

THE COMMERCIAL UNION ASSURANCE COMPANY,

Chief Office, 19 Cornhill, London, England.

Capital, \$12,500,000. 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.

Surveyor—H. MUNRO, Montreal.

Inspector of Agencies—T. C. LIVINGSTON, P.L.S.

5-ly

FALL CIRCULAR,

T. JAMES CLAXTON & CO.,

WILL be fully prepared to show their

STOCK COMPLETE BY THE 27TH AUGUST.

CAVERHILL'S BUILDINGS,

59 St. Peter St.,

Montreal.

1-ly

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.

Chief Offices.—Liverpool, London, Montreal.

CANADA BOARD OF DIRECTORS.

B. Anderson, Esq., chairman, (Pres. Bk of Montreal)
Alex. Simpson, Esq., Dep. chairman, (ch. Ontario Bk)
Henry Starnes, Esq., (Manager Ontario Bank)
Henry Chapman, Esq., (mer.) R. S. Tyce, 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 \$1,050,000; Total Funds in hand
\$15,250,000.

Revenue of the Comp'y.—Fire Premiums \$2,900,000;
Life Premiums \$1,050,000; Interest on Investments
\$800,000; Total Income 1883, \$4,750,000.

All kinds of Fire and Life Insurance business trans-
acted on reasonable terms.

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

1-ly

G. F. C. SMITH, Res. Secretary.

WEST BROTHERS,

TEAS AND TOBACCOS,

Wholesale,

9 St. John Street,

Montreal.

14-ly

LIFE AND GUARANTEE ASSURANCE.

THE EUROPEAN ASSURANCE SOCIETY.

Empowered by British and Canadian Parliaments.

SUBSCRIBED CAPITAL—£750,000 Stg.

ANNUAL INCOME OVER—£300,000 Sterling.

HEAD OFFICE IN CANADA—MONTREAL.

EDWARD RAWLINGS,
Secretary.

1-ly

SINCLAIR, JACK & CO.,

WHOLESALE GROCERS AND COMMISSION MERCHANTS,

Importers of East and West India and Mediterranean

Produce,

Have removed from St. Andrew's Buildings, St.
Peter Street, to 413 St. Paul Street, opposite the Cus-
tom House, premises so long occupied by William
Darling & Co.

Montreal, 30th April, 1886.

1-ly

TO WESTERN SHIPPERS OF PRODUCE TO MONTREAL OR GREAT BRITAIN

MONTREAL, August, 1886.

GENTLEMEN.—The altered state of reciprocal trade with the United States will probably cause you to direct more of your attention than heretofore to this market, as an outlet for your Produce.

Without desiring to intrude upon any established arrangements you may have with correspondents here, yet inasmuch as you may be seeking new correspondents, we beg to bring our name before you, and to express our willingness to undertake the sale of any description of Produce which you may be desirous of sending to this market.

Having been in the business as Brokers and Commission Merchants, since 1845, we can offer every advantage as well as every guarantee which experience gives. References can be furnished if required; and we shall be happy to correspond with parties disposed to favor us with their consignments of Flour, Grain, Ashes, Butter, and articles of Produce, and Provisions generally.

We can offer advantages for the sale of Produce through our friends in Britain.

We are, respectfully yours,

TAYLOR BROS.,

18 St. Sacrament Street.

N. B.—We are also Brokers for Sale and Purchase of Stocks and Securities. T. B.

KIRKWOOD, LIVINGSTONE & CO.,

PRODUCE, LEATHER AND GENERAL COM-
MISSION MERCHANTS,

No. 503 St. Paul Street, MONTREAL.

CONSIGNMENTS Carefully realised and returns promptly made.

ADVANCES—Cash advances made, and Drafts authorized on all descriptions of Produce consigned for Sale in this or British Markets.

ORDERS—Personal and careful attention given to the execution of orders for Flour, Grain, Leather, Provisions, Oil, and General Merchandise.

THE TRADE REVIEW.

MONTREAL, FRIDAY, OCTOBER 19, 1886.

GREAT FIRE IN QUEBEC.

ON last Sunday morning, between four and five o'clock, a fire broke out in St. Rochs which, owing to the tardiness of its becoming known at the head-quarters of the fire brigade, to an insufficient supply of water, and to the prevalence of a strong easterly wind, spread so as to lay in ashes nearly one half of that populous suburb, and almost the whole of St. Sauveur and Boisseauville, over two square miles of houses and streets. It is estimated that upwards of 2,500 houses were burnt down, and from 15,000 to 18,000 people rendered homeless and destitute. The loss of property is stated at about \$2,500,000; some of the insurance companies losing very heavily. The loss to the Quebec Insurance Company is given at \$400,000; Liverpool and London, \$50,000; Royal, \$5,000; the British America, Western of England, North British and Imperial, also suffering heavily.

