

# THE CANADIAN MONETARY TIMES AND INSURANCE CHRONICLE.

DEVOTED TO FINANCE, COMMERCE, INSURANCE, BANKS, RAILWAYS, NAVIGATION, MINES, INVESTMENT,  
PUBLIC COMPANIES, AND JOINT STOCK ENTERPRISE.

VOL. II—NO. 23.

TORONTO, THURSDAY, JANUARY 21, 1869.

SUBSCRIPTION  
\$2 YEAR.

## Mercantile.

**Gaudry and Langley.**  
ARCHITECTS AND CIVIL ENGINEERS, Building Sur-  
veyors and Valuers. Office corner of King and Jordan  
Streets, Toronto.  
THOMAS GAUDRY. HENRY LANGLEY.

**J. B. Boustead.**  
PROVISION and Commission Merchant. Hops bought  
and sold on Commission. 82 Front St., Toronto.

**John Boyd & Co.**  
WHOLESALE Grocers and Commission Merchants,  
Front St., Toronto.

**Childs & Hamilton.**  
MANUFACTURERS and Wholesale Dealers in Boots  
and Shoes, No 7 Wellington Street East, Toronto,  
Ontario. 28

**L. Coffee & Co.**  
PRODUCE and Commission Merchants, No. 2 Manning's  
Block, Front St., Toronto, Ont. Advances made on  
consignments of Produce.

**J. & A. Clark.**  
PRODUCE Commission Merchants, Wellington Street  
East, Toronto, Ont

**D Crawford & Co.**  
MANUFACTURERS of Soaps, Candles, etc., and dealers  
in Petroleum, Lard and Lubricating Oils, Palace St.,  
Toronto, Ont.

**John Fiske & Co.**  
ROCK OIL and Commission Merchants, Yonge St.,  
Toronto, Ont.

**W. & R. Griffith.**  
IMPORTERS of Teas, Wines, etc Ontario Chambers,  
cor. Church and Front Sts., Toronto.

**H. Nertlich & Co.,**  
IMPORTERS of French, German, English and American  
Fancy Goods, Cigars, and Leaf Tobaccos, No 2 Adelaide  
Street, West, Toronto. 15

**Hurd, Leigh & Co.**  
GILDERS and Enamellers of China and Earthenware,  
72 Yonge St., Toronto, Ont. [See advt.]

**Lynn & McNab.**  
WHOLESALE Hardware Merchants, Toronto, Ontario.

**W. D. Matthews & Co.**  
PRODUCE Commission Merchants, Old Corn Exchange,  
14 Front St. East, Toronto Ont.

**R. C. Hamilton & Co.**  
PRODUCE Commission Merchants, 19 Lower Water  
St., Halifax, Nova Scotia.

**Parson Bros.,**  
PETROLEUM Refiners, and Wholesale dealers in Lamps,  
Chimneys, etc. Waterrooms 51 Front St. Reinery cor.  
River and Don Sts., Toronto.

**C. P. Reid & Co.**  
IMPORTERS and Dealers in Wines, Liquors, Cigars and  
Leaf Tobacco, Wellington Street, Toronto. 28.

**W. Rowland & Co.**  
PRODUCE BROKERS and General Commission Mer-  
chants. Advances made on Consignments. Corner  
Church and Front Streets, Toronto.

**Reford & Dillon.**  
IMPORTERS of Groceries, Wellington Street, Toronto,  
Ontario.

**Sessions, Turner & Co.,**  
MANUFACTURERS, Importers and Wholesale Dealer  
in Boots and Shoes, Leather Findings, etc., 8 Wel-  
lington St. West, Toronto, Ont

## Meetings.

### THE CANADA COMPANY.

The half-yearly meeting of the shareholders of  
this company was held at their offices, 1, East India  
Avenue, London, England, on the 31st Dec.

The report was to the following effect:—

The directors propose to recommend a division  
out of the assets in hand of 1*l.* a share, free of income  
tax, as dividend for the half-year ending the 10th  
of January next. They propose also to divide a  
further sum of 10*s.* a share, as a third instalment  
towards the repayment of the paid-up capital of  
the company. The funds in hand in London,  
according to the finance statement, are 18,585*l.*,  
and the liabilities 1,211*l.* leaving a balance of  
17,374*l.* The proportion applicable to repayment  
of capital is 6,884*l.*, and the proportion applicable  
to dividend 10,490*l.* The balance at Bank of  
British North America is 1,503*l.* in currency, and  
the liabilities 6,115*l.* In addition to the above  
liabilities, there is a sum of 18,749*l.* currency at  
the credit of Settlers' Savings Bank account, which  
has been deposited with the company by their  
lessees to meet the rent and purchase-money of the  
lands occupied by them, but which may be with-  
drawn at the option of the depositors, subject to  
the deduction of all arrears of rent and taxes  
due to the company. There was also circulated  
a comparative statement of the lands disposed of  
and moneys received in Canada from 1st January  
to 27th November, 1868, which showed that the  
lands sold and leased amounted to 43,146 acres,  
against 52,561 in the same period of 1867. The  
receipts in the same period amounted to 56,644*l.*,  
against 68,847*l.* in 1867, showing a decrease of  
12,203*l.*

Mr. Ransford was then elected to a seat at the  
Board in place of Mr. Wilson, deceased.

The Chairman said there was a falling off in the  
business as compared with 1867, but when the  
figures were analysed, and the main causes of it  
considered, he thought they would concur with  
the board that there was nothing to discourage  
them. The circumstances especially causing the  
reduction in their receipts arose through the smaller  
amount of conversions falling due during the year  
than in the preceding one. Besides which, they  
had sold less acreage, and they could not expect  
year by year to keep up the maximum amount of  
sales. There was a small decrease in the aver-  
age price realized of about 1*s.* 4*d.* an acre. He  
found that 15 per cent. of these sales in 1868 re-  
presented sales of land which in 1854 were valued  
at 2*s.* to 10*s.* per acre. He might state that these  
lots have been sold from 7*s.* 6*d.* to 30*s.* instead of  
from 2*s.* to 10*s.* an acre, which was a satisfactory  
evidence that they were not altogether falling be-  
hind. He would now move the declaration of a  
dividend of 20*s.* per share on 8,915 shares, clear  
of income tax.

