

Lancashire Fire Insurance Co. Of Manchester, England.
Capital and Assets over - \$20,000,000
BAMFORD & CARSON, Agents,
51 St. Francois Xavier St., MONTREAL
BELL TELEPHONE No. 1383.

SUN INSURANCE OFFICE, Of London, England.
(Fire only) Capital and Assets over \$20,000,000
BAMFORD & CARSON, Agents,
51 St. Francois Xavier Street, Montreal.
BELL TELEPHONE No. 1383.

LA BANQUE du PEUPLE

DIVIDEND NO. 117.

The Shareholders of La Banque du Peuple are hereby notified that a semi-annual dividend of THREE AND ONE-HALF (3 1/2) PER CENT. for the last six months has been declared on the Capital Stock, and will be payable at the office of the Bank on and after

Monday, the 4th March next.

The Transfer Book will be closed from the 5th to the 24th of February, both days inclusive.

By order of the Board of Directors,

J. S. BOUSQUET, Cashier.

Montreal, 29th January, 1895.

LA BANQUE du PEUPLE

NOTICE.

The Annual General Meeting of the Stockholders of La Banque du Peuple will be held at the office of the Bank, St. James street, on

Monday, the 4th March next,

at THREE O'CLOCK P.M. in conformity with the 16th and 17th clauses of the Act of Incorporation.

By order of the Board of Directors,

J. S. BOUSQUET, Cashier.

Montreal, 29th January, 1895.

An electric line from Gananoque to Brockville and Kingston is proposed.

A syndicate of English capitalists is talked of to buy the Richelieu & Ontario Co.

The Mica Boiler Covering Company, Ottawa, with a capital of \$50,000, has been incorporated.

There are 17,126,000 cotton spindles in U.S. in spite of hard times the number was largely increased in 1894, principally in Southern States.

Mr. Samuel Wilmot, superintendent of fish culture, has been superannuated from date, while Mr. S. P. Pauset's retirement will date from July 1.

What with department stores and Patrons of Industry retailers are having a hard time. At Gananoque a supply depot is to be established, a store that is, with \$10,000 capital to compete with the local ones.

The total assessment for 1895, as finally revised by the county judge, is \$146,338.681. The gross assessment, as returned by the assessors, was \$149,054,951. This was reduced \$2,054,918 by the court revision, and further reduced by the county judge.

A terrible boiler explosion occurred in Toronto this week which wrecked a factory and damaged private houses seriously. Happily the place was closed up for the night, so no lives were lost. Boiler inspection ought to be compulsory. When absolute safety can be assured by placing boilers on the books of an inspection company, it is really criminal to run risks.

A magazine has come into our hands published in this city, which, though somewhat cleverly disguised, is nothing more or less than an advertising circular issued by one man in the interest of his business. To get such a sheet carried free is "cute," no doubt, but is a gross wrong to the public and to those who are publishing bona-fide papers and reviews.

"Perfumed butter" may be easily and cheaply made by leaving four or five big lumps of an uncovered tub in close proximity to the kerosene tank, a cut of Limburger cheese, some strong codfish, a barrel of onions, or exposing them to a combination of all the above odors. Indeed, a good deal of "perfumed butter" is unintentionally secured in this way by dealers who are not aware of the fact that pure, sweet butter will absorb the delicate breath of a rose, the overpowering bouquet of wasted lamp oil, or the unnumberable incense of a dozen smoking heaters, as a sponge will absorb water.—"Maritime Grocer."

The Government sale of timber limits took place at Quebec on the 26th ult. There was a large audience and the prices realized were up to expectations. Mr. Paul Blouin, superintendent of woods and forests, conducted the sale. The Hon. Mr. Flynn, commissioner of crown lands, was present. All the lots advertised, with one exception, were disposed of. Among the purchasers were Messrs. Price Bros. & Co., who bought all the lots in the Lake St. John east agency and Saguenay agency at the market price. Among other purchasers were Messrs. Blaquier, Alexander Ryan, J. C. Langelier, Robert Dickie, Robertson McCallum, J. B. Jalbert, Francois Roy, J. B. Stevenson. The prices ranged all the way from \$3.25 per square mile for limits in the Gaspé West agency to \$39 for those in the St. Maurice agency. In all some \$30 square miles were disposed of and the sale realized about \$10,000.

