STRAMBOAT TIMES PUBLISHING CO., 37 CHAROLLEZ SQUARE.

Vol I. Published Weekly

Proprietors of Hotels, Banks, Insurances, Railway and Steamboat Offices,

Please keep on file for the period of all our Patrons as well as Transient and Com-orcial Travelers.

THE Daily Raikvay and Steamboat Times.

TERMS OF SUBSCRIPTIONS :

ted to Raiway. Commercial, Financial ricultural and Scientific Developments our Day. Single Copies, two cents.

Annum

ger Railway and Steamboot Times Pub. C. 37, Chat-illes Square, Mostreal.
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OUR PAPER. of Cer and Extent of its

RAILWAY AND STEAMHOAT LINES from the EAST, West, NORTH and SOUTH, The

1 . F. B. LATHROP.

MONTREAL, OCTOBER 11, 1880.

No. 1.

ADS.

TO THE LEADING FIRMS AND COMMERCIAL TRAVELLERS

CANADA AND THE UNITED STATES.

The Railway and Steamboat Times Publishing Co.'s Standard Register and buyers' economist

Will soon become widely knwon as a First-Class Selected Directory

Of all prominent firms that best represent the leading Interests of

the cities of canada and the united states. IN A WORD, ALL

Bayes of good credit, by reference to this Register of the highest resources of the Manufacturing and Importing markets, have hundreds of time felt the niced of such an innerest led selection of firms and interests as this publication affords for the daily use of Imperseverywhere, who are seeking the Makers and Importers of the Goods they bay, and constantly need the GORREGET ADDRESS of all the great Financial, Shipping Commission and Wholevale Houses, and Solid Underwriters of Canada and the United States, all of when times as a rapidly as we can—we aim to supply in first Gomarcical Directory of prominent interests and leading establishments of the best markets at home and alread. Active basiness men in every Town or "v" have daily use for a Classified Jonal Selected) Beam-Sircetory of the chief advantages of the Metropolitan Markets. "This it is our purpose to make of our publication so as to benefit the buying trade of the whole country by supplying to them an adequate list of Manufacturers and Importers, dealing with whom they will pay last one profit, and "Goods well bought are half sold."

MONTH EAL

...'am--A Long-A Splendid Commercial City, whose both ness is conducted by Merchanis who are men of Foresight, Math, Enterprise and Capital-Her extended Lines of Trade.— Say RAHWAY and STEAMBOAT Times is in sted for circulation among Business him and Travelers who are approaching the City via the various

> The birth and life of this city has been many respects coincident with the birth, infancy, growth, and development of a human being.

There were the earliest days and year of its being, when its pulsing life knew no recognition beyond the fond associa is the only paper of the character of a tions which brought it forth and nursed Horer or Business Man's Journal it with tender cate. Then came its which has, or can have, regular Dattay period of youth, it could walk alone. which has, or can have, regular DALLY period of youth, it could walk alone, Circulation on all Passenger Trains could put on the habiliments of youth and STEAMBOAT LINES ENTERING THE full manhood, and begin to breath the City. The circulation is thoroughly air of independent action. Then, it lier days - through the period of boastful remote as Bosion, Portland, Querec, youth -through the struggles that presage the strength of healthful manhood.

MONTRE DAME OF ST. JAMES STREETS.

The distributing facilities of MONTRE this country but before the world with her tentalents actively employed, with manifest intent to assert her manhood and fulfit her mission of usefulness, with the thrift that is so predominant in her; with all these attributes her Wholesale Trade must, of necessity, be very large audin a commendable predicament, as its location, as we have previously remarked, to the trade. In being pre-eminently a manufacturing one, Montreal enjoys equally an enviable repu-tation as a centre of trade and commerce, and particularly scholesale trade, more than any city in the entire Dominion. Her position, also, makes her eminently suited for a great manufacturing centre, which she is rapidly becoming. MORTREAL has direct and uninterrupted communication with a densely populated and rich agricultural territory, and is favored with the patronage of dealers from all parts of the Dominion, who have learned by experience that they can buy goods as cheap

mense, and (all lifer that (nergy), with most of the deders - arbitral agreement generally confined to the keeping of their own legitimate line of goods, and so we do not often find the dealer in drugs maintaining a distinct interference with the seller of books, and so or through the whole category of husiness, which in the end, as a matter of course redounds to the credit and prosperity of the city, and renders such a thing as friendship in business possible.

