

MONTREAL & ST. JEROME COLONIZATION RAILWAY.

PROVISIONAL DIRECTORS.
HON. HENRY STARNES, M.L.C., Montreal, President.
 GEORGE STEPHEN, Esq., Montreal.
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 ALEX. MCGIBBON, Esq., "
 JOHN ATKINSON, Esq., "
 MAURICE CUVILLIER, Esq., "
 J. F. SINCENNES, Esq., "
CHARLES P. DAVIDSON, Esq., Secretary pro tem.
MESSRS. BOND BROTHERS, Montreal, Brokers.

It is proposed to organize a Company, to build a Railway from the City of Montreal to St. Jerome, and application will be made at the next Session of the Legislature of the Province of Quebec, for a Charter, unless arrangements can, in the meantime, be made with those who hold the Charter already granted for the construction of a Railway in this District.

The promoters of the scheme are desirous of meeting a want which has been severely felt in the City of Montreal during the present winter, viz.: A short supply of Firewood, and they therefore propose to build a Railway, having for its principal objects the conveyance of Cordwood and Agricultural Produce, and the opening out of the country between Montreal and St. Jerome.

An Act to Incorporate the Northern Colonization Railway was passed in 1869, and estimates made showed that a Railway for Colonization purposes to St. Jerome could be constructed for \$490,000. The promoters of that scheme seem to have occupied themselves principally in efforts to obtain large subsidies from the City of Montreal and the Districts through which the Railway would run, for although three years have elapsed since the passing of the Act, no practical steps,—beyond the obtaining of a preliminary Report and some estimates of the cost of the line,—have been taken towards its construction. The control of the organization seems now to have passed into other hands, the programme of the parties who obtained the Charter originally to be entirely departed from, and the scheme mixed up with other projects so widely different in their character, that there seems little hope of the Railway being constructed, and even should the objects of those who now have the control of that Company succeed, it is evident that it must be years before any part of the Railway can be built, and whenever it is constructed on their plan it must be at a ruinous cost to the citizens of Montreal.

The promoters of the present enterprise propose to construct a Railway upon merely commercial principles. They estimate that a cheap, yet substantial line, from the City of Montreal—connecting in the East end with either the Grand Trunk or a City Junction Railway,—to St. Jerome, 34 miles, can be constructed for about \$15,000 per mile,—or, say, \$500,000.

The equipment to work the Railway, when built, can be obtained on reasonable terms through one of the Equipment Companies, without the expenditure of any capital sum, for this object.

Although the promoters intend building a cheap Railway they propose making it sufficiently substantial to convey a large traffic over it with regularity and safety, as they believe that that course will best promote the interests of the Company, and of the territory through which the line will run.

Out of the estimated cost of \$500,000 the Company would be entitled to receive Government aid, as a Colonization Railway Company, at least to the extent of three per cent. on the cost of its bridges, and on \$5,000 per mile on the length of Railway constructed, equal in all to a subsidy of three per cent. on probably \$300,000.

The promoters believe that the Railway can be constructed without any aid from the City of Montreal, or the municipalities through which the line will pass, although of course a moderate sum from them would be of great assistance. Sufficient support to make the road can, it is believed, be obtained from private individuals interested in its construction.

The promoters of the original Northern Colonization Railway estimated that they would secure a traffic between Montreal and St. Jerome equal to an annual revenue of \$140,000.

A substantial Railway, built on the plan now proposed, would be likely to earn a larger revenue, and would undoubtedly be worked at a lower percentage of working expenses.

If the revenue—which the promoters see no reason to doubt—should reach the sum of \$160,000, worked at a percentage of 75 of the gross receipts, the net revenue would be \$40,000, which would be equal to a dividend of 8 per cent. on the total capital proposed to be raised, not taking into account the Government aid, which would amount to not less than \$9,000 per annum.

Subscription Books have been opened at the Office of MESSRS. BOND BROTHERS, Brokers, No. 7 St. Sacramento Street, Montreal, where copies of this Prospectus and further information may be obtained.

By order of the Promoters,
C. P. DAVIDSON,
 5-8 a Secretary pro tem.

TODD'S PATENT DENTIFRICE,
 Composed of MAGNESIA and SILICA.

