

**LIFE AND GUARANTEE ASSURANCE.**  
**THE EUROPEAN ASSURANCE SOCIETY,**  
 Empowered, by Special Acts of British and Canadian Parliaments

HEAD OFFICE IN CANADA—MONTREAL.

In addition to Life Assurance, this Society issues Bonds of Security for persons holding GOVERNMENT, or other situations of trust.

**LIFE DEPARTMENT.**—Persons for whom this Society is Surety, can Assure their lives at considerably reduced rates.

Life Policy-holders in this Society can avail themselves of the Society's Surety-ship, to a proportionate amount at any time, *free of expense*.

All Premiums received in Canada, invested in the Province.

EDWARD RAWLINGS, Secretary

**THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.**

Chief Office—Liverpool, London, Montreal

CANADA BOARD OF DIRECTORS

T. B. Anderson, Esq., chairman, (Pres. B. of Montreal), Alex. Simpson, Esq., Dep. chairman, (Ch. Ontario Bk. Henry Starnes, Esq., (Manager Ontario Bank) Henry Chapman, Esq., (mer.) R. S. Fife, Esq., (mer.) E. H. King, Esq., (General manager Bk. of Montreal), Capital paid up, \$1,350,000. Reserved surplus fund, \$5,000,000. Life Department Reserve \$7,250,000. Un-divided Profit \$1,500,000. Total Funds in hand \$15,250,000.

Revenue of the Company.—Life Premiums \$2,900,000 Life Premiums \$1,950,000. Interest on Investments \$800,000. Total Income, 1883, \$5,750,000.

All kinds of Fire and Life Insurance business transacted on reasonable terms.

Head office, Canada Branch, Company's buildings, PLACE D'ARMS, MONTREAL.

G. F. C. SMITH, Res. Secretary

READY-MADE CLOTHING

**RINGLAND, EWART & CO.,**  
 IMPORTERS OF  
 DRY GOODS, &c.

Are giving special attention to the READY-MADE CLOTHING, and our Fall Goods, for style, quality and finish, will be second to none in the Province.

Our Travellers will call on buyers in every section of Upper and Lower Canada, and we advise those wanting goods got up with taste, and suitable for a Canadian climate, not to purchase before examining our samples.

**GENTS' HABERDASHERY**—This department will comprise the latest novelties.

**HOSIERY AND GLOVES**—A full stock of plain and fancy.

LEICESTER KNITTED GOODS in great variety

422 ST. PAUL STREET,  
 MONTREAL.

**THE COMMERCIAL UNION ASSURANCE COMPANY,**

Chief Office, 19 Cornhill, London, England.

Capital, \$12,000,000. Invested, over \$2,000,000.

**FIRE DEPARTMENT.**—The distinguishing feature of this Company is the introduction of an equitable adjustment of charges, proportionate to each risk incurred.

**LIFE DEPARTMENT.**—For the pre-eminent advantages offered by this Company, see Prospectus and Circular—80 per cent of profits divided among participating Policy Holders.—Economy of management guaranteed by a clause in the Deed of Association.

MORLAND, WATSON & CO.,

General Agents for Canada

FRED COLE, Secretary.

Office, 385 and 387 St. Paul street, Montreal

H. MUNRO, Montreal, T. C. LIVINGSTON, P.L.S.I.C., Inspectors.

**THE COLONIAL LIFE ASSURANCE COMPANY**

CAPITAL—ONE MILLION POUNDS, STERLING.

Head Office—Edinburgh and Montreal.

Manager for Canada W. M. Ramsay

Inspector of Agencies, R. Bull.

Income of Company, . . . . . 411,821 81/2  
 Accumulated Fund, . . . . . 555,753 "

Unconditional policies granted. Claims settled without delay and liberally.

No expense connected with obtaining policies.

Profits divided every five years. As an example of the additions to policies by profits—A policy taken out in 1847 for £1,000 is now increased to £1,310.

