of Imports, dated Jan. 21, 1863:

Table listing various goods and their prices, including Coffee, Sugar, Oil, etc.

Table with columns: CATTLE, PIGS, etc. listing prices for different types of livestock.

Table with columns: SHEEP, etc. listing prices for sheep and other animals.

Table with columns: EXCHANGE, listing exchange rates for London, Paris, New York, etc.

STOCK MARKET.

Large table listing various stocks and bonds, including Bank of Montreal, Commercial Bank, City Bank, etc., with columns for closing prices and last week's prices.

NORTHERN RAILWAY OF CANADA.

Freight receipts for the week ending January 23th, 1863:—

Table showing freight receipts for Passengers, Freight, Mails and Sundries.

Total receipts for week \$9,267 13 Corresponding week, 1867. \$6,292 91

THOMAS HAMILTON, Secretary and Accountant.

RECEIPTS OF PRODUCE.

VIA GRAND TRUNK RAILWAY AND CANAL.

Table showing receipts of produce for the week ending Tuesday, Feb. 5, 1863, compared to the corresponding period in 1867.

PRICES OF GRAIN.

Table showing average prices of various types of grain like Flour, Bag Flour, etc.

CANADIAN SECURITIES IN ENGLAND.

LONDON, Jan. 15th 1863.

GOVERNMENT SECURITIES.

Table listing various government securities and their prices, including British Columbia 6 p. c., Canada 6 per cent Jan. and Dec, etc.

RAILWAYS.

Table listing railway securities and their prices, including Atlantic and St. Lawrence, Buffalo and Lake Huron, etc.

BANKS.

Table listing bank securities and their prices, including British North America.

MISCELLANEOUS.

Table listing various miscellaneous securities and their prices, including Atlantic Telegraph, British American Land, etc.

JOHN HENRY EVANS,
Importer of
IRON & GENERAL HARDWARE,
SADDLERY AND CARRIAGE HARDWARE,
No. 403 and 405 St. Paul Street,
and 12, 14, 18, 20, 22, and 26 St. Nicholas Street,
MONTREAL.

JOHN HENRY EVANS,
Sole Agent for Canada
For the TROY BELL FOUNDRY. 14-1y

CAMERON & ROSS,
WHOLESALE GROCERS AND COMMISSION
MERCHANTS,
435 Commissioners Street,
MONTREAL,

Offer for Sale:

- Half-chests Extra Choice Moyune Young Hyson.
- Half-chests Finest Moyune Young Hyson.
- Half-chests Finest New Season Moyune Gunpowder.
- Half-chests Choice Moyune Gunpowder.
- Half-chests Finest New Season Uncolored Japans.
- Half-chests Extra Fine Uncolored Japans.
- Half-chests Finest Moyune Twankay.
- Half-chests Extra Fine Moyune Twankay.
- Half-chests Finest English Breakfast Congou.
- Catties Extra Choice Congou.
- Catties Finest Souchong.
- Barrels Golden Syrup.
- Barrels Standard Syrup.
- Barrels New Currants.
- Boxes Layer Raisins.
- Boxes London Layers.
- Boxes M R and Bunch Raisins.
- Half Boxes Raisins, M R and Layers.
- Quarter-Boxes " " "
- Boxes Valentin Raisins, New Fruit.
- Half-boxes " " "
- Boxes Figs
- Kegs Seedless Raisins.
- Half-kegs " "
- Boxes " "
- Cases Glenfield Starch.
- Cases Fig Blue.
- Cases Ball Blue.
- Cases Lemon Peel.
- Cases Olive Oil, in quarts.
- Cases Olive Oil, in pints.
- Bags Pepper.
- Bags Pimento.
- Hhds. Coleman's Mustard.
- Hhds. Cooney's " "
- Cases best Madras Indigo.
- Barrels best Dutch Maddar.
- Kegs Alum.
- Kegs Saltpetro.
- Barrels Jamaica Ginger.
- Barrels Copporas.
- Cases Pearl Sago.
- Cases Liquorice.
- Boxes Liverpool Soap.
- Barrels Crushed Sugar.
- Bags best Java Coffee.
- Bags Ceylon " "
- Bales Cassia.
- Bags Cloves.
- Cases Nutmegs.
- Bags Hemp Seed.
- Bags Canary Seed.
- Bales Senna.
- Kegs Bi-Carbonate of Soda.

In soliciting the patronage of the city and country trade, we would state that for a number of years we have paid special attention to the selection of Teas, and for the last two years we have not had a single complaint respecting the quality sent to any of our customers during that time. Our rule is to sell our goods at the lowest remunerative profits, to those who are in the habit of being prompt with their payments. To country merchants we would state, that owing to our being situated in one of the best thoroughfares of the city for the sale of Provisions, and having a large city trade, we are enabled to work off choice lots of Butter to advantage, as well as all other kinds of country Produce. An examination of our stock and prices solicited.