MONTREAL is also quite a MANUFACTU RING CENTRE, from the fact that articles can be produced here as cheaply as at any other city similarly situated. Coal and Iron can be had at very reasonable figures, and the gratifying condition of and STEAMBOAT LINES EXTERING THE full mannoon, and begin to seem a firm basis, and doing an excellent business deficiently done by news agents must pass through the era of conflicting must pass through the era of conflicting temptions and interests before it could the direct employ of the publishers. The harmonize its autogonisms, and vitalize plant their shoulders to the wheel, as any particular and provided the publishers. The standard configuration of the publishers of the wheel, as any particular and provided the publishers. the large manufactories, conducted on a firm basis, and doing an excellent busiemerprising person will see at a glance when passing along Sr. Patta, Sr. Peters,

> The distributing facilities of MONTREAL are first-class, the Kallroad, Steamship and Steamboat lines which centre at this point offering cheap transportation to all points reached by this market; and it is a fact worth remembering that her merchants are offering goods at foreign quotations without adding anything for freight, which is certainly a great saving

we can say none have been more favorably impressed with MONTREAL than the writer. She is now reaching the arme of success, and her true position among the cities of the Dominion. Time and the development of her great re-sources will bring Mostreal still more prominently before the world, and her natural advantages, combined with the many artificial ones that have been and will be attained by man's ingenuity, must contribute so greatly to her prestige that her progress in the years to come will be as great as it has been in the years gone by.

RAILWAY NEWS.

EASTERN ROADS.

BOSION AND MAINE.—This road is to have a double track the entire distance from Portland to Bosion. The double track now extends as far as Scarborough on this end of the line, and as far es Exeter on the other. The work is being pushed along vigorously.

GRAND TRUNK.—The following facts and figures are published in the Trade and Commerce Report of the City of Montreal. The figures are for the year 1879, and refer exclusively to Canada:

Grand Trunk Radway station markets.

Grand Trunk Radway (ther uple operators.

Grand Trunk Radway other employees at sta-Total number of couployees at all workshops engineers department, it becomes no coupleys

Short contents of a graph of the region of the state of t

The whole number of employees stationed in the city of Montreal is 2,105 These are distributed as follows:

The estimated number of the populawell as subsistence, on the Grand Trunk Railway, including contractors is about 10,000 persons. The wages paid in Railway, including contractors is about 15,000 persons. The wages paid in 1879 annumeted to very nearly a utillion dollars (\$941,700), the wages disbursed in Montreal during five years (1875 to 1879 inclusive) being \$1,800,000. The company's dealing with business firms in Montreal City in five years amounted to \$5,000,000. to \$5.500,000.

be appreciated by all business men as it proves the pationage extended to our Merchants, is no small item.

Improach conditions of the Central Vermont Road.—The last new seed rail was laid Oct, its and the last spike was driven by the Road Master to make a continuous line of steel track ou the Cestral Vermont Railroad main line between White River Junction and St. John, Canada, a distance of 163 miles. The roadway has also been newly ballasted and graded, and new tie laid, and it is now of the smoothest riding roads in the country.

WEST J. ADS,

Chicage, Milwanke and St. Paul,—The St. Paul Livear-Prev publishes the following regarding the extensive work the company has now in hand; "The Milwawkee and St. Paul R. Co are making tremendous strides in every direction this year. Then lines are being extended in Wisconsin, Illinois, Iowa, Minnesota, and Dakota, and by the close of the year they will have built and compaged in their States and Erichtony over 400 miles of new road. Their greatest exploits are being done in Dakota, when they have 1,500 men at work, and where, by the close of the season, they will have built over three hundred unless of new road in this Territory.

St. Find, Milmarafylic and alamicha,—State-

WEST

reintory.

St. Find, Minnespelis and Manitcha .-ment of goos carnings for the year ending
30, 1880, as compared with that or the p
ing year.