Agencies in every Town in Canada.

W. M. RAMSAY,

Manager for Canada.

Montreal, 19 Great St. James street.

**THE HOME AND COLONIAL ASSURANCE COMPANY, Limited**

Chief Office, 69 Cornhill, London, England.

Authorized Capital, \$10,000,000. Issued \$5,000,000. An Agency of Fire and Life Insurance business transacted on reasonable terms.

Losses promptly and liberally adjusted without recourse to England. General Agents for Canada.

MESSRS. TAYLOR BROTHERS.

All Premiums received in Canada, invested in the Province.

HEAD OFFICE—CANADA BRANCH,

No. 11 and 15 Merchants' Exchange, Montreal.

**TAYLOR BROTHERS,**

Brokers for Sale and Purchase of Stocks, Securities and Real Estate.

Brokers and Commission Merchants for purchase and sale of Produce.

Agents for the Merchant Banking Company of London (Limited).

Nos. 11 and 15 Merchants' Exchange, Montreal

WILLIAM NIVIN & CO.,

**COMMISSION MERCHANTS AND**

**SHIPPING AGENTS,** purchase and sell all descriptions of Produce on Commission, and likewise advance on consignments of same made to their friends in London, Liverpool, and Glasgow.

Also are prepared to import on Commission and on favorable terms, all description of Groceries, Drugs, oils and Lard, having first class connections in Great Britain for the execution of such orders.

Montreal, St. Sacrament and St. Nicholas streets.

**THE TRADE REVIEW.**

MONTREAL, FRIDAY, AUGUST 25, 1885.

**RAILWAY TRAFFIC RETURNS.**

IN addition to the Bank Statement, the Provincial Auditor has commenced to publish monthly Railway Traffic Returns in the *Canada Gazette*. He gives us returns for last month from ten out of the twelve independent Railways of the Province, and evidently expects, in the future, to have his statements complete for all the Grand Trunk, Great Western, and Northern Railways have been in the habit of publishing their traffic weekly, in the newspapers, from the other lines we have hitherto heard nothing, so that the Auditor's statement contains a great deal that has not hitherto reached the public. Moreover, it is of interest and of advantage to have the whole Railway Traffic of the Province thus brought before the commercial community at one view. The Auditor classifies the receipts under the three usual heads—Receipts from Passengers, Freight, Mails and Sundries—and then presents the following totals:—

| NAME OF RAILWAY                           | Total            |                  | Miles in operation.       |                           |
|---|------------------|------------------|---------------------------|---------------------------|
|   | July, 1885.      | July, 1884.      | Miles in operation, 1885. | Miles in operation, 1884. |
| Great Western Railway                     | \$211,375        | \$176,669        | 345                       | 345                       |
| Grand Trunk Railway                       | 440,731          | 412,229          | 1,377                     | 1,353                     |
| London and Port Stanley Ry                | 3,110            | 3,324            | 25                        | 25                        |
| Windsor Railway                           | 9,757            | 12,934           | 25                        | 25                        |
| Northern Railway (week)                   | 31,404           | 37,048           | 94                        | 94                        |
| Port Hope and Lindsay Ry                  | 8,881            | 19,371           | 43                        | 43                        |
| Cobourg & Peterborough Ry                 |                  |                  |                           |                           |
| Brookville and Ottawa Ry                  | 6,431            | 7,225            | 81                        | 64                        |
| Pre-scott and Ottawa Ry                   | 6,243            | 7,056            | 54                        | 54                        |
| Stanstead, Shefford and Chambly R. (week) |                  |                  |                           |                           |
| St. Lawrence and Industry Railway         | 967              | 801              | 12                        | 12                        |
| Carillon and Grenville Ry.                | 657              | 1                | 1                         | 1                         |
| <b>Total</b>                              | <b>\$745,996</b> | <b>\$687,917</b> | <b>2,556</b>              | <b>2,556</b>              |

