

## THE CITIZENS' INSURANCE COMPANY (OF CANADA.)

Subscribed Capital..... 1,000,000

Especially empowered by Act of Parliament, and fully authorized by Government under the Insurance Bill.

HUGH ALLAN, PRESIDENT.

### Life Department.

THIS sound and reliable Canadian Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—issues policies on all the Modern Plans, including—Limited Payments, Endowments, Part Credit Premiums (without notes), Income Producing System; and several new and valuable plans.

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All Life Policies are absolutely Non-forfeitable. Persons intending to assure their lives are particularly requested to first examine the Prospectus, List of Shareholders, and Policies of this Company, which, together with all information concerning the constitution of the Company, the working of the various plans, &c., may be obtained at the

Head Office, Montreal—No. 71 GREAT ST. JAMES STREET,

EDWARD RAWLINGS, Manager.  
Agent for Toronto: Agent for Hamilton  
W. T. MASON. R. BENNER.

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## The Canadian Monetary Times.

FRIDAY, OCTOBER 8, 1869.

### HARVEST OF 1869—REPORTS BY THE GRAND TRUNK RAILWAY.

An annual account of the growing crops, furnished by the station agents, is a feature in the management of the Grand Trunk. That for 1869 has just been given to the public through the daily press. The reports are interesting and of some value if they are not so comprehensive as they should be. Without doubt, they give a pretty correct idea of the crops in the important districts through which the Grand Trunk and its subsidiary lines pass.

It appears that along the Buffalo and Lake Huron Road, the yield of wheat has varied from 20 to 30 bushels per acre, giving an average of about 25 bushels. From Sarnia to Georgetown, on the western section, the average yield would be about 30 bushels, and from Georgetown to Toronto 35 bushels to the acre. From Toronto to Belleville the average is from 20 to 30 bushels; from Belle-

ville east, the figures vary from 12 to 22 bushels. Taken altogether, the statements indicate a crop above the average as to quantity. In point of quality, the accounts are not so satisfactory. Rust did much damage, causing the berry to be small and shrunken. Harvest weather was generally cloudy and wet so that the grain was housed before being made thoroughly dry. This will tell against the flour trade next season. When the weather is warm it is impossible to prevent flour made from damp or unsound wheat becoming heated and turning sour.

The coarse grains are favorably reported on in almost every district. Barley grew rank and tall and will give a large yield in quantity, but the quality is very inferior. It cannot be doubted that the season was unsuited to the barley crop. The berry is plump, it weighs well, but the color is wanting, and upon that the name and fame of Canadian barley chiefly depends. Pease are generally good, though the wet weather did them much mischief. Oats are described as a luxuriant crop; they were widely sown—never more so—in consequence of the high prices and the scarcity of the past two seasons. Such an abundance of oats with an unusually heavy crop of hay and of roots, must give a superabundance of fodder for live stock, and make it correspondingly cheap. We should add that the potatoes in the Province of Quebec were much injured by being rotted with the excessive wetness of the ground.

The midge did very little damage in the districts intersected by the Grand Trunk; this is re-assuring; we hope soon to be rid of this pest altogether.

In the counties of Simcoe, Grey and Bruce, we happen to know from other sources that a great portion of the wheat crop has fallen a victim to the midge, it having migrated thither. The farmers of that section will have to adopt the tactics which have proved so successful in the older townships to repel the foe.

The harvest of 1869 is fully two weeks later than last year. This is an unfavorable circumstance. It crowds the fall work into a few weeks; it renders it difficult to get grain, barley especially, threshed and marketed before the close of navigation. This is of the utmost consequence in the case of barley, as it has to be malted during the cold weather or held over till the next season. The cheapness of carriage by water enables dealers to pay a much better price for it during navigation than they can do afterwards.

As a whole the retrospect is pleasant. The prospect, also, is full of hope. A good harvest and good prices for it mean prosperity for all classes. Successful agriculture with us is the basis of successful commerce and manufactures; without it they would be like a stream severed from its fountain.

### A BRILLIANT OPERATION.

Mr. E. H. King seems to have been a prominent actor in the drama played off so successfully on Friday week, in Wall-Street. Those who ought to know, assign him a leading position in the clique which planned and executed the scheme to corner gold. We have no information as to the final result to Mr. King of the many brilliant operations he is supposed to have participated in on that occasion. Let us hope that he and his bank have not fallen in with the same kind of luck that has happened to most of the other leading spirits in that memorable "bull-and-bear" fight, which has made them pretty sick of the whole business.

One transaction of Mr. King's in this connection is of interest to Canadian business men and ought to be placed on record. The facts are: A Canadian broker arranged with an agent of the Bank of Montreal on Friday for the use of \$10,000 gold, in New York, for a large consideration, which, with \$10,000, was deposited in the agent's hands. The agent at once telegraphed the branch of the Montreal Bank in New York, to place to the credit of Mr. So-and-So \$10,000 gold. No reply was obtained for some time; finally, after much evasion, it was ascertained that the agent's order was dishonored—the bank substantially protesting its own draft—and thus the firm was deprived of the use of the money which it had paid for. And not until the following Tuesday, after a new arrangement had been made, was the \$10,000 handed over. We happen to know that Mr. King is himself directly responsible for this little stroke of financiering. No other inference can be drawn from it than that the funds of the bank were locked up in Wall Street operations, and were not available. Such is Canadian banking, as interpreted by the Bank of Montreal.

### AMERICAN LAKE AND OCEAN MARINE.

Representatives of the shipping interest at Boston are agitating for a change in the navigation laws of the United States, so as to allow the registry, at their Custom Houses, of foreign built bottoms, which shall become the property of American Citizens. It is charged that Congress has taxed American tonnage out of existence; and the shipowners thus deprived of their property are not permitted, by the existing law, to purchase tonnage in the cheapest market, but are compelled to employ foreign vessels, and hand over to them the profits of the carrying trade. So long as the vessels of each nation had the monopoly of their own trade there was no ground for complaint, but now that the prin-