The resolution was carried *nem con.*

The Chairman had to announce that the direc-  
tors proposed to divide out of moneys received  
from lands in reserve to meet capital a sum of 10*s.*  
per share, which would be paid at the same time  
as the dividend—viz., on the 11th prox. Since  
the closing of their account they had received con-  
siderable remittances from their commissioners,  
amounting to 3,500*l.*

Mr. Ransford had resided some years in Canada,  
and was acquainted with the Huron tract and the  
country generally. The knowledge he had ac-  
quired he would be happy to give to the use of the  
company, so as to further their interests. The  
chairman had made some remarks about salt, and  
he could fully bear out all he had said. [The hon.  
gentleman here handed to the Secretary a very  
beautiful sample of the salt obtainable in the  
country. It was remarkable white and sparkling,  
very dry, and seemed to be very pure.] There  
were as many salt springs as they liked to dig for.  
The country about Goderich would be the Cheshire  
of America, and would be able to supply the whole  
West. It was the purest salt in the world, and  
contained no chloride of calcium. The sample  
was perfect & dry, although it had been in this  
country two months. The value of salt in Can-  
ada was five times as much as in this country, it  
being about 50*s.* a ton.

The proceedings then terminated.

### ERIE AND NIAGARA RAILWAY.

A meeting of the rate-payers of the county of  
Norfolk, was held in Simcoe, on Jan. 2nd, for the  
purpose of discussing the proper course to pursue,  
with reference to granting the right of way through  
the county to the Erie and Niagara Railway Co.  
The meeting was attended by a considerable num-  
ber of citizens. After it had been formally called  
to order by the Warden, the following resolutions  
were put and carried:—

"That railroad communication would be of  
immense advantage to this County, inasmuch as  
it would enhance the value of real estate; would  
make a better market for all kinds of produce at  
all seasons of the year, more especially during the  
period navigation is closed; and would tend to  
the more rapid settlement of its wild lands, as it  
would greatly facilitate the ingress and egress of  
parties looking for lands whereon to settle. That  
in view of the great advantages this county would  
derive from railway communication, this meeting  
pledges itself to use every effort to secure this  
most desirable boon. That the people of this  
County were pleased that the efforts to secure  
a charter for the construction of a railroad through  
the tier of counties skirting the north shore of  
Lake Erie were successful; and that so soon  
as the parties contending the charter are in a  
position to proceed with the construction of this  
great work, it will be the interest and duty of the  
people of Norfolk to use every means to secure its  
speedy completion. That having learned that the  
municipalities, through which the contemplated  
road is to run, will be required to give the right  
of way, this meeting respectfully recommends  
that the County Council should purchase the same  
through the county of Norfolk, and give it to the  
company, upon a good and sufficient guaranteed  
being given that the road will be constructed, or  
the right of way revert to the County."

PORT ROWAN SHIP-CANAL Co.—The annual  
meeting of the shareholders took place at Port  
Rowan, on the 18th of January. The five directors  
elected were: Messrs. E. Deedes, H. J. Kilmaster,  
John Charlton, W. H. Stevenson, and A. Bur-  
rowes. Mr. Deedes was re-elected President; and

Mr. Chauncey Pennett, Secretary, Treasurer, and Superintendent. The *Simcoe Reformer* says the company is flourishing; stock above par; and a dividend of ten per cent., declared for last year. The directors contemplate to deepen the outlet during the ensuing season.

**COBORG, PETERBOROUGH AND MARMORA RAILWAY.**—The annual meeting of the Stockholders of the Cobourg, Peterborough and Marmora Railway and Mining Company was held at the Company's Offices, Cobourg, on Monday, 4th instant. John Bell, Esq., Q. C., in the chair.

After the transaction of certain business in connection with the contract with Mr. McDougall for the carrying of lumber, the following gentlemen were elected Directors for the ensuing year:

Messrs. Thos. S. Blair, and J. H. Schoenberger, Pittsburg, G. K. Schoenberger, Cincinnati, Isaac Bruts, Rochester, J. Harshman, Dayton, Ohio, John Bell, Belleville, and J. H. Dumble, A. Fraser, M. P. P., and Col. W. P. Chambliss, Cobourg.

A resolution was adopted at a wooden railway meeting held recently in St. Eustache, Quebec, pledging aid to the extension of the proposed road to Ottawa, by the North Shore. *La Minerve* asserts that there are eighteen hundred square miles of standing timber, well adapted for fire wood, in the neighborhood of St. Jerome, another proposed terminal of the wooden railway scheme now before the public.

### Insurance.

**FIRE RECORD.**—Port Hope, Jan. 15.—The old frame distillery buildings on Cavan street, owned by Mr. Molson, were destroyed by fire; also a small frame building adjoining the distillery premises. The latter was occupied by Patrick Curran, while the former was unoccupied. The fire originated in the distillery building, and rapidly communicated to the other building.

Gar Lake Township, Ont., Dec. 31.—A barn, the property of Mr. Turnbull, on the 5th concession, was burned to the ground. The barn was filled with hay and oats; no insurance.

Ayr, Jan.—The Court House at this place was totally destroyed, and the County Gaol partially. The cost of the building is put at \$35,000, and there was an insurance of \$12,000 in the Royal. There is no fire engine in the place, so that the only opposition offered to the flames was water poured on by hand. Cause unknown.

London, Ont., Jan. 16.—A fire occurred here this evening at six o'clock, by which White's Hotel, North street, was almost totally destroyed. Most of the effects were saved. The loss will be about \$1,200 on building and contents; insured in the Western, the building for \$1,400 and \$400 on contents.

New Baden, Ont., Dec. 28.—A house on the farm of John Linton was burned, and nothing saved from the flames except a few articles. The house occupied by Mr. Linton himself would also have been burned, had not a few of the neighbors arrived in time and worked manfully, thus preventing further damage.

