

MONTREAL SHIPPING.—The shipping trade of this port during August last was the best and largest for several years past. The revenue exceeded that of the corresponding month last year by over three thousand dollars. The prospects now are very favorable for the harbor dues, this year's exceeding those of 1881, notwithstanding the large decrease in the arrivals of vessels in the spring.

THE CREDIT FONCIER.—In the Economist of the 26th August it is reported that the Franco-Canadian Credit Foncier Company, founded in 1880, has held its annual meeting of shareholders in Paris. The profits realized in 1881 amounted to only \$16,741, on a paid-up capital of \$1,250,000, one-fourth of the total.

THE BANK OF TORONTO.—The monthly statement of the Bank of Toronto is published. The total liabilities have increased \$446,674, and the assets \$488,185.

EDISON'S INCANDESCENT LIGHT.

ITS GENERAL USE IN THE FIRST DISTRICT BEGUN YESTERDAY.

Most of the principal stores on Fulton street, from Nassau street to the East River, were last evening for the first time lighted by the Edison electric light, and there were a few other places in the first district, which extends from Spruce to Wall Street and from the East River to Nassau Street, that were also lighted by this system, which can now be continuously supplied from the first station, at Nos. 255 and 257 Pearl street. Metres have been placed in very many of the buildings throughout the entire district, and the light will be supplied as rapidly as possible, each building requiring inspection by the Board of Underwriters before the light can be supplied. The lights are rather more brilliant than gas and are arranged so that the light can be turned on or off at will as in an ordinary Argand gas-burner. The cost, the agent said last evening, would be a trifle less than the same amount of gas-light. "It has taken us a long time," said the Superintendent last evening, "but we have had to do what every one said could not be done—that is, subdivide the light in each house and to any extent. We have laid our mains through nearly all the streets of our district and have placed the wires very generally in the buildings. We put in the wires at our own expense and supply the lamps. If after a certain period of trial our customers desire to continue to use the light we charge them for the fixtures, but not otherwise. This is our first attempt to light the whole district, although we have been for some time furnishing the light to a few of the banking offices in Wall street. Now, however, we propose to keep up a continuous supply. That noise that you hear is from the generating engine and that engine will never again be allowed to stop except for repair or until it is worn out." The light, the Superintendent said, was the safest possible. "You may," said he, "wrap one of the lights in the finest cambric and then break the globe with a hammer and the fabric will not be scorched. The instant the air comes in contact with the flame it goes out. We have our lamps on the steamer City of Worcester, shall light the new iron steamer Pilgrim, of the Fall River line, with them, and in fact are now negotiating with that company to place the lights on all their steamers.—N. Y. Tribune.

THE "HERALD" BUILDING LIGHTED WITH EDISON'S LAMPS.

Last evening the Herald building was lighted for the first time by Edison's electric light. The system worked excellently and received many favorable comments. In the business department eighteen incandescent burners, arranged in groups of three burners, with three clusters to the chandelier, gave a light much brighter than gas. In the editorial department the same system is adopted. In the composing-room the lights are placed on a hanging shoulder which can be moved at will. One light is used to every four compositors. The compositors speak highly of the light. In the editorial department the light is placed on handsome Argand lamps upon each desk. In the reporters' room the light has made a great improvement. The "plant" is located in the Bennett building. It is an isolated system and does not depend upon the Edison central station for power. The Evening Telegram has also been fitted up with the Edison lamps.—N. Y. Tribune.

THE ESCOTT CASE.—The case of William H. Escott, a Montreale languishing in Chicago prison, is pointed to by the Chicago Tribune as an instance where international law would prove beneficial. He was a defaulter in his office connected with a Canadian loan society, he fled to Chicago, was committed to the debtors' prison, and is languishing there, the directors paying his board six months in advance. So long as the complainants shall

THE STOCK MARKET.

The following table shows the highest and lowest prices of stocks on the Montreal Stock Exchange on each day of the week ended 7th Sept., 1882, and the number of shares reported as sold during the week.

Table with columns: STOCKS IN MONTREAL, Shares, Capital Paid up, Rest., Fri. (L, H.), Sat. (No Board, L, H.), Mon. (L, H.), Tues. (L, H.), Wed. (L, H.), Thurs. (L, H.), Total Shares. Lists various banks and companies like Bank of Montreal, Merchants Bank, etc.

continue to keep the cost of his maintenance in gaol paid up it does not seem there is any legal measure of relief. Yet, strange to say, the constitution of Illinois prohibits imprisonment for debt.

THE CONTRAST.

Fifteen years ago a young man took out a 15 year Endowment Policy for \$1,000, and continued it during that time, and drew the amount with the dividend additions. He had carefully laid aside from his earnings the annual premiums and promptly paid them when due. He kept the policy alive as a duty and as a safe investment for his money. Now he has the amount to invest and enjoy.

