

last only two years and those that can be depended upon for ten years, is probably not more than twenty-five per cent. at the outside, and yet how few economical managers are willing to pay that amount for the better article, although the substantial economy of the operation is seen at a glance. No railway Company can afford to buy poor material of any kind either for superstructure or rolling stock. A saving of a thousand dollars in the first cost of a locomotive is the cause of a loss of several thousand in the course of a year or two in the shape of repairs of breakages, to say nothing of the inconvenience and detentions ensuring. And this applies even more strongly to the rail question. A superstructure that is constantly breaching and giving way, requiring patching and relaying from day to day, is one of the most expensive luxuries that railway managers can indulge in. Besides its early decay and rapid destruction it is the prime cause of rapid destruction of the rolling stock, and is the parent of all kinds of disasters incidental to railway operation. Real economy is subserved only by using the best material that money can purchase. It would seem that the extended experience of the poor economy of using cheap rails, whether of iron or steel, has been sufficient to prevent any manager from continuing the practice; but it does not seem to be sufficient as yet, and we find some of them haggling about a few dollars more or less per ton, that sum representing the difference between the shoddy and the really useful and economical article. The true policy is to buy the best, and make the manufacturers responsible for the wear.—The system of guarantees that many European roads require from the manufacturers, is judicious, and may well be established in this country. This system makes the manufacturers replace all broken or unsound rails that are found in the track within a certain specified time, say from two to four years as the case may be. This penalty for delivering bad work is a deserved one, and if insisted upon rigidly, insures the production of a really good article, for which the manufacturer gets a fair price, and the railway Company makes a good bargain inasmuch as it gets a good serviceable article and insures itself against that large class of accidents and disasters resulting from an unsound superstructure.—*American Railway Times.*



Government House, Ottawa,

Saturday, 15th April, 1871.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under and in virtue of the 58th section of the Act 31 Vic. Cap. 12, intituled, "An Act respecting the Public Works of Canada," His Excellency in Council has been pleased to order, and it is hereby ordered, that the Order in Council of the 8th day of December, 1866, fixing the rates of toll to be levied on Sawlogs and Square Timber passing down the Slides on the River Trent, be, and the same is hereby cancelled; and it is hereby further ordered, under the authority aforesaid, that henceforth the following rates of toll shall be and they are hereby imposed and authorized to be levied and collected on Saw Logs, Square Timber, &c., passing down the slides on the said River Trent, that is to say:—

On each Saw Log (whether rafted or in single sticks) for passing through the Slides at Healy Falls and Middle Falls, one half cent per Log; and for passing through the slides at Ranney Falls and Chisholm Rapids, one quarter of a cent per Log.

On each stick of Square Timber (whether rafted or in single sticks) one cent per stick for passing through each of the Slides.

On every Railway Tie, Bolt, Barrel Heading, and Stave of nine feet in length, one quarter of a cent for passing through each one of the Slides.

On every Telegraph Pole, one eighth of a cent for passing through each of the Slides.

Certified,

WM. H. LEE,
Clerk Privy Council, Canada.

Dissolution of Partnership.

THE Partnership hitherto existing between the undersigned as Stock and Share Brokers, was this day dissolved by mutual consent.

E. FORD,
P. TAIT.

Montreal, April 21st, 1871.

NOTICE.

THE business of Stock and Share Broker will be continued and carried on by the undersigned.

E. FORD.

No. 9 Corn Exchange, April 21, 1871.

Removal.

THE office of E. FORD, Stock and Share Broker, will be removed on the FIRST MAY next to No. 83 ST. FRANCOIS XAVIER STREET.
Montreal, April 21, 1871. 37

NORTH BRITISH & MERCANTILE Insurance Company.

Established 1809.

CAPITAL.....£2,000,000 Stg.
INVESTED FUNDS.....£2,833,118 18s. 8d. Stg.

The £6 5s. paid shares of this Company are now quoted on the London Stock Exchange at £28 10s. stg.

Fire and Life Insurance effected on the most favorable terms.

Toronto Branch:

LOCAL OFFICES, NOS. 4 AND 6 WELLINGTON STREET,
FIRE DEPARTMENT.....R. N. GOOCH, Agent.
LIFE DEPARTMENT.....H. L. HIME, Agent.

General Agents for Canada,

MACDOUGALL & DAVIDSON.

Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway, hereby give public notice that they are prepared to receive tenders for track laying and ballasting on about 23 miles of the line from Riviere de Loup to the Post road, near Trois Pistoles.