Peel Township, Ont., Dec. 28.—The barn of Mr. Matthew Nay, 3rd concession of Peel, was totally destroyed by fire, with its contents, comprising almost all his crop of last season, and several implements. The horses and harness were saved. Loss estimated at \$800; insured for \$400 in the Waterloo Mutual.

Montmorency, Jan. 11.—The match factory of Howard & Fitch was entirely destroyed. Loss, \$15,000; insured in the British America for \$3,000. The fire originated from the stovepipe, which ignited a partition.

Halifax, Jan. 11.—A fire broke out in a wooden building on Star street, north of Temperance Hall, owned by Murdoch Lindsay, and occupied by him as a work shop. The fire, which originated from a defective stovepipe, was soon extinguished.

Brantford, Jan. 20.—At an early hour this morning a fire broke out in a brick store on Colborne street, owned and occupied by W. Lines, grocer. The fire is supposed to have originated up stairs, which was occupied by J. D. Kirchner, as a cigar manufactory. The building is entirely destroyed. The stores adjoining were on fire several times, but by the great exertions of the firemen they were saved. W. Lines' loss not known; insured for \$3,000 on building and stock. J. D. Kirchner's loss about \$1,200; insured for \$700. Cause of fire not known.

—Between 400 and 500 deaths took place during the past year in Montreal from small pox.

—The National Life Insurance Company of the United States has deposited \$50,000 with the Government. Mr. Douglas, Jr., of Montreal, is the agent.

**LAW OF LIFE INSURANCE.**—A. P. Gould, of Nashua, N. H., had a policy on his life—\$1,400—"for the benefit of his wife and children." But he left a will depriving his daughter of all interest in the policy. The daughter sued the executors, and the Court has decided in her favor, holding that a life insurance policy cannot be changed by a will.

**ETNA LIVE STOCK INSURANCE COMPANY, OF HARTFORD.**—This Company has determined to discontinue its agencies and withdraw from the business. The causes that have led to this step are simply the unprofitable nature of the business, and the shock to public confidence given by the failure of the *Hartford Live Stock Company* last August. The Etna commenced business in September, 1857, and four months after the close of its first year, its statistics reveal so unpromising an experience as to discourage from further effort.

**LIFE INSURANCE.**—A case of interest to life insurers has recently been decided by the Superior Court of New York. A life insurance company in Maine in September, 1866, issued a policy for \$10,000 upon the life of a Mr. Warner of this city, who represented, at the time of his examination by the medical officer of the company that he had no regular physician. Warner died in February, 1867, when it became known that he had availed himself of the services of one doctor for himself and family for several years, receiving prescriptions from him the month before his application for life insurance, and also after the policy had been issued. Under these circumstances the insurance company refused to pay the claim of Mr. Warner's heirs; and upon the trial of the case before the late Justice Robertson, the position of the defendants was sustained. The matter was then taken on appeal by the plaintiffs to the General Term of the Superior Court, and the decision of the court below was affirmed.—*N. Y. Times.*

### LEGISLATURE OF ONTARIO.

**ONTARIO MUTUAL INSURANCE COMPANY.**—On January 11th the House went into committee on the Bill to grant certain powers to the Ontario Farmer's Mutual Insurance Company.

Hon. Mr. McMurrich urged that the Company should be restricted to doing business strictly on the Mutual principle. Dr. McGill said that several Bills, having the clause now objected to were allowed to pass last session. Hon. Mr. McMurrich said he had opposed these Bills last year, both in the Private Bills committee and in the House. Dr. McGill—If he did, it was clear he did not succeed in convincing the judgment of the majority of this House. The very language of the statutes of last session was copied in this Bill. This Company found that, unless they were allowed to receive premiums entirely in cash as well as partly in cash and partly in bills, they could not compete on fair terms with other companies. If this clause were struck out, the Bill

would be of no use. Hon. Mr. McMurrich said the principle was a wrong one, and a stand should be taken against it, and as well begin with this Bill. Instead of expunging the clause, he would be satisfied if it were amended, by providing that the man who paid a cash premium should also give his note for double its amount. Dr. McGill said this proposition was altogether unreasonable. No one, after insuring on the cash principle, would consent to give his note in addition. Mr. Springer supported the Bill, which, he said, contained the same powers as were given to a Waterloo Company last year. He thought there was nothing wrong in the principle, and the companies which carried on business on it, were as prosperous as any others. Mr. Ferrier supported Mr. McMurrich's view. Mr. Rykert urged on the attention of the Attorney General the desirability of having a General Act, under which all these companies should be incorporated, and which should define the limits of their powers. He did not think that insuring on the cash system by Mutual Insurance Companies was a sound principle. Atty.-Gen. Macdonald said the proper way to regulate these matters was by a General Act. But the trouble was, that after a General Act was passed, members would be introducing bills claiming special powers for particular companies. He was willing this Bill should pass, but hoped that next session they would commence a clean sheet and carry out a different system. Mr. Blake was unable to concur in the proposition of the Atty.-Gen. He thought the principle of the Waterloo Bill was entirely objectionable, and was opposed to repeating, with reference to this Bill, the mistake of last session. Hon. Mr. Cameron said he had not understood the Attorney-General to say that the principle of this Bill was wrong. He had merely said that exceptional legislation was He (Mr. Cameron) supported the Bill, because he thought one company should not enjoy privileges which were denied to another, and because experience had not shewn that the principle was unsafe or unsound. Atty.-Gen. Macdonald said those who objected to the principle, should show that bad consequences had resulted from it. Hon. Mr. McMurrich—prevention is better than cure. Mr. Rykert said, if there was any force in the Provincial Secretary's argument, this Bill should be a general one, granting to all Mutual Insurance Companies, the powers given last session to the Waterloo Company. Mr. McMurrich's amendment to expunge the clause was negatived by 33 to 24.

The Bill was reported, and ordered to be read a third time to-morrow.

