

Leading Wholesale Trade of Montreal.

Steel Co'y of Canada.
WORKS
LONDONDERRY,
NOVA SCOTIA.

THE SUBSCRIBERS offer for Sale the PRODUCTS of the above Works, consisting of
COKE PIG IRON, Nos. 1, 2 and 3.

BAR IRON,
"SIEMENS" } Assorted Sizes,
AND
"SIEMENS BEST," } **CUT TO SPECIAL LENGTHS IF REQUIRED.**

The above Iron is of VERY SUPERIOR QUALITY, being entirely made from Hematite Ore.

Gillespie, Moffatt & Co.,
12 St. Sacramento Street, Montreal,
AGENTS,
Steel Co'y of Canada.

parties, the policy-holders who had paid for the stamps, must be the ones to whom the Legislature is liable. The case was taken *en délibéré*.

COMMERCIAL TRAVELLERS' ANNUAL MEETING.—The adjourned meeting of the Dominion Commercial Travellers' Association was held in the Officers' mess room of the St. Lawrence Hall on Tuesday evening. Some trivial differences which marred the harmony of the previous meeting seemed to be almost entirely forgotten, and the election of officers was conducted in a seeming and orderly manner, Mr. D. L. Lockerby, in the absence of Mr. Cantlie, occupying the chair. The result of the ballot for president gave 192 votes for Mr. James Cantlie and 79 for Mr. James O'Brien, and the former gentleman was declared elected. Mr. Lockerby was elected vice-president by acclamation. It would perhaps be difficult to find at any gathering a more intelligent looking body of men, and that appearances were not deceptive was amply proved by the practical character of the remarks and addresses, and by the shafts of wit and the humorous allusions which, while they enlivened the proceedings, did not in the remotest sense interfere with the business of the meeting. It may not be out of place to remark here that many of our wholesale merchants have not hitherto taken that interest in the Association which its character and importance would bespeak. This army of men is no unimportant factor in the business of Montreal, and out of its ranks, as in the past, must to a great extent arise the leading wholesale merchants of the future. Every encouragement should be given the Association, while a proper *esprit du corps* ought to be maintained among the members who should throw minor differences to the winds for the sake of that feeling of brotherhood which has always been a prominent feature in

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ESTABLISHED 1800.
LYMAN, SONS & CO.
WHOLESALE DRUGGISTS
AND
MANUFACTURING CHEMISTS

MANUFACTURERS OF
Linseed Oil,
White and Colored Paints,
Putty,
Calcined Plaster,
Land Plaster.
DRUG AND SPICE GRINDERS.
IMPORTERS OF
DYE STUFFS, NAVAL STORES, OILS, &c.
382, 384 and 386 ST. PAUL STREET,
MONTREAL.

all their intercourse and dealings. The following are the directors for the year: Messrs. Jas. O'Brien, A. W. Atcheson, John Rogers and Alex. Gowdley, of the old board; Messrs. Geo. Forbes, Geo. Sumner, F. Massey, S. Piché, R. B. Hutchinson, and G. Hutchinson, newly elected. The funds and accounts of the Association are in good shape. By an almost unanimous vote the sum of \$400 was instructed to be presented to the General Hospital. After a vote of thanks to Mr. Henry Hogan for the use of the room, the meeting ended.

* * The Chicago *Railway Age* in an interesting article, illustrated by a very clear map, enumerates and describes no fewer than seven Pacific Railways now under construction or completed. In the order of their latitude, beginning at the north, they are as follows: 1. The Canada Pacific, to extend from a point West of Ottawa via the north coast of Lakes Superior and Winnipeg, crossing the Rocky Mountains at Yellowhead Pass and terminating at Burrard Inlet, about latitude 49. Several hundred miles are now under construction from Lake Superior west and work is also begun on the Pacific Coast. 2. The Northern Pacific, to extend from Duluth and St. Paul, west between the 46 and 48 parallels to Puget Sound. Over 800 miles already constructed, and work going on at both ends. 3. The Union and Central Pacific, from Omaha to San Francisco, the one completed line. 4. The Utah and Northern, practically a branch of the Union Pacific. It is to extend from Ogden on the Union Pacific to the Columbia River, a distance of 600 miles. Some 300 miles are already constructed from Ogden northward into Montana Territory. The road will be a competitor on the Pacific coast of the Northern Pacific. 5. The Thirty-fifth Parallel Route. A combination of interests only recently affected. This line is to extend from St. Louis to San Francisco, and is the successor of the insolvent Atlantic and Pacific, by which name the new company will be known. The road is already running some 290 miles West of St. Louis, and connects with the Atchison, Topeka and Santa Fe., with which line close agreements have been made. 6. The

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JAMES GUEST,
COMMISSION MERCHANT
AND GENERAL AGENT,

No. 21 ST. JOHN ST., MONTREAL,
AGENT FOR

Jules Duret & Co., Cognac, [Vine Growers Co.]
Jules Beterie, [Cognac.]
Siegerl & Sons, [Genuine Angostura Bitters.]
J. H. Henkes, Deltsthaven, Holland Gin, best Pale "Prize Medal."
Canada Vine Grower's Association of Ontario, [Brandy, Wines, &c.]
Wheeler & Co., Belfast, [Ginger Ales, &c.]
E. Johnston & Co., Liverpool, [Export Bottlers, Guinness' Stout, and Bass Ales, &c.]
Manuel Gardenosa & Co., [Barcelona and Tarragona Spanish Ports.]
Roig Ponsell & Co., [Barcelona and Tarragona Spanish Ports.]
C. Scheydt De Waalter, Cotte, [Shearles, &c.]
George Roe & Co., Dublin, [Celebrated Old Irish Whiskies.]
C. & D. Gray's Far-famed Loch Katrine, Scotch Whiskies.
Bollinger's Champagne, Special Brands of Champagne and Moselle.
Alphonse Chamotte & Co., Chateau Pernaud, Bordeaux [Sauternes, &c.]
C. Clarke & Co., Bordeaux, [Clarets, Prunes, &c.]
Jamaica and Demerara Rums.
Geo. Randall & Co, Waterloo, Ontario, Distillers, [Whiskies, &c.]

Banagher Whiskey Distillery, Limited
(Old Irish Whiskey.)

The advertiser has been appointed agent for the celebrated HENKES Gin for Quebec, Ontario and Newfoundland.

Bourgeau, Liffiton & Co.,
PROPRIETORS
COFFEE & SPICE
STEAM MILLS,
43 COLLEGE Street, cor. ST. HENRY,
MONTREAL.

Southern Pacific. This line is now in operation from San Francisco eastward more than 900 miles into Arizona, and, by the close of next year, is expected to reach El Paso, New Mexico. Some uncertainty still exists as to the Eastern connections by which New Orleans and the Gulf Coast are to be reached. 7. Finally, there is the Atchison, Topeka and Santa Fe Company, which, in addition to the Atlantic and Pacific connexion already named, proposes to continue southward to the Mexican border somewhere west of El Paso, joining with a company in the same interest, known as the Sonora Limited, and proposing to construct 250 miles through the rich mining regions of Mexico to the Gulf of California at Guaymas. If the hopes and expectations of projectors are to be depended upon, all of these routes will be completed within five years. The Atlantic and Pacific is counting upon having its line through within two years, and the Northern Pacific is pushing forward with such energy that there is very little doubt that route will be completed within the longer period named. As to the others, there would seem to be more or less of uncertainty as to the expedition to be attained, though but little reason to doubt that all the projects described will, in time, be carried to completion.

* * A deputation from the Ottawa Board of Trade waited upon Sir Charles Tupper on Monday last to solicit information as to the Coteau