• •	t\$8a.	1879.
Freight\$	2.084.711	\$1,289,05
Pa-senger	672,017	501,254
Mails	40, 178	12,611
Express	30,620	25,115
Rents	37.304	71,542
Miscellaneous	20,167	

the besting west non-stituture, in more the comply with the et time, expans (noe-tick) will have to laided a obe wheel steamer and two propolions.

—In the extent of the Chergo and Western Indiana Rathood Company 88. Dundar et al., the Illimois Supreme Court has just rendered decision sustraining the right of that Rand to other Chicago. This decision removes the main abstacle to the furition of the company's plans, and it will probably not be bong ere the Waland, chand Tunda and Chirago and Exatern Illinois Roads will have free acress to Twelfill street.

Chicago and Acuto Illiviani. The company amounces that on and after the 1. it will be dure strenger tasts from Chicago to the bollowing indures: Connect Illinds, \$14,85; Milecuskee, Wiss, \$2,75; Tereporal, 19, \$5,50; Hillecuskee, Wiss, \$2,75; Tereporal, 19, \$5,50; Hillinois Roads, Wiss, \$2,75; Tereporal, 19, \$5,50; Hillinois Roads, Wiss, \$2,75; Tereporal, 19, \$5,50; Hillinois Roads, Wiss, \$2,75; Tereporal, 19, \$5,50; Hillinois Roads and the property of the class of the State, and will soon be paving the current cosponess of the State and will soon be paving the current cosponess of the State and will soon be paving the current cospones of the State and will soon be paving the current cospones of the State and will soon be paving the current cospones of the State Chorenment, In 1865 the dobt of this State Investment in which the Illinois Central Raids been obtained by the per cent, of the gross carnings which the Illinois Central Raid so the free payments have continued regularly for and was completed in 185, and the first payment of the railroad company into the State Treasury, in consideration of its land the State Treasury was not allowed to the state the same payment of the first anomal poli into the treasury since 1855 is \$5,100,000.

Among the most notable of the lines of travel in America, at once for the createness in the second was companion.

ever since, and the total amount pour more netreasny since, 1853 is 38, rect, 190.

Among the most notable of the lines of travel in Among the most notable of the lines of travel in Among the most notable of the creellence of its incommodation, and the magnificent earlety of the scenery hample, the first of the series of the great of the process in the Great Chinage, Milwanker, and S. Jan Railway, with is one of the great exterprise, or less than the Conti-West, leading from Chicago to Milwanker, 20. Paul, Minapolie, Markutta and Milwanker, 20. Paul, Minapolie, 20. Paul, Minapolie,

publishers have secured the exclusive right to circulate this paper on the TRAINS and STEAMBOATS ARRIVING and DEPARTING from the City, and THE Daily RAILWAY AND STEAMBOAT TIMES secures a daily circulation to points as TORONTO, HAMILTON, LONDON, GUELPH, BEINTFORD, SARNIA, PORT STINLEY, PORT HURON, DETROIT, CHICAGO, etc. together with the intervening points. It reaches the hands of thousands of buyers coming to the CITY from all parts of the country through which these RAILWAY

extend. The RALLWAY AND STEAMOAT TIMES is filled with fresh, spicy, interesting reading matter, and important items of information, and we know it is almost invariably preserved and read. We claim to fictitions circulation and stand ready at all times to verify any statements made concerning our paper. Considering the general character of The Dally Rallway and Steamont Thirds; together with the efficient method we control for its judicious distribution, we confidently assert that there is not published in the City of Montreal, Quebec, Portland, Toronto, Hamilton, London, or Detroit, a more efficacious advertising medium, or a Journal that is more widely read, and no Banker, Insurance Co., Railway or Steamboat agent, or business man of any branch of industry but what this paper will do him and his business good. No merchant or manufacturer who desires to secure pattonage can afford to ignore its substantial value.

(if not cheaper) than as they can be purchased at any other point in AMERICA.

The retail trade of Montreal is im-

and Streammont Lines and their branches extend. THE RAILWAY AND STEAMBOAT