### HARTFORD STOCKS.

Etna Fire Insurance Company	193	193
Hartford	205	215
Connecticut	115	130
Phoenix	195	200
Etna Life	200	300
Travelers Insurance Company (Accident)	112	125
Hartford Life and Annuity Company	67	75
Etna Live Stock Company	35	50

—The McNab Iron Company, composed of J. P. Mansfield of Detroit, Axel Dearborn and G. B. Nicholls, both of Boston, J. H. Hills of Newton, J. W. W. Ward of Ottawa, are applying for incorporation. The nominal capital is \$50,000, divided into \$1 shares. The amount subscribed is \$30,000. The place where the operations of the company are to be carried on are in the township of McNab, in the county of Kennebec, and in the township of Palmir, in the district of Algona.

—There are some great beds at Wawanosh and the Goderich people are thinking about a tramway to the place, a distance of six miles.

—The Kincardine Salt Company have commenced the manufacture of salt at their wells with twenty-four kettles. They expect to turn out about twenty-five barrels per day.

**Financial.**

**MONTREAL MONEY MARKET.**

(From our own Correspondent).

Montreal, Jan. 19, 1869.

**MONEY** is still plentiful, the Banks supply all commercial wants at 7 per cent. for good paper; on the street but a small amount is offering and evidently not of a desirable quality, as the rates charged are so out of proportion to those demanded by the Banks. There is still a large amount of money seeking investment, and the difficulty of finding it increases instead of diminishes. Good mortgages are very scarce. Stocks of all descriptions rule very high, in fact so much so, that the investment in them only leaves a small return. Towards the spring our monied men must find some new channel for investment, but what direction it will take it is impossible to say. A fair business has been done in Stocks, the tendency of which is upwards. Bank of Montreal have been placed at 139½ and are now held for 140. Considerable sales of Ontario at 99½ to 99¼, but holders are now demanding a shade higher. Merchants have recovered their late depression and now sell freely at 107½ to 107¼, but holders are now asking 108. Jacques Cartier wanted at 107. Toronto no sales but 118½ would readily be paid. The Gore Bank has fallen to 42 and dull at that. City steady with sales at 101 to 101½. Other Bank stocks quiet. In Mining Consols there is a fair demand at \$3 but holders are asking \$3.20. Telegraph is in some request at 133, but that is below the ideas of holders. No City Railroad shares on the market; Corporation 6 per cent. bonds worth 95 to 95½. Not much doing in other stocks. Sterling Exchange steady 9½ to 9¼ for Bank.

**TORONTO STOCK MARKET.**

(Reported by Pollatt & Osier, Brokers.)

There was a large business done in stocks and bonds this week, and in most cases at advanced rates, the market closing firm with a good demand for nearly all kinds of securities.

**Bank Stock**—Montreal is much inquired for, and at the close there were no sellers under 140; the last sales were at 139. The last sale of British was at 102, but there has been no stock in market for several weeks. Ontario sold at 109½, 109¼ and 100, there being sellers and buyers today at par. Toronto is nominal at 118; there have been no transactions for weeks; buyers would give 120. Numerous sales of Royal Canadian occurred during the week at prices ranging from 83½ to 85, there is none now offering under the latter price. Commerce has been in good demand at 102, with sales to-day (the 19th) at 102½. Small sales of Gore occurred at 39 and 39½; there are buyers at 39. Merchants has advanced since our last, no stock now offering under 107½ to 108. There are buyers of Quebec at 98 and sellers at 99. Sellers ask 111 for Molson's, with buyers at 110. City is offered at 101. Nationale could be placed at 106. There are buyers of Jacques Cartier at 107 and sellers at 108. Sales of Union occurred at 103; there are now buyers at 102½ and sellers at 103½. Other banks nominal as quoted.

**Debentures**—Both currency and sterling Canada debentures continue scarce. Dominion stock has been dull at 105 to 105½; there are now buyers but no sellers at the latter rate. Toronto would be readily taken to pay 6½ per cent. interest. A few county debentures have changed hands to pay 6 to 6½ per cent. interest.

**Sauvies**—City Gas is still asked for; no sellers. Small sales of British-America Assurance occurred at 53 to 54, ex dividend. Canada Permanent Building Society has been largely dealt in during the week at 122, 122½, 123 and 123½, closing with buyers but no sellers at the latter rate. Considerable sales of Western Canada oc-

curring at 114 and 114½; there are buyers now at 115, but no sellers. Freehold is much inquired for; sales were made at 106, 106½, 107 and 107½, and closes firm at the latter rate. There are buyers of Montreal Telegraph at 133; no sellers under 136. Canada Landed Credit has been asked for during the week at 72. Several good mortgages have been sold to pay 8 per cent. interest. Money is freely offered on good paper.

**BANK OF ENGLAND.**

Jan. 1, 1869. Jan. 3, 1868.

Bank rate of discount..	3 per cent.	2 per cent.
Bank reserve.....	£9,931,228	£12,819,673
Bank stock of bullion.	18,445,858	22,061,728
Price of Consols.....	92½ x d	92½ x d

The demand for money has been very heavy this week, although not more so than is customary just before the end of the year. The rates of discount have, however, rather stiffened, the best three months paper not being taken below 3 per cent.; we may now, however, look for an increased supply of capital, and probably a slight reduction in its value. On the Stock Exchange some pressure for money has been experienced, and for advances on British Government securities as much as 4 per cent was paid.

The bank return this week exhibits an increase of £154,237 in the stock of bullion. There is, it will be noted, a very considerable addition to the other securities, owing to the increased discount demand experienced by the bank.

**CHANGES.**—Mr. J. S. Meredith, for some time teller of the Commercial Bank in Berlin, and lately in the same position in the Merchant's Bank, is about to leave Berlin, having been promoted to Ingersoll with an increase of salary.

**COUNTERFEIT.**—Yesterday we were shown a counterfeit \$4 note on the Niagara District Bank. The counterfeit may be easily detected by a careful examination of the Vignette on the left hand corner, which is a portrait of the Hon. Mr. Merritt, being most wretchedly executed. The rest of the note is passable. We understand there are a considerable number in circulation.—Spectator 13th.

