

THE DOMINION BANK.

Capital, \$1,500,000. Rest, \$850,000

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Drafts on all parts of the United States, Great Britain and the Continent of Europe bought and sold.

Letters of Credit issued available in all parts of Europe, China and Japan.

WILLIAM DOW & CO. BREWERS AND MALTSTERS, Chaboillez Square.

Superior Pale and Brown Malt, India Pale and Other Ales, Extra Double and Single Stout, in wood and bottle.

Families Supplied.

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- only are authorized to use our labels, viz. Thos. J. Howard, 516 Dorchester Street. Jos. Virtue, 19 Aylmer Street. Thos. Ferguson, 162 St. Elizabeth St. Wm. Bishop, 556 Ontario Street. Thos. Kinsella, 105 Colborne Street.

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COBOURG CAR WORKS.

ALL KINDS OF

RAILWAY CARS

Manufactured AT THE

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Warranted to give satisfaction. Applications regarding terms may be sent to JAMES CROSSEN, Cobourg, Ont.

MANN BOUDOIR CAR.

Privacy, Comfort, Safety, Luxury, Cleanliness.

Mann's Boudoir Car Company

Is now prepared to furnish Railways with the service of these MAGNIFICENT CARS for NIGHT or DAY use on highly favorable terms.

The VAST SUPERIORITY of the System and the BEAUTY of the CARS are recognized by every one who has seen or used them.

Full particulars and descriptive pamphlets will be furnished on application to

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The CARS now built in this country are VASTLY MORE LUXURIOUS than those of same system in use all over the Continent of Europe.

NORTH AMERICAN LIFE ASSURANCE CO

(Incorporated by Special Act of Dominion Parliament.)

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FULL GOVERNMENT DEPOSIT.

HON. ALEX. MACKENZIE, M.P., Ex-Prime Minister of Canada, President; WM. McCABE, F. I. A., Eng., Managing Director.

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The special features of this Company are its Tontine Investment and Semi-Tontine Investment Policy, and its Commercial Endowment Policy. It also issues annuities and all forms of Life Policies.

The first two secure a large return for the money invested, while the latter yields maximum insurance for minimum outlay.

By the last the great protection of life insurance is furnished for payments called for only as deaths occur.

Pay as you go, and get what you pay for, as in fire insurance. This plan places reliable life insurance within the reach of the masses at an estimated cost of about 50 per cent. of the lowest ordinary life rates.

It is the best plan for those who want insurance only, and easiest for Agents to work.

AGENTS WANTED IN ALL UNREPRESENTED PLACES. Full particulars furnished on application to the Company.

OPINIONS OF EMINENT CONSULTING ACTUARIES.

Mr. WILLIAM McCABE, F.I.A., Eng. Managing Director, North America Life. Boston, Mass., August 31, 1883.

DEAR SIR,—The paper you have submitted and explained to me, entitled "Commercial Endowment Insurance by Graduated Mortuary Payments and Deposits," sets forth a plan of Life Insurance which I have no hesitation in saying will serve a large class of insurers better than the usual plan which requires larger payments.

These "Graduated Mortuary Payments and Deposits" are quite sufficient for the safety of the Company, and well adapted to secure its cohesion and stability.

ELIZUR WRIGHT, Consulting Actuary.

WILLIAM McCABE, Esq., F.I.A. New York, August 13, 1883. Managing Director, North American Life Assurance Company.

DEAR SIR,—I have carefully examined your new plan of "Commercial Endowment" Insurance. The Mortuary payments to provide for the sum assured at death are sufficient for the purpose, and are properly graduated according to the increasing age of insurers, being computed upon the Standard Tables used by Life Assurance Companies. The Deposits required, together with part of the Mortuary Payments, will be adequate to provide for the payment of the Pure Endowment stated, at the end of twenty years.

The plan is a happy combination of the Natural Premium System with the Pure Endowment feature which guarantees a definite sum of Insurance and yields to the insured a good return for his money, while it secures the cohesion and stability of the Company. It is well adapted to supply the wants of many persons, who are unable to meet the heavy expense required to maintain a policy upon the ordinary plan. It is an ENTIRELY SAFE PLAN, granted and guaranteed by an established and reliable Company.

LUCIUS McADAM, Consulting Actuary.

MONTREAL LOCAL DIRECTORS:

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CHARLES AULT, M.D., Manager Province of Quebec.

MONTREAL OFFICE: 185 ST. JAMES STREET,

THE CANADIAN PACIFIC RAILWAY COMPANY.

LAND REGULATIONS.

The Company offer lands within the Railway Belt along the main line, and in Southern Manitoba, at prices ranging from

\$2.50 Per Acre Upwards,

with conditions requiring cultivation. A rebate for cultivation of from \$1.25 TO 3.50 PER ACRE, according to price paid for the land, allowed on certain conditions.

The Company also offer lands, WITHOUT CONDITIONS OF SETTLEMENT OR CULTIVATION.

The Reserved Sections

Along the Main Line, i.e., the odd numbered Sections within one mile of the Railway, are now offered for sale on advantageous terms, to parties prepared to undertake their immediate cultivation.

TERMS OF PAYMENT.

Purchasers may pay one-sixth in cash and the balance in five annual instalments with interest at 6 PER CENT. per annum, payable in advance.

Parties purchasing without conditions of cultivation, will receive a deed of conveyance at time of purchase, if payment is made in full.