It is interesting to calculate, from this table, the receipts of the various roads per mile per week. The average on all the lines is \$22.7, and the earnings, per mile, on each of them are as under:—

|                           |         |
|---------------------------|---------|
| Carillon and Grenville    | \$10.33 |
| Brookville and Ottawa     | 19.41   |
| St. Lawrence and Industry | 20.77   |
| Pre-cott and Ottawa       | 28.50   |
| London and Port Stanley   | 31.16   |
| Port Hope, L. & B.        | 50.47   |
| Grand Trunk               | 84.74   |
| Windsor                   | 97.95   |
| Northern                  | 111.36  |
| Great Western             | 153.17  |

\* No return for July.  
 † No returns received.

**MORLAND, WATSON & CO.,**  
**WHOLESALE HARDWARE MERCHANTS.**

Importers of all descriptions of

**HEAVY AND SHELF HARDWARE**

IRON.

STEEL.

PIG IRON.

PAINTS.

OILS.

GLASS.

CORDAGE.

RUBBER and LEATHER BELTING, &c., &c.

Manufacturers of

S A W S .

Circular, Gang, Cross-cut, Webs, &c.

Mocock's celebrated

AXES, EDGE TOOLS, &c.

MONTREAL REFINED IRON:

Bars and Sheets, Cut Scrap Nails.

Pressed, Clinch and Finishing Iron and Zinc Sheet.

Bills, Brads, &c.

Agents for Sharpe & Davy's English Gunpowder

Agents for Commercial Union Assurance Company

Fire and Life, of London, England

Agents for National Provincial Marine Assurance

Company of London, England

Warehouse and Offices, 385 & 387 St. Paul street.

Manufactories on Laehne Canal

Montreal.

Thus it does not seem to be the roads that have the greatest amount of traffic per week per mile that are the most profitable to their owners. The Great Western, which has the heaviest traffic, is often without dividends, while the Carillon and Grenville, which has the least, is reported to pay well.

We understand that this Railway traffic statement is only one of a set of tables which the Government intend laying before the public every month, and which will, taken together, give our merchants and economists a complete view of the foreign commerce, internal traffic, public revenue and expenditure, and banking transactions, of the country. If this be so, and if the Government continue such publication regularly, the *Canada Gazette* will be looked for with far more interest than it has hitherto been. To bring the Government *bureau* thus into friendly relations with the community at large, will be a step deserving of the greatest commendation, showing that the Administration understands, at least in this one respect, the spirit of the times in which we live.

**PORK-PACKING IN UPPER CANADA.**

SOME time ago we gave an article on "Pork-packing throughout the year," in which we pointed out to the few months of the Winter season, and pointed out the advantages which would result, if this course were generally adopted. It will be remembered that we referred to an establishment in Hamilton designed for this purpose, which had been consumed by fire some time previous. We are glad now, however, to notice that it is again in successful operation, having been re-erected in the most complete manner, with every appliance, and at very considerable expense. The establishment is owned by Mr J. T. Davis of Liverpool, England, who is represented in Canada by Mr Atkinson, a most worthy and efficient manager. The quantity of live hogs which they buy from the farmers throughout the year, and which they kill and prepare for the English market, is much larger than is generally understood, and the exportation which this house is making of Canadian bacon and hams cannot fail to have a most beneficial effect. The whole business is conducted on scientific principles by thoroughly practical and experienced men and Mr Davis, in Liverpool, finds no difficulty whatever in disposing of the entire products of his establishment at satisfactory profits. In view of the possible repeal of the Reciprocity Treaty, this mode of transacting business in pork is most important. There is no doubt whatever that we could produce a much larger quantity of this article, and procure a remunerative market for it, if the trade were only conducted on proper principles.

We notice, also, with pleasure that the building in Toronto known as the "Commercial Mills," is about being prepared for an extensive pork factory, we presume under similar arrangements as those at Hamilton.