In addition to the destruction of property six lives were lost, and six or seven persons suffered injury more or less severe.

The most lamentable feature, however, of this great calamity, is the vast number of people who have, at a season so little removed from the rigors of a Canadian winter, been left in a state of almost complete destitution. The city authorities and prominent men of Quebec have taken steps to afford temporary shelter to the sufferers, as also to supply them with a certain amount of food; but from the magnitude of the demands made upon them, it will be necessary that aid be sent, and sent immediately, from all parts of Canada. Every one should contribute according to his means, and none should be deterred by the smallness of the sum he may be able to afford. Contributions might be sent to the Mayor of Quebec, who would be in a position to use them to the best advantage.

FIRE IN OTTAWA.

ABOUT three o'clock on Sunday morning, a fire broke out in the Lower Town, which destroyed \$12,000 worth of property, and rendered homeless some twenty-five families. The cause of the spread of the fire was principally the short supply of water when the engines first came on the ground. The insurance does not exceed \$3,000,

MORLAND, WATSON & CO.

IRON MERCHANTS,

IMPORTERS OF ALL DESCRIPTIONS OF

HEAVY AND SHELF HARDWARE,

IRON, Steel, Pig Iron, Boiler Plates,
Anvils, Chains, Axles, Powder, Shot, Paints, Oils,
Glass, Cordage, Machine Rubber Belting, Oak Tanned
Leather Belting, &c., &c.,

MANUFACTURERS OF ALL DESCRIPTIONS OF

S A W S ,

MOCCOCK'S CELEBRATED AXES, EDGE TOOLS, &c.,

MANUFACTURERS OF

BAR AND SHEET IRON,

CUT SCRAP NAILS,

Pressed, Clinch, and Finishing Nails, &c.

General Agents in Canada for the Commercial Union Assurance Company of London, England.

Agents for the National Provincial Marine Insurance Company of London, England.

Warehouse and Offices, 385 and 387 St. Paul Street, Montreal.

Montreal, June 1, 1886.

1-ly

RAILWAY TRAFFIC RETURNS.

WE give elsewhere the traffic returns of the Canadian Railways for the month of September, 1886, compared with the same period of 1885. It will be seen that the gross receipts for last month are less by over \$100,000 than they were the same month of last year; that of this decrease \$72,331 was in the receipts of the Great Western, and \$30,880 in those of the Grand Trunk; that the greatest per centage of decline was in the L. & P. S. Railway, which only earned \$3,330 against \$7,566 last year; that the Brockville and Ottawa Railway, with five miles more in operation, increased its receipts from \$7,869 last year to \$10,926 this, and that the Prescott and Ottawa also shows an improvement of over ten per cent. as compared with last year.

PEAT AS A SUBSTITUTE FOR COAL OR WOOD.

EXPERIMENTS have for some time been made in running locomotives, using peat as fuel. On Saturday last a trial was made, which resulted very satisfactorily. The morning train from Montreal for the West, consisting of a locomotive and six cars, left with about three and one half tons of peat fuel in the tender, and ran through to Kingston, one hundred and seventy-seven miles, fifty-two minutes ahead of time, and with sixty-two pounds of fuel to spare. This gives, as a result, an average consumption of 45 pounds of fuel per mile, or 50½ miles as the average distance run for each ton of fuel, costing for the trip—at \$3.50 per ton—\$12.25, or seven cents per mile. According to returns of the Boston and Worcester Railway Company, the average distance run to one ton of coal is about one-fifth greater, and to a cord of wood one-fifth less, than to the ton of peat; and as the latter is almost inexhaustible in quantity and can be brought to market at a cost much below that of coal or wood, it is possible that it will soon be extensively substituted therefor. It is, we presume, needless to point out the very great saving to the country at large which would be made by the use of a fuel, the heating capabilities of which, whether for steam or house warming purposes, were, at equal cost, from twenty-five to seventy-five per cent. higher than the best coal or wood, nor the very great importance of such a saving when the quantity of fuel annually consumed be taken into consideration.

Earnings of the Atlantic Cable.

In 55 days, from the 28th of July to 21st September, the cable earned £46,048 (\$224 100), an average, including Sundays and stoppages of land lines, of £837 a day, and excluding the exceptional days when the cable could not work at all, the average was £960 a day. The largest sum taken in one day was £2,008, the two most profitable messages having been the King of Prussia's speech, and an account of the fight between Mace and Goss.