Payments may be made in LAND GRANT BONDS which will be accepted at 10 PER CENT. PREMIUM on their par value, and accrued interest. These Bonds can be obtained on application at the Bank of Montreal, Montreal; or at any of its Agencies.

FOR PRICES AND CONDITIONS OF SALE and all information with respect to the purchase of Lands, apply to JOHN H. McTAVISH, Land Commissioner, Winnipeg.

By order of the Board,

CHARLES DRINKWATER, Secretary.

MONTREAL, December, 1883.

SAMUEL C. FATT, ACCOUNTANT, TRUSTEE,

And Commissioner for taking Affidavits for Provinces of Quebec & Ontario,

Chesterfield Chambers, 18 St. Alexis Street,

OFF NOTRE DAME STREET,

P. O. Box 604. MONTREAL.

COMMUNICATION BY TELEPHONE.

PELLATT & PELLATT,

HENRY PELLATT, HENRY MILL PELLATT,

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Canadian and American Stocks. Hudson Bay Co.'s Shares, &c., &c., bought and sold for cash or on margin.

Orders by letter or telegraph receive prompt attention.

RAILWAYS.



CENTRAL VERMONT RR.

Green Mountain Route.

TRAINS LEAVE MONTREAL.

8.30 a.m. FAST TRAIN, arriving St. Albans 10.50 A.M., Burlington 12.10 P.M., Montpelier 12.50 P.M., White River Junction 2.30 P.M., Boston via Concord, Manchester and Lowell, 7.05 P.M., New London 9.50 P.M., and New York, via Springfield, at 1.10 P.M. Pullman Buffet Parlor Cars to Boston and New York, WITHOUT CHANGE.

5.30 p.m. NIGHT EXPRESS, arriving St. Albans 7.55 P.M., Burlington 9.10 P.M., Rutland 11.20 P.M., Troy 2.05 A.M., Albany 2.25 A.M., New York 7.30 A.M.; also to Waterloo and Magog. Wagner Sleeping Car through to New York.

8.30 p.m. BOSTON NIGHT EXPRESS, arriving St. Albans 10.40 P.M., Burlington 12.10 A.M., Montpelier 1.00 A.M., White River Junction 2.55 A.M., Concord 5.45 A.M., Manchester 6.18 A.M., Nashua 6.55 A.M., Lowell 7.38 A.M., and Boston 8.30 A.M., Below's Falls 4.15 A.M., Northampton 6.28 A.M., Holyoke 6.45 A.M., Springfield 9.09 A.M., New York via New Haven 11.45 A.M., Boston via Fitchburg, arriving 9.37 A.M., and Worcester via B. B. & G. R.R., arriving 9.30 A.M. Through Pullman Sleeping Cars to Boston and Springfield.

GOING NORTH.

NIGHT EXPRESS via Troy leaves New York at 8.30 p.m. arriving Montreal 8.25 a.m.

DAY EXPRESS leaves Boston via Fitchburg 8.00 a.m., via Lowell 8.30 a.m., arrive Montreal 8.30 p.m.

FAST TRAIN leaves Boston via Lowell 1.00 p.m., arriving Montreal 10.50 p.m., with Pullman Buffet Parlor Car to Montreal and Sleeping Car to Chicago WITHOUT CHANGE.

NIGHT EXPRESS leaves Boston via Lowell, 7 p.m., via Fitchburg 6 p.m., and New York at 4.30 p.m., via Springfield, arriving in Montreal at 8.25 a.m.

For Tickets and Freight Rates, apply at the Central Vermont Railroad Office, 136 St. James street.

A. C. STONEGRAVE, Canadian Passenger Agent.

Boston Office, 200 Washington street. New York Office, 271 Broadway.

S. W. CUMMINGS, General Passenger Agent. St. Albans, Vt., June 2nd, 1884.

INTERCOLONIAL R.Y.

SUMMER ARRANGEMENT.

Commencing June 2nd, 1884.

THROUGH EXPRESS PASSENGER TRAINS RUN DAILY (Sunday excepted), as follows:—

Table with columns: Leave, Arrive, Station, Time. Includes routes like Point Levis, Riviere-du-Loup, Trois Pistoles, Rimouski, Little Metis, Campbellton, Dalhousie Junction, Bathurst, Newcastle, Moncton, St. John, Halifax.

The Grand Trunk Trains leaving Montreal at 10.00 p.m., connect at Chaudiere Junction with these Trains.

The Trains to Halifax and St. John run through to their destination on Sunday.

The Pullman Car leaving Montreal on Monday, Wednesday and Friday runs through to Halifax, and the one leaving on Tuesday, Thursday and Saturday to St. John.

All trains are run by Eastern Standard Time THROUGH TICKETS may be obtained via rail and steamer to all points on the Lower St. Lawrence and in the Maritime Provinces.

For tickets and all information in regard to passenger fares, rates of freight, train arrangements, &c., apply to

G. W. ROBINSON, Eastern Freight and Passenger Agent, 136 1/2 St. James Street, (Opposite St. Lawrence Hall), Montreal.

D. POTTINGER, Chief Superintendent, Railway Office, Moncton, N.B., 25th May, 1884.

ST. LOUIS HOTEL, THE RUSSELL HOTEL CO., PROPRIETORS, WILLIS RUSSELL, President, Quebec.

THIS HOTEL, WHICH IS UNRIVALLED for size, style and locality in Quebec, is open throughout the year for pleasure and business travel.