

Intercolonial Railway. Dominion Securities.

THE ONLY CANADIAN ALL RAIL ROUTE

Between Eastern and Western Canada.

By this route frequent change of cars and all vexatious Customs regulations are avoided. Pullman Cars run through between Montreal, Halifax and St. John.

The Intercolonial is yearly becoming a Popular and Favourite Route for Tourist and Pleasure Travel. Sea Bathing and Tourist tickets are now being issued at very low rates. The finest Salmon and Trout fishing in America is to be found in Rivers and Lakes along this railway. There is also excellent sea and surf bathing.

Close connections are made weekly at Rimouski with the Allan Royal Mail Line to and from Liverpool, making the shortest ocean passage between Europe and America. Passengers for Europe leaving Montreal by the Mail Special on Saturday morning will join the Mail Steamer at Rimouski the same evening.

IMPORTERS and EXPORTERS will find it advantageous to use this route, as it is the quickest in point of time and the rates are as low as by any other. Through freight is forwarded by fast special trains.

Through express trains run as follows:—

| GOING EAST. | GOING WEST. |
|--|----------------------------------|
| Leave Toronto 7.12 a.m. | Leave Halifax 6.15 p.m. |
| " Montreal 10.00 p.m. | " St. John, N.B., 10.30 p.m. |
| " Quebec 7.30 a.m. | " " " |
| next day. | Arrive Quebec 8.50 p.m. |
| Arrive St. John, N.B., 6.00 a.m., day after. | " Montreal 6.30 a.m., day after. |
| " Halifax 10.00 p.m., do. | " Toronto 11.15 p.m., do. |

The Pullman cars which leave Montreal on Monday, Wednesday, and Friday run through to Halifax without change, and those which leave Montreal on Tuesday, Thursday, and Saturday, run through to St. John, N.B., without change.

All information about the route, and also about freight and passenger rates, will be given on application to

R. ARNOLD, Ticket Agent,
Cor. King & Yonge Streets, and 30 York St., Toronto.

R. B. MOODIE,
Western Freight and Passenger Agent,
72 Yonge Street, Toronto.

GEORGE TAYLOR,
General Freight Agent, Moncton, N.B.

A. BUSBY,
General Passenger & Ticket Agent, Moncton, N.B.

D. POTTINGER,
Chief Superintendent, Moncton, N.B.
Railway Office, Moncton, N.B., 5th July, 1882.

The attention of holders of Dominion Securities to be redeemed 30th inst. is invited to the

CURRENCY DEBENTURES

ISSUED BY

The British Canadian

LOAN & INVESTMENT CO. Limited,

FURNISHING AN

Immediate Investment, a Fair Rate of Interest,

and

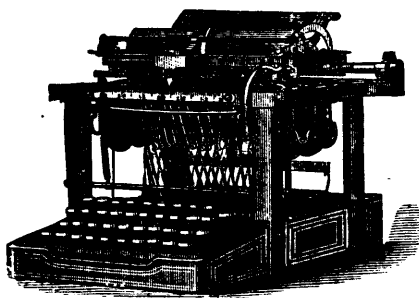
UNDOUBTED SECURITY.

For particulars apply to

R. H. TOMLINSON

Manager.

30 Adelaide St. East, Toronto,
Sept. 27th, 1882.



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one of the greatest labor-saving inventions of the age. Saves time, clerk hire and stationery, makes from 1 to 20 copies at one impression, and can easily be worked three times as fast as ordinary hand-writing.

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Gen'l Agent for Ontario

15 Wellington St. East, Toronto.

CANADIAN PACIFIC RAILWAY COMPANY

The CANADIAN PACIFIC RAILWAY COMPANY offer lands in the FERTILE BELT of Manitoba and the Northwest Territory for sale on certain condition as to cultivation, at

\$250 PER ACRE.

Payment to be made one-sixth at time of purchase, and the balance in five annual instalments, with interest at Six per cent.

A REBATE OF \$1.25 PER ACRE

allowed for cultivation, as described in the Company's Land Regulations.

THE LAND GRANT BONDS

of the Company, which can be procured at all the Agencies of the Bank of Montreal, and other Banking institutions throughout the country, will be

RECEIVED AT TEN PER CENT PREMIUM

on their par value, with interest accrued, on account of and in payment of the purchase money thus further reducing the price of the land to the purchaser.

Special arrangements made with Emigration and Land Companies.

