

**THE COMMERCIAL UNION ASSURANCE COMPANY,**

Chief Office, 19 Cornhill, London, England.

Capital, \$12,000,000. Invested, over \$2,000,000

**FIRE DEPARTMENT.**—The distinguishing feature of this Company is the introduction of an equitable adjustment of charges, proportionate to each risk incurred.

**LIFE DEPARTMENT.**—For the pre-eminent advantages offered by this Company, see Prospectus and Circular—80 per cent. of profits divided among participating Policy Holders.—Economy of management guaranteed by a clause in the Deed of Association.

**MORLAND, WATSON & CO.,**  
General Agents for Canada.

**FRED COLE,** Secretary.  
Office, 385 and 387 St. Paul street, Montreal.  
Surveyor—**H. MUNRO,** Montreal  
Inspector of Agencies—**T. C. LIVINGSTON, P.L.S.**  
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**DRY GOODS CIRCULAR.**

Spring 1866.

**OUR STOCK WILL BE COMPLETE** in EVERY DEPARTMENT

BY THE  
20TH OF MARCH.

**T. JAMES CLAXTON & CO.,**

CATHERHILL'S BUILDINGS,

69 St. Peter St.

Montreal.

**THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.**

Chief Offices—Liverpool London Montreal

CANADA BOARD OF DIRECTORS.

**T. B. Anderson, Esq.**, chairman (Pres B. of Montreal)  
**Alex. Simpson, Esq.**, Dep. chairman, (ch. Ontario Bk)  
**Henry Starnes, Esq.**, (Manager Ontario Bank)  
**Henry Chapman Esq.** (mer.) **R. S. Fyfe Esq.** (mer.)  
**E. H. King, Esq.**, (General manager Bk of Montreal)  
Capital paid up \$1,950,000; Reserved surplus Fund, \$5,000,000; Life Department Reserve \$7,250,000, Undivided Profit \$1,050,000; Total Funds in hand \$15,250,000.

Revenue of the Comp'y.—Fire Premiums \$2,900,000; Life Premiums \$1,050,000 Interest on Investments \$800,000; Total Income, 1863, \$4,750,000

All kinds of Fire and Life Insurance business transacted on reasonable terms.  
Head office, Canada Branch, Company's buildings, PLACE D'ARMES, MONTREAL.

1-ly **G. F. C. SMITH,** Res. Secretary.

**WEST BROTHERS,**

**TEAS AND TOBACCOS.**

Wholesale,

9 St. John Street,

Montreal.

**LIFE AND GUARANTEE ASSURANCE.**

**THE EUROPEAN ASSURANCE SOCIETY.**

Empowered by British and Canadian Parliaments.

SUBSCRIBED CAPITAL—£750,000 Stg

ANNUAL INCOME OVER—£900,000 Stg. abg.

HEAD OFFICE IN CANADA—MONTREAL.

**EDWARD RAWLINGS**  
Secretary.

**SINCLAIR, JACK & CO.,**

**WHOLESALE GROCERS AND COMMISSION MERCHANTS,**

Importers of East and West India and Mediterranean Produce.

Have removed from St. Andrew's Buildings St. Peter Street, to 415 St. Paul Street, opposite the Custom House, premises so long occupied by William Darling & Co.

Montreal, 30th April, 1866

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**THE HOME AND COLONIAL ASSURANCE COMPANY, Limited.**

Chief Office, 63 Cornhill, London, England.

Authorized Capital \$10,000,000. Issued \$5,000,000  
All kinds of Fire and Life Insurance business transacted on reasonable terms.

Losses promptly and liberally adjusted without reference to England—General Agents for Canada,  
**MESSRS TAYLOR BROTHERS**

All Premiums received in Canada, invested in the Province.

HEAD OFFICE—CANADA BRANCH,

Royal Insurance Buildings, tower entrance, up stairs.

**TAYLOR BROTHERS,**  
Brokers for Sale and Purchase of Stocks, Securities and Real Estate.

Brokers and Commission Merchants for purchase and sale of Produce

Special Correspondents for the Merchant Banking Company of London (Limited).

Royal Insurance Buildings, tower entrance, up stairs. 10-ly

**WILLIAM NIVIN & CO.,**

**COMMISSION MERCHANTS AND SHIPPING AGENTS,** purchase and sell all descriptions of Produce on Commission, and likewise advance on consignments of same made to their friends in London, Liverpool, and Glasgow.

Also are prepared to import on Commission and on favorable terms, all description of Groceries, Drugs, Oils and Paints, having first class connections in Great Britain for the execution of such orders.

Montreal, St. Sacrament and St. Nicholas streets.

**THE TRADE REVIEW.**

MONTREAL, FRIDAY, MAY 13 1866

**NEW RAILWAY PROJECTS.**

**T**HE large, wealthy, and populous Counties of Bruce and Grey, in the north-western part of Upper Canada, have no Railway communication, and various Railway schemes have been advocated for several years past. The large crops of last season brought out more strongly than ever the disadvantages under which the Counties lie in this respect, and the increase of money seems to have given the people the spirit necessary to begin the costly undertaking. As usual on such occasions, there is great diversity of opinion as to which route would be the best, and much agitation is taking place. The magnates of each locality think that the Railway should run through their neighborhood, and no leaving no stone unturned to carry their point.