A friend of his about the same age thought he could care for his money as well as an insurance company and he could make as much out of it. He kept on thinking so, but did not save or invest the small annual premium and the fifteen years rolled away and he was no better off in a pecuniary way than at the beginning.

Which was the wisest of the two?

WHY

Do business men regard life insurance so necessary? And fathers seek the protection for their families by means of life insurance?

And young men take Endowment Policies in the UNION MUTUAL LIFE INSURANCE COMPANY?

And business partners take Joint Policies to protect their pecuniary interests?

BECAUSE—Nowhere else can such protection be secured, or can family life be so guarded, or can young men do better with their funds, or can business men so cheaply shield their capital.

Life Insurance saves hundreds of valuable estates which, without it, would have been sacrificed to pay debts and legal expenses.

Life Insurance saves many widows from the fearful pangs of poverty.

UNION MUTUAL ENDOWMENT AT 85.

- It is a life policy.
It is a long endowment policy.
It is a life-rate endowment policy for a shorter term.
It is a definite contract policy.
It is a non-forfeitable policy.
It is an incontestable policy by its terms.
It is the best contract for the policy holder ever offered by any company.

Death claims paid immediately on approval of loss committee without discount. No delay, no forfeiture, and no law suits.

QUICK RETURNS.—Endowment policies on the "Accelerating plan of the UNION MUTUAL fall due much sooner and don't cost any more than the old style issued by many companies.

So long as a policy of life insurance is within such easy reach, no man can shift from his shoulders the responsibility of seeing to it that at his death his family shall not become pensioners upon the public; for no man has a right to expect from the world at large a more practical interest in his family than he is willing to manifest himself.

When a young man marries and says to the bride, "All my worldly goods I thee endow," it is often sublime sarcasm, unless he has taken a policy in the Union Mutual and made it for her benefit.

GRAND TRUNK RAILWAY OF CANADA.

RETURN OF TRAFFIC, WEEK ENDING 2ND SEPTEMBER, 1882.

Passengers, Express, Freight and Mails. \$ 139,527.
Freight and Live Stock. 199,012

Total. \$ 338,539.
Corresponding week 1881. 303,452

Increase, 1882. \$ 35,087.

Of which, \$9,340 is in passenger, &c. traffic and \$25,747 in freight. Miles open—1882, 2,322; 1881, 2,213, increase, 109.

THE GRAND TRUNK AS VIEWED ABROAD.

A few years since, we, hear in the states, looked on the Grand Trunk railway as one of the worst managed and roughest roads in the country, and most people were loth to take passage by this line. But during the past two years a great change has been made, and to-day, this line is one of the smoothest and best managed lines of railway in the world, and we know whereof we speak, for recently we have been over the entire length of this line, and we must say that for fine cars, smooth track, good time, courteous employes, we have not seen it surpassed. This great line, extending as it does, from Chicago to Buffalo, Montreal, Quebec and Portland, is all laid with steel rails, well ballasted and free from dust. The trains are run at a high rate of speed, of which the road bed admits, as it is smooth and in perfect order. Through sleeping cars are run between Chicago and New York, Boston, Montreal, Portland and Quebec. By an arrangement with a line of steamers on the St. Lawrence river, passengers holding Grand Trunk tickets, can take the steamers at Kingston and make the trip to Montreal through the Thousand Islands, and shooting all the rapids of the St. Lawrence, regain the stream at Montreal and proceed on their journey.—From the Chicago Argus.

INSURANCE AT THE ANTIPODES.—There has been a government life assurance, trust, and annuity department in New Zealand for the past ten years, with marked success. £50,000 (\$250,000) being ordered distributed as a bonus on the first quinquennial period; upon the report of the London actuaries to whom the accounts of the insurance department were submitted. The amount covered by life insurance policies in the government office is very large, the credit of the colony being pledged. The receipts are invested in convertible securities by public trust commissioners, as is likewise the case with the Post Office Savings Bank fund. Post office savings banks were established in 1867; and in 1881, when the population was under half a million, the deposits aggregated £1,189,012; withdrawals, £902,195, the interest paid depositors being £42,204. There were 125,855 depositors in 1881.

The Traffic returns of the Midland Railway of Canada, for the week ending August 26th, 1882, was as follows:—Passengers and Mails, \$5,352.64; Freight, \$13,718.83; total, \$19,071.47, as compared with \$18,019.42 for the corresponding week of 1881, being an increase of 1,052.05; and the aggregate traffic to date is \$647,647.13, being an increase of \$157,693.83 over 1881.

THE WICKED GROOM.—"Johnny" said the teacher, "a lie can be acted as well as told. Now if your father should put sand in his sugar and sell it he would be acting a lie and I doing very wrong." "That's what mother told him," said "Johnny" impetuously, "and he said he didn't care a damn."