

**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 ASSURANCE 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 Premiums 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,

15-1yr

ONTARIO HALL.

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

MONTREAL OFFICE:

6 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 Massachusetts 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, Minister of Militia; Wm. Workman, Esq., President City Bank; Hon. J. O. Bureau, M.C.S.; E. Hudson, Fils & Co.; John Torrance, Esq., Merchant; James Ferrier, Jr., Esq., Merchant; Edward Carter, Esq., Q.C., M.L.A.; C. D. Proctor, Esq., Merchant.

*Examining Physicians:*—J. Emery Coderre, M.D., Professor 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 Parliament, 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 Company is now erecting a new stone building, five stories in height, at the cost of \$100,000, similar to the Molson'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 comparison 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 &amp; 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 MONETARY 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 1, 1868.

**CANADIAN SHIPPING.**

An Official Return, just published, furnishes us with statistics respecting the mercantile navy of the Dominion. The figures are not unpleasant to contemplate and, while affording satisfaction to us Canadians, they may possibly give to those outside our boundaries who affect to despise us, some reason to change their opinions.

	Tons.	No. of Men.	Value.	No.
Ontario .....	66,959	3,192	2,787,800	481
Quebec .....	155,690	8,548	4,633,945	1,428
New Brunswick .....	200,777	6,207	5,904,505	826
Nova Scotia .....	362,917	19,288	10,256,812	3,087
Total .....	756,343	37,235	\$23,583,062	5,822

Were Prince Edward Island and Newfoundland members of our Confederacy, as they undoubtedly will be, we should be able to show such totals as would give the Dominion rank as the third maritime power in the world.

In spite of obstacles thrown wantonly in our path by our enterprising cousins across the lines, our Marine is making some headway, and we have good reason to congratulate ourselves on the fact that the carrying trade which our aforesaid cousins were kind enough to do for us is likely to be efficiently performed by home-made, home-owned and home-manned vessels. But our ship-owners have grounds of complaint which it is the bounden duty of our Government to examine into. A branch of industry so important as our shipping interest which gives employment to so many, in a country where the want of a variety of employment tells fearfully against an increase of population; which represents a value of twenty-three and a-half millions of dollars; and which is capable of immense development to our immediate profit; is one entitled to the greatest consideration and a fostering care. At the least our ship owners are entitled to receive fair play.

Our navigation laws tell against ourselves. On the sea board, a Canadian vessel is not

allowed to participate in the American coasting trade while, on the lakes, American vessels enter and leave our ports as freely as Canadian vessels do. On the other hand, a Canadian vessel in an American port is viewed as a safe victim for the most outrageous exactions and annoyances. The American Custom House officials at the lake ports seem to be constantly on the alert to seize upon unfortunate Canadian skippers and the pettiest infraction of their thousand-and-one laws is the signal for an explosion of rapacity and greed. While our laws are interpreted with a foolish liberality, the whole drift of American legislation is antagonistic to our interests and their regulations seem prompted by a malicious desire to keep us back as much as possible. An American vessel cannot purchase so much as a spar in a Canadian port without danger of seizure on her return. A Canadian vessel, when she touches an American port, is charged, in addition to a tonnage due of 30 cents per ton, from 75c. to \$1.20 for a clearance and this too, often, when nothing is landed or received, whereas American vessels are permitted to land passengers and freight free of any charge for entry or clearance. American vessels are allowed to carry timber from the Canadian ports to the Quebec market, landing it at Clayton, New York, while Canadian vessels are prohibited from carrying grain from any American to a Canadian port, even if its ultimate destination be an American port. Canadian vessels are not permitted to enter any American inland stream or canal, whereas American vessels and tugs are allowed to enter Canadian canals and rivers. Even a Canadian steamer will not be allowed to go to the American side of the St. Clair river to take in tow an American vessel which has got a permit here nor Customs authorities to carry bricks from our Canadian landing to another. American steamboats are allowed to carry passengers from one Canadian port to another evading the strict requirement of the law by touching at an American port previous to landing those passengers. Americans monopolise the ferries to the manifest disadvantage of Canadians, as they make it necessary for a Canadian ferryboat to enter and clear every time she touches an American landing; whereas American ferryboats are permitted to cross to and fro without any charge or restriction. American citizens are allowed to command Canadian vessels, but no Canadian is permitted to command an American vessel, the same privilege being extended to American engineers on Canadian steamers, but denied to Canadian engineers on American boats unless they become American citizens.

Is this list of grievances long enough or