

PROVIDENT SAVINGS LIFE ASSURANCE SOCIETY OF NEW YORK.

ESTABLISHED 1875.

CHARLES E. WILLARD, Pres'dent.

Income in 1891..... \$2,249,308.12
 Assets, Dec. 31st, 1891..... 1,787,181.85
 Liabilities, Actuaries, 4 p.c.
 Valuation..... 960,930.53
 Surplus, Actuaries' 1 p.c..... 826,251.32
 Policies Issued in 1891..... \$22,114,526.00

Active Agents wanted in every City or County in the Dominion of Canada. Apply to R. H. MATSON, General Manager for Canada, 37 Yonge Street, Toronto.

Patents granted in all countries in the Commercial World.

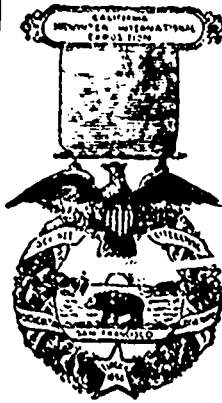
D. D. WILSON,

PATENT BROKER and Organizer of STOCK COMPANIES, 19 Young St. Arcade, TORONTO, ONT.

Robert Crosbie, Theophilus B. LeBlanc, Steadman Crandall, G. Barrett Lutz, Isaac N. Wilbur and Robert M. Dryden, all of Moncton, have applied for a charter constituting themselves and others as The Mild Brook Mining and Reduction Company. The object of the company is to carry on the business of mining, and requiring, working, sale and disposal of mines and minerals. The office of the company is to be in Moncton. The amount of the capital stock is \$500,000, divided into 500,000 shares of the value of \$1 each.

Manitoba is coming to the front in the growth of small fruits. Cranberries, strawberries, raspberries and wild fruits of the country shown at the horticultural exhibition, were proof that the home market can be supplied in great part from the prairie. A local paper remarks upon the apathy hitherto shown in regard to this branch of labor.—An observer might travel past many Manitoba and North-west farms without finding other variety of garden than the potato patch, or sign of fruit besides the wild growth or vacant lands and along neighboring sloughs.

The new steamer of the Dominion line, the "Scoteman," came into port on 4th in charge of Captain Maddox. Never has a bigger or better-equipped freight ship entered this port. Every detail of the steamer was described in the Herald of July 18, but a few notable facts may be mentioned. She is 470 ft. long; a beam of 46 ft. breadth; depth of hold, 36 ft. 6 inches. Her gross tonnage is 6,641, net 3,687, and she has capacity for 9,000 tons freight. Already, Messrs. D. Torrance & Co. have booked a full cargo outward, which will comprise also 2,750 sheep and 750 cattle. Mr. John Torrance welcomed Capt. Maddox to port, and as he walked up and down her great decks he had every reason to be a proud man. The officers are: Chief, W. G. Helsby, 2nd John Ray, 3rd, D. Hughes; 4th, Mr. Alderson; chief engineer, J. Pritchard, chief steward, C. R. Duck. Captain Maddox, when here last in 1869, was in sailing ship Bolage. He is a genial clever navigator, and has been a skipper for nearly 20 years. It was expressed that the Scoteman is one of the finest freight boats afloat. She is well worth a visit. Mr. Pope, of Messrs. Pope



THE LATEST:
JOHN LABATT'S
LONDON
Ale and Stout
 AWARDED
GOLD MEDAL
 At San Francisco, Cal., 1894,
 BESIDES 9 OTHER
GOLD, SILVER
 and **BRONZE MEDALS**
 AT GREAT EXHIBITIONS.

and Morgan, cattle inspectors, was at the ship. After a short inspection it was found that according to orthodox Canadian rules for live stock shipment her spaces were all, except amid ships, which are 2 ft. 8 inches, only one inch short, i.e., they showed an average of 2 ft. 7 inches. This space matter will be settled when Mr. Smith, Deputy Minister of Marine and Fisheries, will visit the steamer.

What Europe thinks of the natural advantages and early possibilities of Africa may be inferred from the political partitions to which the latter continent has been subjected. Out of a total superficies of 12,000,000 square miles, Europe has left unappropriated only about 1,000,000 and these are confined to the sandy wastes of the Libyan desert and the inaccessible regions of the central Soudan. The European powers represented in Africa are, moreover, strenuously seeking to develop the resources of their respective possessions. The general salubrity tempts civilization, only the tropical coast belt and a few of the river valleys are unhealthy elsewhere, as far as climate is concerned, the foreign settler may live with impunity and speedily reap a plentiful reward. What a field of enterprise is there presented! Surely, it should be the ambition of Canadians to seek to secure an early foothold in the rich development to come.—Ex.

An order-in-Council has been passed under the Electric Light Inspection Act, making the following additional regulations:—All electric light supply meters in use at the time of the passing of the Electric Light Inspection Act shall be presented for verifications as follows:—One-third before 1st December, 1895, one-third before 1st March, 1896, one-third before 1st July, 1896. For every unverified meter found in use after the first day of July, 1896, the owner thereof shall incur a penalty of twenty-five dollars. For every failure or neglect to comply with the provisions of section 22, of the Act in relation to affording the department testing facilities, the contractors shall incur a penalty of fifteen dollars. For every failure to procure a certificate of registration as required by section 35 and the payment of the fee established thereof, within thirty days after the first day of July, in each year, the contractor shall incur a penalty not exceeding one hundred dollars and not less than fifty dollars.

Mr. James E. Huddart, the promoter of the new Canadian steamship line to Australia, via Canada, is more hopeful than ever of success. He will see Mr. Chamberlain, the colonial secretary, soon, and explain his scheme. Sir Charles Tupper, the Canadian high commissioner, found Mr. Chamberlain far from impressed with the project than was the Marquis of Ripon, the colonial secretary in the Rosebery cabinet.

Notice is given of a plea for letters patent to incorporate the Central Light and Power Company, limited, headquarters Montreal, capital, fifty thousand dollars, for the purpose of constructing, maintaining and operating works for the manufacture, production, sale and distribution, of electrical machinery, apparatus and material and of electricity for the purposes of light, heat and power in cities, towns and other municipalities in Canada, etc. Applicants, Richard White, publisher; John Colson Bowden, accountant; Robt. Smeaton White, M. P., editor; Edward Hobson Barker, gentleman; Frank Elden Cane, engineer; all of Montreal, of whom Richard White, John Colson Bowden and Edward Hobson Barker, are to be the first or provisional directors of the company.

Mr. J. E. Rounding, of Sydney, New South Wales, in a letter on the possibilities of commercial development between Canada and Australia, has this to say:—"In timber, as in most other products of the soil, nature has given Australia an article exactly the antipodes of the Canadian product. As the latter has vast forests of the finest soft woods, so has Australia immense supplies of hardwood unequalled in the world. By a mutual reciprocal arrangement the one could be exchanged for the other and mutual benefit ensue. Our hardwood has been proved to be the best known for paving purposes, and should be the means of solving a very mixed problem of Canadian municipalities, viz., that of the best paving material. Already the City Council of Vancouver has decided, upon my recommendation and offer, to lay down Australian hardwood blocks on the street leading to and from the Canadian Pacific railway station and wharves, probably the place where there is the most traffic in that city. For veneering purposes and furniture making our hardwoods are unequalled."