Specifications and forms of tender can be obtained at the office of the Commissioners at Ottawa, and at the Engineer's Office at Riviere du Loup.

Sealed tenders, marked "Tenders" and addressed to the Commissioners, will be received at their office, in Ottawa, up to six o'clock P. M., on Monday, the 8th May, 1871.

Tenders will also be received at the same time and place for 100 tons spikes, according to samples to be seen at the offices of the commissioners and of the Chief Engineer at Ottawa. Tenders to state price per ton of 2240 lbs., delivered at Montreal, Point Levi and Riviere du Loup.

S. WALSH,
ED. B. CAANDIES,
C. J. BRYDGES,
A. W. McLENNAN,
Commissioners.

Intercolonial Railway,
Commissioners Office,
Ottawa, 19th April, 1871.



Dominion of Canada.

CUSTOMS DEPARTMENT,

Ottawa, 30th March, 1871.

Uninvoiced Goods.

NOTICE.

By direction of the Hon. the Minister of Customs.

NOTICE is hereby given that, from and after the first day of May next, the 49th section of the Act respecting the Customs, 31 Vic. Cap. 6, which declares that "if any package is found to contain goods not mentioned in the invoice, such goods shall be absolutely forfeited" will be strictly enforced, and the goods not invoiced shall be absolutely forfeited accordingly.

R. S. M. BOUCHETTE,
Commissioner of Customs.

Grand Trunk Railway.

TRAINS arrive and depart as follows at and from Toronto

EAST.				
	a.m.	p.m.	p.m.	p.m.
Depart.....	5.37	12.07	5.37	7.07
Arrive.....	9.37	11.07	6.57	11.07

WEST.				
	a.m.	p.m.	p.m.	p.m.
Depart.....	7.30	11.45	3.45	5.30
Arrive.....	5.30	10.05	12.50	9.05

Great Western Railway.

	a.m.	a.m.	p.m.	p.m.	p.m.
Depart.....	7.00	11.45	4.00	5.30	9.20
Arrive.....	9.20	11.00		5.30	9.20

Northern Railway.

	a.m.	p.m.
Depart.....	7.45	3.45
Arrive.....	11.10	8.10

Trains leave Brock Street Station 15 minutes later.

Dickson & Macgregor

INSURANCE and General Agents and Accountants. Marine and Fire Losses carefully adjusted; accounts audited, and prompt attention given to collections. No. 8 Ontario Chambers, corner of Church and Wellington streets

CHARLES R. DICKSON, ALEX. MURRAY MACGREGOR

EXTRA SHOE NAILS, TACKS, &c.

S. R. Foster's

NAIL, SHOE NAIL AND TACK WORKS,
ST. JOHN, N. B.

For price list and samples please address our Agent at Montreal.

JOHN A. ADAMS,
30 St. Francois-Xavier Street.

J. F. Lawton,

Manufacturer of every description of
PATENT GROUND

WARRANTED CAST STEEL SAWS,

ST. JOHN, N. B.

For price list and terms send address



Government House, Ottawa.

THURSDAY, 6TH DAY OF APRIL, 1871.

PRESENT

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS, it has been represented to His Excellency that the public convenience would be promoted if the Custom House Station at Esquimaux Point, which is situate in closer proximity to the Port of Gaspe than to that of Quebec, with which it is now connected, was detached from the last mentioned port and erected into an Out Port of Entry, and placed under the survey of the Port of Gaspe,

His Excellency the Governor, on the recommendation of the Hon. the Minister of Customs, and under and in pursuance of the 8th section of the Act 31 Vic. cap. 6, intituled, "An Act respecting the Customs," has been pleased to order, and it is hereby ordered, that on, from, and after the first day of April inst., the Port of Esquimaux shall be and the same is hereby detached from the Port of Quebec and placed under the survey of the Port of Gaspe, in the Province of Quebec.

WM. H. LEE,
Clerk Privy Council, Canada.

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Insolvent Act of 1869.

In the matter of JOHN VILLIERS, trading under the name of JOHN VILLIERS & Co.,
An Insolvent.

THE Insolvent has made an Assignment of his Estate to me, and the Creditors are notified, to meet at his place of business, in Toronto, on MONDAY the EIGHTH day of MAY, at ELEVEN o'clock a. m., to receive statements of his affairs, and to appoint an Assignee.

JOHN KERR Assignee.

Toronto, April 18th, 1871.