

**SUN INSURANCE OFFICE, Of London, England.**  
(Fire only) Capital and Assets over \$20,000,000  
**BAMFORD & CARSON, Agents,**  
183 ST. JAMES STREET, MONTREAL.  
BELL TELEPHONE No. 1583.

**Lancashire Fire Insurance Co. Of Manchester, England.**  
Capital and Assets over - \$20,000,000  
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## PROVIDENT SAVINGS LIFE ASSURANCE SOCIETY OF NEW YORK.

ESTABLISHED 1875.

**CHARLES E. WILLARD, Pres'dent.**

Income in 1891 **\$2,249,398.12**  
Assets, Dec 31st, 1891, .... **1,787,181.85**  
Liabilities, Actuarial, 1 p.c.  
Valuation ..... **960,930.53**  
Surplus, Actuarial, 1 p.c. .... **\$26,251.32**  
Policies issued in 1891. .... **\$22,114,526.00**

Active Agents wanted in every City or County in the Dominion of Canada. Apply to R. H. MATSON, General Manager for Canada, 37 Yonge Street, Toronto.

The Allan Line Buenos Ayrean sailed on 30th ult., for Glasgow, with a general cargo, 400 cattle and 76 horses, also 24,000 bushels of grain.

Cache Lake, more than one hundred and sixty miles from Ottawa, is expected to be the Eastern terminus of the Ottawa, Arnprior, and Parry Sound railway for next winter.

Reports from the Irish and Scotch whisky centres speak of a satisfactory movement in the trade. The decreased duty on spirits which came into operation on July 1st, has not acted so unfavorably on the trade as was anticipated. The general tone of business is improving.

The famous distillery of the Benedictine abbey at Fecamp, in France, which was destroyed by fire three years ago, has now been rebuilt, and was consecrated along with the restored abbey a fortnight ago by the Cardinal Archbishop of Rouen. The spectacle of an archbishop consecrating a distillery is somewhat startling to those who have been taught to look upon stimulants as one of the greatest curses of the world.

Notice is given of application for letters patent to incorporate the Tilson company, of Tilsonburg, Ont., capital \$200,000, for the purpose of purchasing and operating the mills and manufactories of F. D. Tilson applicants, Edwin Delevan Tilson, manufacturer; George Whiting Tilson; miller; Edwin Van Norman Tilson, accountant; W. A. Dowler and Victor Sinclair, in trust, and Spence Hardy Betts, all of Tilsonburg, of whom Edwin Delevan Tilson, George Whiting Tilson and Edwin Van Norman Tilson are to be the first directors of the company.

The Department of Fisheries received a report from Messrs Pope & Morgan, cattle inspectors at Montreal, of an infraction of the law whereby a vessel taking on board cattle for export before the vessel was fully loaded with her other cargo. The inspectors refused to issue the certificate on which alone the vessel can get her clearance from the Custom house. Should she sail without the clearance she is liable to a fine of a thousand dollars. Some ship

## South Africa.

**THE UNDERSIGNED ARE RETURNING** to South Africa by the first steamer sailing about the middle of August. Manufacturers desirous of having their goods personally introduced cannot do better than trust samples to the undersigned who have had Twelve years South African and Nine years Canadian experience.

**ALSTONE BROS.,**  
P.O. Box 983, Montreal.  
Reference to: A. W. Murdock, Esq., of Murdock, Barber & Co., Toronto

owners are apparently ignorant of the fact that cattle can only be taken on board ship as the last part of a cargo, that is, after all the other cargo has been received and the hatches closed.

It is reported that Sir Charles Rivers Wilson, the new president of the Grand Trunk Railway will arrive in this city on August 17.

It has been arranged that Mr. Joseph Price the new vice-president, will join the president in Montreal a week after the former's arrival.

The new platform arranged by the new board it is said, will be as follows. The amalgamation of clerical and working staffs, cultivation of local traffic and the curtailment of capital expenditure; an exhaustive enquiry into the resources of the whole system; an arrangement for better working treaties with other railway companies; a vigorous canvassing for local traffic. Some method for the cutting down of superfluous trains will be prepared.

The question of a Canadian board is to be again taken into consideration, whose duty it will dispose of all minor matters.

Mr. Joseph Price, the Vice-President, will, it is said, suggest the formation of a depreciation fund for the rolling stock lent to the Chicago and Grand Trunk Railway, so that provision may be made for prospective claims.

The new directors have been authorized to borrow and raise by the creation and issue of Grand Trunk consolidated four per cent debenture stock such further sum, or sums, not exceeding the amount which the Company is authorized to borrow as they from time to time think fit.

Sir Charles Rivers Wilson has been a Comptroller of the National Debt, a Government Director on the Suez Canal, and is the reorganizer of Egyptian Finance, and spent four months in the reorganization of the affairs of the Central Pacific and its affiliated lines. He is considered a financial genius and a man who is capable of reorganizing an important system like the Grand Trunk, and bring it into a sound and healthy condition.

Another important question that is receiving the careful attention of the new president is the transfer of the accounts

Patents procured in all countries in the Commercial World.

**D. D. WILSON,**

**PATENT BROKER and Organizer of STOCK COMPANIES, 19 Young St. Arcade, TORONTO, ONT.**

from Canada to London England. Some years ago it was suggested that the accounts of the Grand Trunk Railway should be kept in England i.e., to this extent, the capital account in the London books, and kept there entirely. The working accounts to be kept here and afterwards sent over to England to make up the balance sheet. The administrative officers will be consulted on this matter just as soon as the new president arrives.

The officers of the United States revenue cutter Fleet, in Behring Sea, report an almost total absence of seals in northern waters this year. Such great scarcity at this season of the year, it is said, has never been known heretofore, and it is believed to be due to the previous slaughter in the open sea by pelagic sealers. Reports to the Department of Marine and Fisheries indicate sealskins are likely to be dearer this year than for several seasons past. The principal factor in reducing quotations of skins last season was the unusually large catch of Canadian sealers, amounting to 94,000 skins, 25,000 more than the catch of the previous year and about double the catch of 1892. At the department it is stated that the number of skins taken this year, and likely to be taken in Behring Sea during the open season, which commences on August 1, will be considerably below the catch of 1894. The coast catch already accounted for is very much less. On the Asiatic side luck has been against the sealers in the way of storms and scarcity of seals.

One pretence of the prohibition party here was that a reduction of licenses would bring a corresponding reduction of the police force and criminal administration generally. We all know to the city's cost that it has done nothing of the kind. There are as many policemen now as ever there were, if not more. The same remark is made of Maine, where total prohibition is supposed to reign. Almost two-thirds of the criminal prosecutions in Maine during last year, according to official statistics just issued, were for violations of the liquor law. Of 2,294 prosecutions for crime of all kinds 1,444 were of anti prohibition offenders. The people do not seem to be becoming more moral, from a prohibitionist view, because of the Prohibition law, for there were more offences against the law last year than the year before. The cost of the "suppression of the liquor traffic" last year ran up to \$4,108 a day in Cumberland county, \$1,208 a day in Androscoggin county, \$1,639.73 in York county, and to a good round sum in the less thickly populated districts.—Ex.