In a description of a sugar plantation in Central Peru, the Louisiana "Planter" says:—"It never rains; hence the cultivation is by irrigation, the Rio Chillon, a mountain stream, furnishing water. There is an *azquia*, or deep canal, 5 feet wide and curbed. This *azquia* furnishing power for several purposes and plenty of water for the mill and other departments of the hacienda. Eight hundred mules, horses, and bullocks are employed. Mules are worth about \$25; work horses, \$50; and bullocks, \$25. The laborers are Indians, negroes and Chinese. Each class have their village. The Indian village is called Pueblo Viejo; the negro village, Guina, and the Chinese, Hongkong and Shanghai. Labor is paid all the way, from the field to the sugar house, at from 30 cents to 60 cents per day of ten hours, \$1.50 per day is the average paid to engineers and professional men. Women and boys get from 25 to 30 cents per day. Besides, the laborers receive a pint of rice per day, worth about 2 1/2 cents, or commutation in lieu thereof." Those who are so anxious to make Canada "a cheap country to live in" can study the domestic and social

conditions of people earning from 30 to 60 cents per day, which would have to prevail here to meet the wishes of some writers.

The decision was given some time ago in one of our courts that a tenant is not authorized to remove gas fixtures and other fixings he has put in a house during occupancy, has been reversed by a higher court, very properly, as such a law would be grossly unjust.

Before the Municipalities committee at St. John, N.B., of the Legislature at Fredericton on the 26th ult., the Colonial Iron and Coal company, in applying for a charter, said they intended to spend a million dollars in Queen's county development coal mines, and in Carleton, St. John, in establishing blast furnaces. They promised to spend \$400,000 on the Carleton works, and said if given their charter they would begin at once and have the works in operation next year. They declared they intend moving the Londonderry works to St. John, because St. John was a better distributing centre. They would bring about half their ore from Annapolis county and get the rest in Queen's and about Musquash and from Albert county. They would bring all the coal from Queens by water in summer and rail in winter. They wanted the right to build a road exclusively for coal-carrying purposes from the fields in Queen's county to Gibson or to the point on Fennie river, joining the Canadian Eastern railway, near Fredericton.

A local merchant who came over the Atlantic while the recent storm was raging said, "I will go by the land route to England, next trip." This said in joke may turn out a fact. The "Baltimore Journal of Commerce" says:—"The recent disastrous experiences of ocean travellers have turned attention to the great Siberian railway, with hopes that its completion may clear the way for travelling to England by rail. While this may appear at first glance to be a dream of some irrational mind, or a fancy evolved from the imagination of a Jules Verne, nevertheless, a contemporary expresses the belief that the feat will yet be accomplished within the knowledge of persons now living. The latest report from the Siberian railway is to the effect that rapid progress is being made, and that unless unlooked-for delays occur the road will be completed in 1906. It is then hoped that the road will be run to East Cape, on Behring strait, and that an American railway will be extended along the Alaskan coast to Cape Prince of Wales, opposite East Cape. At this point Behring strait is but thirty six miles wide, and shallow enough to be bridged; and the natural bridge of ice, it is asserted, can also be depended upon for a considerable portion of the year. Then, having bridged or tunnelled the English channel—proportions which have been announced as feasible—a complete trunk line could be established, and the inward longing which land-lubbers have to relieve their feelings when a few hours out at sea, could be thankfully avoided. Our contemporary remarks that "it is a great undertaking; but the construction of the Suez Canal was a greater one." The cost as estimated by the same authority, would only be \$163,700,000! This "knocks the spots" off the Labrador route scheme.