THE surpassing excellence of this Compound for cleansing and whitening the Teeth without injuring them has been pronounced by all who have tried it to be the best they have ever used. Sold by all Druggists in the Dominion. Price, 25 Cents per Bottle. 5-8 d

NOTICE is hereby given that application will be made to the Parliament of Canada at its next Session for an Act to amend the Act of Incorporation of "The Managers of the Ministers' Widows' and Orphans' Fund of the synod of the Presbyterian Church of Canada in connection with the Church of Scotland," by allowing the said Corporation to purchase and hold property not to exceed in yearly value the sum of Five Thousand Pounds Currency.
J. S. HUNTER,
 Montreal, 19th February, 1872. Secretary. 5-8 h

Railway Advertising Company,
 Offices: 243 St. James St., Montreal.

THIS COMPANY have the exclusive right of placing advertisements in the Cars and Stations of the Principal Canadian Railways for a term of years.

This method of advertising in the Cars and Stations upon Railways, has become a popular one in England and upon the Continent, and is only in its infancy in America, but we hope, by doing the advertising well and attractively, to make it a permanent institution of the Dominion, and give to the Public who may patronize us a valuable consideration for their money.

The Advertising in the Stations will be done handsomely and attractively in large Frames, containing from 3 to 12 Cards each. The Frames will be of Black Walnut and Gold, and each Card to be glazed separately, with a gold moulding between.

The Advertising in the Cars will be done in small Gilt Frames, containing from one to four Cards each, and placed conspicuously in the Passenger Cars on the different Sections, or either Section, as may be desired by the Advertiser.

We are also prepared to place Advertisements furnished us by the parties desiring to furnish their own Advertising Cards, in the Stations on the line of the Roads represented by us, at Reasonable Rates.

We are preparing and placing in the Depot, at Montreal, large painted signs upon boards, and will put them up in other Stations on the line of the Road, if desired.

Advertisements will be also inserted in any other medium in the Dominion of Canada on favourable terms.

For rates, &c., apply at Office, 243 St. James Street, Montreal.

T. E. FOSTER & Co.,
 5-8 a Proprietors.

IMPORTANT TO PARTIES OWNING OR USING MACHINERY.

STOCK'S CELEBRATED EXTRA MACHINE OIL.

THIS OIL has been in very general use in Ontario for the past two years, and with the greatest satisfaction, as may be seen by testimonials from many of the leading Houses in Ontario. It will not thicken in cold weather.

From the **JOSEPH HALL WORKS, Oshawa:** I consider Mr. Stock's Oil cheaper at \$1.00 per gallon than Olive Oil at 80 cents. Yours respectfully,
F. W. GLEN, President.

Sold in quantities to suit purchasers at **MESSRS. LYMAN, CLARE & CO.,** 382, 384, & 386, St. Paul Street, Montreal, where the testimonials of the principal consumers of Oil in Ontario can be seen. 5-8 tf

FOR SALE.

A **STONE HOUSE,** pleasantly situated in the best part of the Village of Varennes, and commanding a fine view of the River St. Lawrence. The House is 48 feet front by 30 feet deep, and there is a good garden with fruit trees and about 11 acres of ground. Apply to
D. R. STODART,
 Broker,
 146, St. James Street.
 4-12tf

TRAVELLERS' DIRECTORY.

We can confidently recommend all the Houses mentioned in the following List.

CALT, ONT.
COMMERCIAL HOTEL,..... HENDERSON DIXON, Proprietor.

HAMILTON.
ROYAL HOTEL..... H. E. IRVING.

MONTREAL.
ST. LAWRENCE HALL,..... }
ST. JAMES HOTEL,..... } B. HOGAN.

OTTAWA.
THE RUSSELL HOUSE,..... JAMES GOUIN.

QUEBEC.
ST. LOUIS HOTEL,..... }
THE CLARENDON,..... } WILLIS RUSSELL & SON.

ST. JOHN, N.B.,
VICTORIA HOTEL..... B. T. CREGAN.

TORONTO.
THE ROSSIN HOUSE,..... G. P. SHEARS, Lessee and Manager.
THE QUEEN'S HOTEL,..... CAPT. THOS. DICK.

THE DOMINION TELEGRAPH INSTITUTE,
 89 ST. JAMES STREET, MONTREAL, P. Q.

GEORGE E. DESBARATS,
 Proprietor.

