

European Assurance Society.

Established.....A. D. 1849.

Incorporated.....A. D. 1854.

Capital.....£1,000,000.....Sterling.

Annual Income, over £330,000 Sterling.

THE ROYAL NAVAL AND MILITARY LIFE DE-
partment is under the Special Patronage of

Her Most Gracious Majesty

THE QUEEN.

The EUROPEAN is one of the largest LIFE ASSU-
RANCE Societies, (independent of its Guarantee Branch),
in Great Britain. It has paid over Two Millions Sterling,
in Claims and Bonuses, to representatives of Policy
Holders.

The Society have appointed the undersigned to be their
Agent for the Dominion of Canada.

Assurers are requested to pay their Renewal Life Pre-
miums as hitherto, either to him direct, or through any of
the various Agents of the Society in the country.

EDWARD RAWLINGS.

Chief Agent European Assurance Society, Montreal.

Agent in Toronto,

W. T. MASON,

15-lyr

ONTARIO HALL.

**Berkshire Life Insurance Company;
OF MASSACHUSETTS.**

MONTREAL OFFICE:

60 GREAT ST. JAMES STREET.

INCORPORATED 1851—SECURED BY LAW.

AMOUNT INSURED.....\$7,000,000.

CASH ASSETS.....ONE MILLION DOLLARS.

\$100,000 deposited with the Receiver General of Massachu-
setts for the protection of Policy holders.

ANNUAL INCOME.....\$500,000.

\$100,000 divided this year in cash amongst its Policy
holders.

Montreal Board of Referees:—Hon. Geo. E. Cartier, Minis-
ter of Militia; Wm. Workman, Esq., President City Bank;
Hon. J. O. Bureau, M.C.S.; E. Hudson, Esq., & Co.; John
Torrance, Esq., Merchant; James Ferrier, Jr., Esq., Mer-
chant; Edward Carter, Esq., Q.C., M.L.A.; C. D. Proctor,
Esq., Merchant.

Examining Physicians:—J. Emery Coderre, M.D., Profes-
sor of Materia Medica, &c., &c., of the School of Medicine
and Surgery, Montreal, and of the Faculty of Medicine of the
University of Victoria College; William Wood Squire, A.M.,
M.D., Graduate of McGill College; Francis W. Campbell,
M.D., L.R.C.P., London.

For a sufficient test of merit we beg to state since the
commencement of this old and reliable company in Canada,
we have had the pleasure of insuring members of Parlia-
ment, some of the leading legal talent, and amongst
numerous others, several of the leading merchants in this
city.

This Company was the Pioneer Company of the non-
forfeiture principle, and still takes the lead for every Policy
it issues is non-forfeitable after one payment. The Com-
pany is now erecting a new stone building, five stories in
height, at the east of \$140,000, similar to the Moisson's
Bank of this city, but of much larger capacity, having 75
feet front, and 116 feet depth, containing three Banks,
some Express Offices, and the Post-Office, yielding about
\$8000 income, annually, all of which is the accumulating
property of every Policy-holder.

The Company has issued nearly 2,000 Policies since the
1st January, 1867, which is the largest number, in com-
parison to the expenses, of any Company in Europe or
America.

Such are the Results of the Cash System.

Full particulars, history of the Company, Rates, &c.,
can be obtained at the Managing Office for the Canadas.

EDW. R. TAYLOR & Co.,

20 Great St. James St. (over Pickup's News Office)

THE CANADIAN MONETARY TIMES AND
INSURANCE CHRONICLE is printed every Thursday
Evening, in time for the English Mail.

Subscription Price, one year, \$2, or \$3 in
American currency; Single copies, five cents each.
Casual advertisements will be charged ten cents
per line of solid nonpareil each insertion. All
letters to be addressed, "THE CANADIAN MONE-
TARY TIMES, TORONTO, ONT." Registered letters
so addressed are at the risk of the Publishers.
Cheques should be made payable to J. M. TROUT,
Business Manager, who will, in future, issue all
receipts for money.

The Canadian Monetary Times.

THURSDAY, OCTOBER 8, 1868.

THE INTERCOLONIAL RAILWAY.