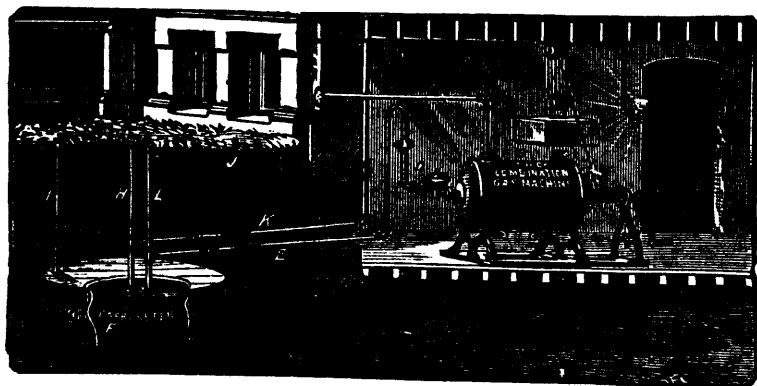
For copies of the Land Regulations and other particulars apply to the Company's Land Commissioner, JOHN McTAVISH, Winnipeg; or to the undersigned

By order of the Board,

CHARLES BINKWATER, Secretary.

MONTREAL December 1st 1881.

THE COMBINATION GAS MACHINE.



WINDSOR and DETROIT.

Address—J. H. MASON, Manager.

For Lighting Mills and Factories, Country and Suburban Residences, Churches, Hotels, or Opera Houses. Nearly 4,000 in successful operation. Rates of Insurance LOWERED by the use of this Machine, and the cost of illumination less by one-half than the ordinary price of coal gas.

RAILWAY NOTES.

The new time table of the Grand Trunk railway will be issued next week.

The Canadian Pacific Railway paid at Emerson for duty on coal between July 24th and August 1st, \$5,701.

Three hundred and twenty-six cars of freight arrived at the Halifax station of the Intercolonial railway last week, and one hundred and sixty-nine were forwarded.

Hon. J. Ferrier, Canadian director; W. J. Spicer, superintendent, and R. Wright, treasurer, of the Grand Trunk railway, passed from Detroit to Montreal a few days ago.

The Grand Trunk engineers commenced surveying for the connection between Sarnia and Point Edward, along the river front.

The dummy, engine "International Bridge," fell into the Niagara river Friday last when the drawbridge was open, and a number of passengers were drowned. The engine was fished out Saturday by means of a river tug, a scow, and tackle, and landed on the Canadian side. It was practically a total wreck.

Railway and business circles in London are exercised over the rumor that the Grand Trunk authorities intend at no distant day to remove the present passenger station there to their property between Wellington and Waterloo streets.

Three warehouses at Prince Arthurs Landing contain about 1,000 tons of freight for Winnipeg and other points West. Two hundred and fifty tons of steel rails have also arrived there by the steamer Sovereign for the Canadian Pacific railway.

The Canadian Pacific main line is constructed a distance of 440 miles west of Winnipeg, of which about three hundred miles have been built since May by Langdon, Shepard & Co., the whole distance being built within 15 months.

The contractors on the Selkirk and Winnipeg railway are pushing the work forward with very commendable speed, and there seems no doubt but that the grading will be completed in good time this fall. The work of clearing has been completed, and five powerful graders are at work at various points between Selkirk and Winnipeg.

Morris, Manitoba, was in a state of excitement over the advent of the iron horse into that town. The bridge across the Morris river having been completed, and the iron laid, the construction train reached Morris last Friday amid general rejoicing. It is proposed to further celebrate the event by a grand demonstration on Oct. 13, the last day of the county exhibition.

The Canadian Pacific railway directors are taking the precaution of strengthening all the iron bridges on the line between Montreal and Ottawa. The structure across the Masconche on the St. Lin branch has been found very defective and repairs have been commenced under the direction of Mr. W. B. Smellie, consulting engineer of the road.

The Portage, Westbourne & Southwestern Railway has been completed to Gladstone, and it is expected that regular trains will be running by the 1st of October. The contractors are raising the road bed between Modonald and Westbourne, and when finished will put the whole line in good condition for general traffic.

The Southern branch of the Canadian Pacific railway, in Manitoba, will be connected with the American system about 15 miles west of the "four corners" which are near West Lynne. The work will be completed in time to move the heavy wheat crop which is now being harvested. The formal meeting of the Canada Atlantic railway took place on Saturday last. An excursion party of about two hundred persons left for Coteau in the morning at the invitation of the company. Now the Ottawa city council refuses to pay its promised bonus of \$100,000 owing to some alleged irregularities in the by-law.

Mr. Wm. Edgar, for a long time the general passenger agent of the Great Western railway, has accepted the position of assistant general passenger agent of the amalgamated Grand Trunk and Great Western railways, with headquarters at Toronto.

—The Irishman who desired to send a letter by telegraph, has been outdone by a young man, the son of a Baronet, who called the other day at a telegraph office in London, and asked that he might see the original of a telegram which had arrived from Egypt, in order that he might satisfy himself as to whether it had been despatched by his father. The young man is in the service of the Foreign Office.