Established for the purpose of qualifying Operators for the new Telegraph Lines now building throughout the Dominion and the United States.

This Institution having been established three years, may now be considered a permanent College. Its rapid growth and prosperity are due to the demands of the Telegraph community, and the great success which has attended the Proprietor is due simply to the able manner in which the system has been conveyed to the Pupils by the Professors attached to the Institute.

The rapid development and usefulness of the Electric Telegraph, and the consequent ever-increasing demand for instruction in its operation, render the opening of Colleges for instruction a positive necessity. Telegraphic Superintendents view this movement as one made in the right direction. Commercial Colleges have, to some extent, assumed the responsibility of teaching in this, as well as in other branches of business education. The knowledge of Telegraphy gained in this manner has always been looked upon as being second rate. So much so that the Colleges in Chicago, Milwaukee, Buffalo, New York, &c., have discontinued the practice of Teaching Telegraphy, and recommend the Telegraph Institute as the proper place to acquire this highly interesting, scientific and profitable art.

The prospects for Young Men and Ladies to study the system of Telegraphy could not be better than at present, and we call upon all who wish to engage in a pleasant and lucrative employment, to qualify themselves as Operators on the Lines of Telegraphy. At first salaries of \$30 a month may be secured; after two years' experience on the lines, from \$50 to \$60 a month can be commanded; while in the United States from \$100 to \$120 per month are paid.

The possession of a knowledge of Telegraphy is especially open to Ladies; in fact, they are the favorites as operators both in England and America, commanding higher wages, as compared with other employments, than men, while they have the natural facility for acquiring the system sooner. A fair knowledge of reading and writing are the only qualifications necessary, and any person of ordinary ability can become a competent operator. This has been proved by graduates who, with a very slight education and no idea of the *modus operandi* of Telegraphy on entering, have become good operators in a few months. Students have also an opportunity of learning rapid writing. Some of our students who could but hardly write their names now take down a message at the rate of from 25 to 30 words a minute.

THE DUTIES OF AN OPERATOR.

There is no trade or profession which requires so small an amount of labour, and at the same time where the employee has the same amount of freedom and independence, being at all times master of the instrument over which he presides, generally in an office by himself, without either foreman or master, merely to take and despatch messages. The usual hours of attendance required are from 10 to 12 hours per day, less the usual hours for meals. Operators are not required to work on Sundays. The Institute is fitted up in a most complete and practical manner, with all the usual fixtures, &c., of a regular Telegraph office on a large scale. Messages of every description, Train news, arrivals and departures, Market Reports and Cable messages are sent and received, as daily practised on the lines. Individual instruction is given to each pupil, according to his capacity of learning the science. Neither pains nor expense is spared to qualify the students for important offices, in the shortest possible time. Students may commence their studies at any time, and continue at the College until they are proficient operators, without any further charge. There are no vacations. Hours of attendance, from 9 A.M. to noon, and from 1.30 to 6 P.M. The time occupied in learning averages fifteen weeks; but this, of course, depends principally on the capacity of the pupil for instruction. Some pupils who are now on the lines completed their course of study in from five to eight weeks.

The terms for the full course of instruction are Thirty Dollars. There are no extra expenses, as all necessary materials, instruments, &c., are furnished to each student.

In cases of broken communication, the repairs will be conducted by a Professor of Telegraphy, under the eyes of the Students; so that a really practical knowledge may be attained in every branch of the Science of Telegraphic Communication.

The above Institute is the only one in Canada where Telegraphy alone is taught, and is also the only one connected with an out door circuit—a City Line having been expressly built for the use of its students.

Properly qualified students on leaving the Institute are furnished with a Diploma, and are provided with situations to fill the first vacancies that occur on the regular service.

An "Evening class" has been especially opened for students who cannot attend during the day. Ladies have the opportunity of studying in a separate class.

GEORGE E. DESBARATS,
 Proprietor.
 Montreal, February, 1872.

L. N. ALLAIRE,
 MANUFACTURERS' AGENT & COMMISSION MERCHANT.

STORE: 7 PETER ST. WINE VAULTS: SAULT AU MATELOT STREET. OFFICE: Corner of PETER & JAMES ST., QUEBEC. 3-15 22

MONTREAL BUSINESS HOUSES.