The Bank of Montreal has closed its agencies at Whitby and St. Catharines. In the former place its deposits have been handed over to the Ontario Bank, and in the latter to the Bank of Commerce.

**Railway News.**

**GREAT WESTERN RAILWAY.**—Traffic for week ending January 1, 1869.

Passengers.....	\$23,230 08
Freight and live stock.....	46,912 81
Mails and sundries.....	4,027 92
	<hr/>
	\$74,170 81
Corresponding Week of '68.	63,888 89
Increase.....	\$10,281 92

**PORT WHITBY AND PORT PERRY RAILWAY.**—The Ontario Legislature went into committee on the bill to amend the charter of this Co. on the 11th. Mr. Paxton said the Co. had now shown the ability to build a road from Whitby to Port Perry. The bonuses had been granted, and the contracts let, and the contractors were going on with the work. Last year he supported the Toronto and Nipissing, the Grey and Bruce, and the Erie and Niagara Bills, believing the Legislature was to support free trade in railways, even in cases where a projected railway crossed an existing one. On the same principle he claimed support for this Bill. The company asked powers to extend their line from Port Perry to Beaverton, with a branch to Uxbridge. It was urged against the Bill, that

this extension to Beaverton would hinder the progress of the Toronto and Nipissing. He thought the Toronto and Nipissing must be a scheme weak in the extreme, if it was to be hindered by this little scheme from Whitby.

Hon. Mr. Cameron, did not the promoters of this Bill go into the Township of Brock and do all in their power to prevent the people of that township from supporting the Toronto and Nipissing.

Mr. Paxton said this Bill did not compel the township of Brock to support the Whitby extension. The Toronto and Nipissing must be a weak scheme, if it could not succeed without a bonus from Brock. In reply to another question, Mr. Paxton said the township of Reach had promised \$12,000 to this extension. He moved an additional clause, authorising the extension to Beaverton, and a branch to Uxbridge.

Hon. Mr. Cameron said the Company's Bill of last session, authorised them to build a road, 17 miles in length, connecting Lakes Scagog and Ontario. The object of this Bill was not to provide railway facilities for the section of country through which this extension was sought, but to injure the Toronto and Nipissing, which had already received a charter for opening up that section. That this was the object, was manifest from the fact, that the township of Brock had been urged to the utmost by the promoters of this undertaking to oppose the Toronto and Nipissing. What evidence was there that the parties who had undertaken to construct the 17 miles to Port Perry, would be able to construct another 50 miles. On the contrary, was it not likely that this extension would ruin the Port Whitby and Port Perry railway as a paying undertaking. The City of Toronto did not oppose this from any sectional motive, but the question was, whether it would be desirable that that small section of country should be traversed by three railways, when already there were charters for two railways, which would give it ample facilities, the Toronto and Nipissing, and the Lindsay extension to Beaverton.

Mr. Paxton said the extension to Beaverton would be—not 50 miles in length, but 28 miles.

Dr. McGill could not see how the passage of this bill would prevent the building of the Toronto and Nipissing road. The undertaking was a good one. It opened up the most direct route from the southern to the northern section of that district; and the company seeking this extension gave a good earnest in what they had done for what they would do. The fact was, that by this line the farmers would not only be enabled to get their freight cheaper to the front, but would get it to Whitby, from whence it could be conveyed to the large markets at a much lower rate than if forwarded to Toronto.

Mr. Cumberland would vote for the measure, because he was a convert to the doctrine laid down so emphatically by the Secretary last session, that the people ought to be left free to place railroads where they liked. He (Cumberland) saw that it was useless to attempt to check this railway legislation. He hoped the hasty railway legislation of that House would not lead to any disastrous results; but his position as a railway man led him to warn the House to be more careful as to what they did in this respect.

Mr. Paxton's motion, to restore the second clause, which had been struck out in the Railway Committee, was carried. The fourth clause, which had been struck out in the Committee, was also restored, so as to stand as follows:—

"4. All the clauses and provisions contained in the said Act incorporating the said Port Whitby and Port Perry Railway Company, and the several powers and authorities conferred upon such Company by such Act, and all subsequent Acts relating thereto, and the several clauses of the "Railway Act," mentioned and referred to in said Act, shall apply to the extended powers conferred hereby. And the extension hereby authorized shall be commenced within two years, and completed within five years after the passing of this

Act, or else the charter of the said extension shall be forfeited."

The Committee then rose and reported the Bill, with amendments. Amendments concurred in, and Bill ordered for a third reading.

**COBURG AND PETERBOROUGH RAILWAY.**—Mr. Blake moved the second reading of the Bill to remove doubts as to the rights of the bondholders to the surplus funds paid, or to be paid, into the Court of Chancery.

Mr. Fraser objected to the Bill as unfair towards the Company. Some years ago, when the affairs of the Company came before Parliament, an arrangement was made by which this railway was sold for \$100,000. Out of this sum it was agreed that the bondholders should receive \$70,000, and that the balance, \$30,000, should be paid over to the parties claiming for unpaid rights of way, depot grounds, &c. These parties had at present their claims in the Court of Chancery, and when they were to be approved of by the Master, were to be paid. If the \$30,000 were insufficient, the Company were still liable for the excess. As a matter of fact \$10,000 remained in the Court of Chancery, and the Railway Company believe that this unappropriated money should revert to them, as they placed it there. He might further remark that the Company were engaged for some time in securing some of the claims against the line, and had actually paid out of other funds belonging to the Company, the sum of \$3,000 in the purchase of claims against the Company. The effect of the bill if passed, would be, not only would they receive no benefit from the money in Court, but they would not be reimbursed even the sum lately expended. Under these circumstances he would, seconded by Mr. Adams, move that the Bill be read a second time that day six months.

Hon. Mr. Cameron argued that the Company had no right to the balance in Court, but that the bondholders, who were the losing parties, ought to have the benefit of it.