1-1y **CAMERON & ROSS.**

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THIBAudeau, THOMAS & CO.,
Wholesale Importers of
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A large stock of Teas kept constantly on hand. 41-1y

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

COMMISSION MERCHANTS.

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

J. & W. REID,
GENERAL MERCHANTS,
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OTTAWA.

GOVERNMENT HOUSE, OTTAWA,
Friday, 24th January, 1893.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL
IN COUNCIL

ON the recommendation of the Honourable the Minister of Customs, and under the authority given and conferred by the 123 clause of the Act 50 and 31 Vic. cap. 6, intituled, "An Act respecting the Customs"

His Excellency in Council has been pleased to make and prescribe the following 'Regulations' respecting the Warehousing and bonding of Wheat, Maize or other Grain that may be ground and packed in bond, that is to say:

1. That the Collector or other Officer of Customs at any Warehousing Port in the Dominion of Canada, may deliver without payment of duty to the Importer of any Maize or other grain from which flour or meal can be manufactured, on proper entry being made of the same, any quantity of such Maize or other grain for the purpose of drying, grinding and packing in such place and on such premises as shall be particularly described by such importer or owner.

2. That such buildings used for drying, grinding and packing of Maize or other grain, and the premises thereto belonging, with the description to be given thereof as aforesaid, shall, for the purposes of drying, grinding and packing Maize and other grain under the above mentioned Act, be deemed and considered a Government Bonded Warehouse, and that none of the Maize or other grain so brought into the said drying, grinding and packing building or upon the said premises, shall be removed therefrom without a proper ex-warehouse entry and due payment of all duties on the same, if intended for home consumption within the said Dominion, or upon due entry thereof for removal or exportation under the usual bonds, nor shall any flour, meal or other products from the maize or other grain aforesaid, be removed from the said premises without due entry as aforesaid, either for consumption as aforesaid, for removal or exportation and payment of all Customs duties legally due on the flour, meal and other products into which the said maize and other grain shall have been manufactured as the case may be, allowance having first been made of five per cent on the said flour or meal for shrinkage in those cases in which the corn or other grain has been kiln-dried before grinding.

3. That before the importer or owner of any maize and other grain aforesaid shall, for the purpose of drying, grinding and packing, be entitled to obtain the delivery thereof of her ex-ship upon their importation into the said Dominion, to be carried immediately to the drying, grinding and packing buildings and premises aforesaid, or out of any Customs Warehouse, in which the same may be warehoused, he shall give bond with two sufficient sureties to the satisfaction of the Collector of Customs at the port where such maize and other grain are imported or warehoused, in a penalty of double the amount of duties payable on the same, with the conditions that the whole amount of the duties so payable upon the quantities of maize and other grain so delivered upon arrival or out of Warehouse as aforesaid, for the purpose of being dried, ground and packed in bond, shall within six months from the date of the bond to be so entered into, be well and truly paid to the Collector of Customs aforesaid for the use of Her Majesty, and the said importer or owner shall, before he can obtain the delivery aforesaid, further enter into and execute to the Collector for the use of Her Majesty as aforesaid, a general bond, the said importer or owner in the penal sum of one thousand five hundred dollars, and two approved sureties in the sum of three hundred and seventy-five dollars each, conditioned that at no period shall the quantity of maize or other grain, or the product thereof in the said building or premises be less than the quantity on which the bond or bonds for duties herebefore mentioned, shall be outstanding and unpaid.

4. And for the purpose of further securing the due observance of the foregoing Regulations, the Collector of Customs, the Surveyor of Customs or warehouse-keeper or other approved officer of Customs at the port where the said maize and other grain shall be so bonded, or at the port nearest to the said drying or grinding and packing premises, shall at all times when such operations are being carried on therein have free access to and upon the said drying, grinding and packing buildings and premises, for the purpose of verifying the quantity of maize or other grain and their products therein, and any reasonable expenses attending such inspection shall be borne and defrayed by the importer or owner of the maize and other grain so undergoing drying, grinding and packing in bond.

The order of His Excellency in Council of the 1st August, 1887, prescribing Regulations on the above subject, but restricted to the Provinces of Quebec and Ontario, is hereby revoked.

WM. H. LEE,
Clerk Privy Council.

HENRY GRIST,
OTTAWA, Canada,

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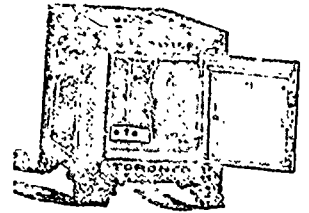
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