There are at present no less than four distinct and separate routes proposed. All of them, we believe, purpose to end at Kincardine or Southampton, with a branch to Owen Sound, or vice versa. Beginning at the West, and taking the different routes proposed in their order, we have first a line from Stratford through Liston to the Lake Huron ports. This line would be rather roundabout, so far as the principal Canadian markets are concerned, and has not received so much consideration as the others advocated. The second line is proposed to start from Guelph, on the Grand Trunk Railway, and run through Elora, Fergus, Arthur Mount Forest, and Durham to Owen Sound, a connection also being made with Kincardine or Southampton. This line has been long spoken of, and large meetings in its favor have recently been held. The third has been called the Central route. It is strongly advocated by John Fowler, Esq., of Peterboro', who has enjoyed long experience in Railway work. This route purposes to start from the Lake Huron ports mentioned, and run almost direct to Peterboro' either coming into the city, or striking the Grand Trunk at Weston or some other point a few miles west. A larger tract of country would be opened up by Mr. Fowler's line than any other, but it has the disadvantage of being longer, and consequently more expensive. The fourth and last project is, to make a branch line from Durham, in the County of Grey, to Angus, on the Northern Railway, and then follow the line to Toronto. This branch would only be fifty miles long, but it would still be necessary to extend it from Durham to Owen Sound and Kincardine or Southampton. When completed, it would be a very circuitous route.

Notwithstanding good arguments can be advanced in favor of all these Railway projects. But it is quite certain that not more than one of them can be built at present, and, therefore, that one which will confer the

**RIFLES AND REVOLVERS!**

The undersigned offer for Sale in quantities, at manufacturers' prices, the following kinds of REVOLVERS:

- SMITH & WESSON'S.....all sizes.
- COLLIS'S.....do.
- WHITNEY'S.....do.
- POND'S.....do.
- REMINGTON'S.....do.

Also the following RIFLES:  
SPENCER,  
BALLARD,  
F. WESSON,  
BALL'S,  
PALMER'S,  
HENRY.

**MORLAND, WATSON & CO.**

March 28.

**SPENCER REPEATING RIFLE COMPANY.**

The undersigned, having been appointed CANADIAN AGENTS FOR THE SALE OF THE SPENCER REPEATING RIFLE, are prepared TO SUPPLY THEM IN QUANTITIES FROM STOCK,

AT MANUFACTURERS' PRICES.

**MORLAND, WATSON & CO.**

March 28

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most advantages on the greatest number, and can be most readily constructed, should have the preference. From the spirit manifested at the meeting recently held at Fergus, we should suppose that the route from Guelph is the most likely one to be gone on with. It has, if anything, the start in the race. At Guelph the two great Railway arteries of Canada—the Grand Trunk and Great Western—connect with each other, the passengers and freight of the proposed new line could there take the former road to Toronto, Montreal and Quebec, or the latter to Hamilton, Suspension Bridge, &c. Judging from the remarks of the representatives of the different Counties at the Fergus meeting, Wellington, Grey, and Bruce would give largely to construct this line. The share of Wellington was spoken of as \$280,000, being at \$7,000 per mile for 40 miles, which, it is supposed, would be constructed within the County limits. Grey and Bruce were expected to contribute at the same rate. Another large meeting is about to be held in favor of this line, and its advocates seem determined to push the matter forward to success.

The present is not a very favorable time to secure money in England for Canadian Railway enterprises. Some difficulty may be encountered on this point. The cheapest of these lines must cost a large sum of money. The calculation that the Guelph line could be built for less than \$20,000 per mile, we think too low. Nearly all Railways cost more than the original estimate. However, there is no denying that Railway communication is much needed throughout Bruce and Grey, and whatever the cost of it may be, they cannot much longer do without it. We hope it will not be long until that very large and wealthy tract of country will enjoy the excellent markets and many other conveniences which the Railway always brings in its train.

**Trade with the Lower Provinces.**

We learn that the Grand Trunk Railway contemplate making such arrangements as will enable them to give through bills of lading from points in Canada to all the Maritime Provinces by rail and water, and that the General Manager, Mr. Brydges, and Mr. Stratton, the General Freight Agent, are immediately to visit Halifax, Prince Edward's Island, and St. John, N. B., for the purpose of perfecting the arrangements. Everything that at the present time tends to facilitate the transportation of Canadian productions to the markets for which they are intended, is a public boon, and will, no doubt, be so appreciated by all whose interests are in any way connected with the commercial prosperity of the country.

**New Railway Station at Paris, C.W.**

A large and commodious station has been built for the use of the Grand Trunk Railway Company, and leased to them by the Great Western immediately adjoining the station of the latter road. This is in place of the one destroyed by fire in July last, and will be used by the G. T. R. instead of their now station at the head of River Street which was found to be inconveniently located.