Mr. Pardee said the whole question turned on what was the arrangement. If it were true that \$30,000 had been appropriated for the right of way, and it were bought for less, it appeared to him that the balance should go to the bondholders. But if the arrangement were as stated by the member for Northumberland—that in case the right of way cost more than \$30,000, that the excess would have to be paid by the purchasers of the Road—then it appeared to him to be clearly according to the principles of law and equity, that whatever difference the purchasers made, should go into their own pockets, and not into those of the bondholders.

Hon. Mr. Cameron enquired of the member for South Bruce if he was right in understanding that the Court of Chancery, which had the matter in charge was not of opinion that the bondholder were entitled to the surplus; but that under the provisions of the law they could not so determine it.

Mr. Blake said he had no cognizance of what had taken place in the Court of Chancery. He never heard what opinion was expressed there.

Mr. McMurich thought the parties here applying for redress should have gone to the Court of Chancery.

After some further debate,

Mr. Blake moved that the debate be adjourned in order to satisfy himself whether or not the matter was before the Court of Chancery.

The motion for adjourning the debate was then put and carried.

**ROYAL INSURANCE.**—This Company has issued a neat little almanack for 1869. It contains the annual report of the Company and the usual data. An immense edition has been printed and the copies distributed with a liberal hand throughout the country.

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

AUTHORIZED CAPITAL.....\$2,000,000  
SUBSCRIBED CAPITAL.....1,000,000

**DIRECTORS:**

EDWIN ATWATER, - - PRESIDENT.  
HUGH ALLAN, C. J. RUYDGER,  
GEORGE STEPHEN, HENRY LYMAN,  
ADOLPHE ROY, N. B. CORSE.

**Life and Guarantee Department.**

Office.....No. 71 Great St. James Street, Montreal.

THIS Company—formed by the association of nearly 100 of the wealthiest citizens of Montreal—is now prepared to grant policies of LIFE ASSURANCE and Bonds of FIDELITY GUARANTEE.

Applications to be made to the office in Montreal or through any of the Company's Agents.

EDWARD RAWLINGS, Manager.

The FIRE BRANCH of this Company is at No. 10 Place d'Armes. Applications to be made to GEORGE H. MUIR, Manager. 221 y

**The Canadian Monetary Times.**

THURSDAY, JANUARY 21, 1869.

**RAILWAYS AND RAILWAY LEGISLATION.**

Our neighbours across the lines think us Canadians anything but a fast people. They picture to themselves a very cold, undefined region to the North of freedom and civilization, away beyond the sound of the bugle-horn of liberty, with unenterprising, drowsy, cold-benumbed inhabitants and call that Canada. Such occurs when there is nothing to be gained by ascertaining the true character of the country thus described. But, when occasion requires, as in the case of an agitation for reciprocity in trade, there are not a few among them who exercise themselves wonderfully to prove that we are a shrewd, scheming, devil-may-care set whose sole desire is to get the better of the United States and build up our country at the expense of our virtuous neighbours; that our progress is amazing and due entirely to the advantages we obtain by superior diplomacy and sharpness.

Without laying claim to the term fast, we are not inclined to submit to the reproach of slowness. At any rate, if we were slow, we are beginning to move along at an increased pace. If progress in the construction of railways is to be considered a test, we have a good record to show and are likely from present indications, to earn a few compliments for praiseworthy intentions. We have in the Dominion, 2388 miles of railway made up as follows:—Grand Trunk 1377, Great Western 51½, London and Port Stanley 24½, Welland 25, Northern 97, Port Hope, Lindsay and Beaverton 53, Cobourg, Peterborough and Marmora 22, Brockville and Ottawa 86, St. Lawrence and Ottawa 54, Carillon and Grenville 13, Stanstead, S. and Ch. 44, St. Lawrence and Industry 12, New Brunswick and Canada 107, European and North American 108, Nova Scotia, 145. Among these we

do not include railways at present in process of construction, of which there are several. According to these figures the mileage is divided thus: Ontario (616 x 616) 1,378; Quebec, (69 x 515) 584; New Brunswick 215, and Nova Scotia 145.

When the Intercolonial railway is built there will be direct communication between Windsor, Sarnia, Goderich or Collingwood, the four points on our Western frontier, and St. John and Halifax on the Atlantic. A line of railway of the same gauge throughout the whole of Canada, affording access to the ocean at Montreal and Quebec during the season of navigation, and at all seasons with St. John, Halifax and Portland, is not to be sneered at. The railroad between Port Huron and Detroit is likely to be conformed to the Canadian gauge, and it is possible that a line of the same gauge will soon be constructed across Michigan to Chicago, so that, when the Intercolonial is opened, cars loaded in Chicago or Detroit can pass without transshipment to the sides of ocean vessels at Montreal, Quebec, Portland, St. John or Halifax.

But our great arteries of Commerce will be disended by many feeders. From all parts of the Dominion we catch the sounds of active labour. New Brunswick is pushing on its extensions to the United States, boundaries. Nova Scotia proposes to add 70 miles to its lines. The Province of Quebec is not asleep. It proposes to extend the Massawippi railway, and the Stanstead and Shefford railway, to construct a railway through Missisquoi, a wooden railway from Quebec to Gosford, a wooden railway through Arthabaska and Drummond, a wooden railway along the St. Francis, a wooden railway from Montreal to St. Jerome, a railway to the upper St. Maurice, and a narrow gauge road between the St. Lawrence and the Kennebec.

Nor is the Province of Ontario behind either in the number or in the character of its railway projects. At the last session of the Ontario Legislature no less than eight bills were passed relating to railways. The following companies were incorporated:—the Wellington, Grey and Bruce, the Erie and Niagara extension, the Grey and Simcoe, the Port Whitby and Port Perry, the Toronto, Grey and Bruce and the Toronto and Nipissing; and power was granted to the Cobourg, Peterborough and Marmora Company to extend their line to a point on the Chemung Lake, and to the Grey and Simcoe to extend a line to Waikerton. There are at present before the Ontario Legislature five companies seeking incorporation:—The Peterborough and Haliburton, to construct a wooden or iron railway from Peterborough to a point beyond the town plot of Haliburton; the Kingston and Frontenac, to construct a wooden or iron

railway from Kingston to the vicinity of Knowlton Lake in the Township of Loughborough, with power to extend into the Township of Alden or Oso; the Norfolk, to construct a railway from Simcoe, Port Dover, or Port Ryerse on Lake Erie, to Caledonia in Haldimand or to Brantford or Paris; the Simcoe and Muskoka, to construct a railway from some point on Lake Couchiching to Lake Muskoka; the Presque-Isle and Belmont, to construct a railway from Presque-Isle Harbour, thence through Brighton, Norham, Warkworth, Meyersburgh and Campbell, in Northumberland, and the Townships of Belmont and Marmorra, to the Township of Lake in Hastings.