CITY AUCTION MART.
DUFOR, FISHER & CO., Auctioneers,
 235 St. James Street, Montreal. 4-22-1

DYERS AND SCOURERS.
FIRST PRIZE Diplomas awarded to T. PARKER, 44, St. Joseph Street, near McGill, Montreal. 3-6 22

GLASS, OILS, VARNISHES, &c.
RAMSAY & SON, Glass, Oil, Colour, and Varnish Importers from first-class Manufacturers in Germany, France and Great Britain. 37, 39, and 41 Recollet Street. 16tf

HOUSE FURNISHING HARDWARE.
SIGN OF THE GOLDEN PADLOCK.

CORNICES,
CORNICE POLES,
PICTURE AND STAIR RODS,
 at reduced prices
BEFORE STOCK TAKING.
L. J. A. SURVEYER,
 3-10 22 524 CRAIG STREET, MONTREAL.

INSURANCES.
THE Imperial, of London, (established 1803), Rintoul Bros., General Agents, 24, St. Sacramento Street, Montreal. 3-6 22

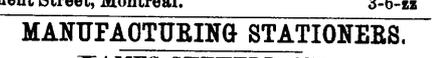
MANUFACTURING STATIONERS.
JAMES SUTHERLAND,
 PAPER MAKER, WHOLESALE STATIONER,
 AND
 ACCOUNT BOOK MANUFACTURER,
 160 and 162 St. James Street,
 11tf MONTREAL.

SHOW CARDS.
SEND for Catalogue of HICK'S NEW SHOW CARDS, 154, St. James Street, Montreal. 3-6 22

TURKISH BATH.
DR. MACBEAN'S IMPROVED TURKISH BATH, 140 St. Monique Street, near Crystal Palace, Montreal. Gentlemen's hours (with the exception of Monday morning) 6 to 9 a.m. and 3 to 9 p.m. 4-6 22

WATCHMAKERS & JEWELLERS.
LULHAM BROS.,
 DIAMOND and ETRUSCAN Jewellers,
 5, PLACE D'ARMES, next the
 Canadian Illustrated News.
 3-10 22

CUSTOMS DEPARTMENT,
 OTTAWA, 9th February, 1872.
 Authorized discount on American Invoices until further notice: 9 per cent.
R. S. M. BOUCHETTE,
 Commissioner of Customs.
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PUBLIC NOTICE.

Concerning the Cadastration OF THE PARISH OF MONTREAL.

IN order to facilitate the correction of any errors which may have occurred in performing the CADASTRATION of the following Municipalities, viz.: the incorporated Villages of Hochelaga, La Côte La Visitation, La Côte St. Louis, St. Jean Baptiste, and La Côte des Neiges, previously to the Legal Examination, which should take place at the REGISTRAR'S OFFICE during the eighteen months following the date of the Proclamation of His Excellency the Lieutenant-Governor of this Province. Notice is hereby given to all whom it may concern, that the Plans and Books of Reference of the above Municipalities are now completed, and that these documents will remain in the Cadastre Office, No. 3 Place d'Armes Hill, for one month, open to the inspection of all who may wish to verify there, the correctness of the description of their properties.

J. O. BEAUBIEN,
 Commissioner.
 Department of Crown Lands,
 Quebec, 19th February, 1872. } 5-8 a

ANYONE who suffers from Dyspepsia undergoes slow starvation, for it matters not how much food is taken, nor how good it may be, if it is not completely digested and assimilated, depraved nutrition and impoverished blood, with degeneration of the tissues, will result. It is this condition of insufficient nourishment that excites hereditary influences, and develops in the system that class of Chronic Wasting Diseases of the Consumptive and Scrofulous type, Tubercle of the Lungs, Enlargement of the Glands of the Neck, Eruptions of the Skin, Spinal Disease, Torpid Liver, Irritation of the Kidneys and Bladder, and Constipation, with headaches and nervous irritability, all have their origin in the one common cause—Indigestion. Any remedy that radically cures these diseases must reach their primary source—the Stomach. DR. WHEELER'S COMPOUND ELIXIR OF PHOSPHATES AND CALISAYA was especially devised to cure Dyspepsia, improve Nutrition, and promote the formation of healthy blood. No remedy in existence acts so promptly and so permanently in invigorating all the organs of the body. 4-26 22