The appointment of Commissioners under
the Act of last session, relating to the con-
struction of the Intercolonial Railway, the
signification by the Imperial Government of
their approval of the route selected, and the
advertisement for tenders, show that a long
talked of scheme is approaching realization.
The Duke of Buckingham's despatch, dated
22nd July, is as follows:—

"I have received your Lordship's tele-
graphic message that the route by the Bay of
Chaleur has been selected by the Canadian
Government, as the one to connect Truro
with Riviere du Loup, and thus complete the
Intercolonial Railway.

"I understand three routes to have been
under the consideration of the Government
of Canada, namely: one crossing the St. John
River, either at Woodstock or Fredericton;
the second in a more central direction through
New Brunswick, and the third following the
line selected by Major Robinson in 1848.
The route crossing the St. John River, either
at Woodstock or Fredericton, is one to which
the assent of Her Majesty's Government could
not have been given; the objections on mili-
tary grounds to any line on the south side of
St. John River are insuperable. One of the
main advantages, sought in granting an Im-
perial Guarantee for constructing the railway,
would have been defeated if that line had
been selected. The remaining lines were the
central line, and that following the general
course of the route surveyed by Major Rob-
inson; and Her Majesty's Government have
learned, with much satisfaction, that the latter
has been selected by the Canadian Govern-
ment. The communication which this line
affords with the Gulf of St. Lawrence at
various points, and its remoteness from the
American Frontier, are conclusive considera-
tions in its favor, and there can be no doubt
that it is the only one which provides for the
national objects involved in the undertaking."

For the sake of presenting at one view the
comparative distances (of the different lines
projected) from Riviere du Loup to St. John
and Halifax, and the number of miles of
railway already built, we give this table:—

Frontier Routes.

No of line	TO ST. JOHN.		TO HALIFAX.		
	Rail- way Built.	Not Built.	Rail- way Built.	Not Built.	Total.
1	27	292	184	461	565
2	45	305	202	414	567
3	00	301	457	416	561

Central Routes.

No of line	TO ST. JOHN.		TO HALIFAX.		
	Rail- way Built.	Not Built.	Rail- way Built.	Not Built.	Total.
4	26	326	177	435	502
5	28	328	157	437	504
6	37	343	129	452	572
7	77	349	80	458	538
8	57	307	120	416	536
9	77	313	80	422	502
10	96	325	61	435	496
11	27	323	129	432	552
12	77	320	80	438	518

Bay Chaleurs Routes.

No of line	TO ST. JOHN.		TO HALIFAX.		
	Rail- way Built.	Not Built.	Rail- way Built.	Not Built.	Total.
13	37	387	129	496	616
14	96	377	61	489	547
15	96	380	61	499	590

The shortest Frontier route to St. John is
301 miles, and to Halifax, 567 miles; the
shortest Central route to St. John is 326
miles, and to Halifax, 496 miles; and the
shortest Bay Chaleurs route to St. John is
424 miles; and to Halifax, 547 miles. The
average number of inhabitants for each mile
of railway by the different routes is given as
follows:—

Frontier line.... 260 per mile of railway.

Central..... 122 " "

Bay Chaleurs... 235 " "

The route recommended by Major Robin-
son as the best general direction for the pro-
posed railway is from Halifax to Truro, at
the head of the Bay of Fundy, passing over
the Cobequid Hills, and on and near to Am-
herst and Bay Verte, crossing from these
over to the River Richibucto and Miramichi;
then by the valley of the north-west Mira-
michi and Nipisquit River to Bathurst; then
along the shore of the Bay Chaleurs to the
Restigouche River; then by the valley of
the Matapedia over the River Metis; then
along the banks of the St. Lawrence; at a
distance of eight or twelve miles from the
south shore to Riviere du Loup. The line
is No. 15 in the above table. The distance
to St. John and Halifax by this line are esti-
mated as follows:—

Railway to St. John.

	Con- structed.	Not con- structed.	Total.
From Riviere du Loup by Metis and Matapedia, to Bathurst	196	196	196
From Bathurst to E. & N. A. Railway	53	53	53
From Bathurst to E. & N. A. Railway	141	141	141
Along E. & N. A. Railway to St. John	96	96	96
Total	96	390	486

Railway to Halifax.

	Con- structed.	Not con- structed.	Total.
From Riviere du Loup, by Metis, Matapedia, Bathurst, and Bathurst, to Moncton	390	390	390
From Moncton to Truro	100	100	100
From Truro by Railway to Ha- lifax	61	61	61
Total	61	499	560

As the Imperial Government is in favor of
the Major Robinson line, and disinclined to
adopt any other, and as the Imperial guaran-