The Ontario Legislature has before it, other matters pertaining to railways. The Toronto and Nipissing Company seek to have legalized the by-laws passed and to be passed, and all debentures issued or to be issued under such by-laws, granting aid to their undertaking, and to amend their charter by allowing municipalities granting a bonus of not less than \$150,000 to the Company, the right to name a director; and by allowing the construction of a branch from Brock to Lindsay. The Toronto, Grey and Bruce, besides asking for the legalization of by-laws as in the former case, and the appointment of a director by each municipality that grants a bonus of no less than \$250,000, prays the enactment of the following clauses:

That the following proviso be added to the twelfth clause of 31 Vic. c. 40: provided always, that nothing in the said clause contained shall prevent the application of any bonus given by the City of Toronto, or Township of Arthur, or Village of Mount Forest, or by any municipality between any of those points, *pro rata* to the mileage of the said railway between those points.

The Company may build any part of their said railway to the West or North-west of the Township of Arthur, or the Village of Mount Forest, by sections, but no bonus granted by any municipality to the West or North-west of the Township of Arthur or the Village of Mount Forest, shall be applied to any other section than that for which such bonuses are granted.

The Corporation of Port Hope apply for an act to enable them to transfer, by way of bonus, to the Port Hope, Lindsay and Beaverton Railway Company, Port Hope Harbour Sterling Bonds, to the extent of \$30,000, for the purpose of extending the line from Lindsay to Beaverton. Certain monies having been paid into the Court of Chancery by the Cobourg and Peterborough Railway Company, under 29 Vic., cap. 79, certain bondholders of that Company have applied for an act upholding their claims to the surplus monies against the Cobourg, Peterborough and Marmorra Railway and Mining Company.—The bill provides that the surplus of moneys

paid into the Court of Chancery under 29 Vic. over and above the sum required to pay all claims for unpaid rights of way, station and depot grounds, as well as the further payment directed to be made by the said act for the like purpose, together with all interest thereon, shall be distributed by the Court among the bondholders, in addition to, and in like manner, as the sums formerly ordered to be distributed among those bondholders. There is also an act to amend and consolidate the various acts relating to the Cobourg P. & M. Railway & Mining Co.

The London and Port Stanley Railway Company has, it appears, got into trouble, and applies now, for leave to sell the railway, the purchase money, upon sale, to be paid into the Court of Chancery for distribution among the creditors according to priority.—The Port Whitby and Port Perry Railway Company ask to have their charter amended, by striking out the 23 section of 31 Vic., c. 42 after the words "provided always" and substituting the words "The said bonds, debentures and mortgages not to exceed in amount the paid up stock of the Company, together with the municipal or other bonuses expended upon such Railway;" and to obtain for the Company power to extend their Railway to a point on Lake Simcoe, near Beaverton, and to build a branch into the village of Uxbridge.

#### THE HURON AND ONTARIO SHIP CANAL.

It seems to us that the promoters of this scheme have taken a very injudicious course in selecting one member of the Ontario Government, as an object of attack, by way of revenge for the action of the Government. Such proceeding has, very naturally evoked opposition and we have at once two parties, the one promoting the objects of the Company, and the other assailing the whole scheme, as well as its supporters, with fact and argument which defy successful rebuttal. The petition which not a few merchants and prominent men signed, received the signatures of many who never troubled themselves to examine the scheme until this partizan warfare broke out, and consequently, we find some of those who numbered themselves among the supporters of the Company, now its active antagonists. Hence, we think, a blunder has been committed and the promoters of the scheme have only themselves to thank for it.

Mr. Chisholm's statements raise a distinct issue. The Canal Company's pamphlet claims that the proposed Canal would save, in the carrying of grain from Chicago to New York, a distance of 460 miles. Mr. Chisholm gives figures to show that only 240 miles would be

saved. Mr. T. C. Keefer, in his report on the Lake Scugog route, places the shortening of distance at 250 miles.

The question of probable revenue is also discussed, the conclusions arrived at being unfavourable to the project. Were a vessel to pass each way through the Canal, every hour, night and day for seven months, carrying 3,276,000 tons, at 80 cents per ton, there would be a loss of \$779,200. But it is asserted on good authority, that at the toll of 80 cents, not one vessel or steamboat would pass through. A toll of 80 cents a ton on grain is two cents and four mills per bushel of wheat. The rate from Chicago to Toronto, last December, was only one cent and one mill per bushel. The Northern Railway which runs the whole length of the proposed Canal, carries at the rate of one cent and five mills per bushel. Under such circumstances the Canal would not be very profitable. If the toll were reduced to 20 cents a ton, the tonnage passed through being the same as in the former case, the annual loss to the Company on their investment would be \$2,741,800.

The Company claims that cargoes of 1000 or 1200 tons might be sent through the canal, without transshipment, from Chicago to Liverpool. Mr. Laidlaw steps forward and shows that no vessel drawing over nine feet of water, equivalent to a lading of 300 tons, can come up the St. Lawrence, and that there is no harbour on Lake Ontario, except Kingston, and no shipping port on the upper lakes which a vessel drawing over eleven feet can enter.

Mr. Kingsford, C.E., in his useful book on the Canadian canals, considers that "as a solitary project, were the canal constructed, not one vessel more would pass by the St. Lawrence than goes by it to-day." And further, "all the advantages sought would be attained by the enlargement of the Welland Canal, with the addition of having only twenty-eight miles against one hundred of canal by Georgian Bay. The St. Clair Flats may be marked by objectionable features, but they are capable of improvement, to be obtained by increased depth." Mr. Worts, the President of the Toronto Board of Trade, who is the largest importer of corn, and thoroughly experienced in shipping matters gives evidence to the same effect.

To enlarge the St. Lawrence Canals would cost about \$12,000,000. Before Europe could expect to profit much by a reduction caused by the Canal, the St. Lawrence Canals would therefore have to be enlarged. Chicago and Oswego might possibly be benefitted; but until the American navigation laws are relaxed, Canadian vessels would derive little advantage from the construction of the Canal,

as in their present state we are debarred the privilege of carrying grain from one American port to another.

The general commercial interests of Canada, it seems, would not be served to any appreciable extent by the construction of the Canal, at least, until the St. Lawrence Canals are deepened and the American navigation laws repealed. But would Toronto benefit by the work? It is true, a large amount of money would be spent within a hundred miles of the city; but it is contended with great force, that the Canal would cut off the trade on which the city depends. Vessels would clear from New Market, Barric, &c., for Oswego and Montreal, and would load back for these places instead of loading at Toronto. What would become, therefore, of our great lumber and wheat trade?

With such facts staring one in the face, to say nothing of the practicability or impracticability of the work, the many engineering difficulties to be encountered at the ridges, or the supply of water, people very naturally look upon the scheme as chimerical, and justly feel hesitation in granting 10,000,000 of the public domain to aid it.

The popular view of the subject is that the land asked is of no value to us, and, if by granting it by way of bonus, we can get English and American capitalists to spend \$40,000,000 among us, it is their look out whether the work will pay. But as Mr. Worts put it, in his masterly address to the Board of Trade, there is a question of commercial morality involved. Are our merchants justified in assisting to induce foreign capitalists to sink so much money in a work that would be useless and unprofitable? We have no right to impose on our fellow men, to take advantage of their ignorance, and to damage the good name of our country. Canada has suffered, rightfully or wrongfully, from the failure of the Grand Trunk as an investment. Suppose the \$40,000,000 were sunk in the canal without the slightest prospect of a return, would not Canada again suffer? If capitalists will throw away their money we cannot help it, but we can, at least, refrain from tempting them into a great loss by indorsing a scheme which facts and figures show to be so utterly delusive as the one under consideration.

#### ETNA INSURANCE CO. OF DUBLIN.

It appears that the Sheriff of the county of Carleton, under four executions, amounting to \$4,500, offered for sale, at Ottawa, the securities deposited by the Etna Insurance Company of Dublin with the Minister of Finance. When the Etna commenced to do business in Canada the Insurance Act of 1860

was in force, and, in accordance with its requirements, invested \$10,000 in Canadian five per cents. An Ottawa paper states that the executions were sent to the Sheriff of Carleton from Toronto and Goderich, for the purpose of having these securities seized, and that "the seizure was made," and the securities duly put up for sale. The Ottawa Times says, "The bidders, however, were few, the company's agent having sent a verbal intimation that he had lodged a written protest against the surrender of the securities with the Minister of Finance. The sale was consequently postponed until the 23rd inst., at the same hour, noon, when, if the executors are not previously satisfied, or proceedings stayed, the securities will be peremptorily sold to the highest bidder." We can easily understand that doubts exist as to the completeness of the Sheriff's title. The Act speaks of the deposit as a security liable to be forfeited to Her Majesty, on the breach by the Company, or its Agent, of any of the conditions of the Act, and only liable to be distributed among claimants in a certain event. It is provided that the Minister of Finance shall not issue his warrant permitting the withdrawal of the deposit or investment "until fifteen months after the day on which the Company may have given notice that they have ceased to carry on business in this province." In case of the insolvency of a Company, the sum deposited "shall be applied pro rata towards the payment of all claims duly authenticated against such Company, alike, as to losses, and premiums or risks unexpired, or on policies issued in this province." The evidence of insolvency is the failure to pay losses insured against, within this province, for ninety days after being due. The distribution may be made by order in Chancery, in Ontario. The contention, it appears, is that the deposit was for the benefit of all the creditors of the company. It would, certainly, seem that such a construction of the statute is both fair and reasonable.

SOME one telegraphed to the New York journals the astounding information, that the total amount of deposits by Insurance Companies in Canada is \$33,682,400.

FIRE IN OTTAWA.—Just as we go to press we learn by telegraph that Desbarat's block, in Ottawa, was consumed by fire last night. Insurance on Desbarat's stock, Home of New Haven \$8000; Etna \$8000; Hartford of Hartford \$8000; London Assurance Corporation \$8000; Provincial \$8000 on building. Queen's Printer's Block—Lancashire \$8000; Queen \$4000; Royal \$8000; Provincial, \$5,000, and \$4,000 in the same company for the benefit of the Government. On Mrs. Trotter's furniture, \$3,000 in Etna of Dublin.

Mr. Graham, of the Carleton Hotel, has a policy in the Imperial for \$1,000. Total insurance, \$75,000. Loss variously stated at \$140,000 to \$200,000.

#### Communications.

#### THE UNITED PORTS AND GENERAL INS. CO. AND THE ETNA OF DUBLIN.

Editor of the Canadian Monetary Times.

DEAR SIR,—As several paragraphs have recently appeared in the MONETARY TIMES, respecting the Etna Insurance Company and the transfer of its business to the United Ports and General Insurance Company, will you oblige me by inserting in the columns of your widely read journal the following extract from a power of attorney, given by the Directors of the latter Company, under date of December 24th, 1863, authorizing me to settle all claims arising under Etna policies since Oct. 30th, 1863, viz:—

"To adjust, settle, and allow, upon such terms as the said attorney may think fit, all questions and claims of every description under any policies issued in the name of the Etna Insurance Company, which may have arisen since the 30th day of Oct., 1863, or which may hereafter arise in respect of policies so issued, and to pay all claims arising since the said 30th October, and allowed by the said attorney under such Etna policies."

Yours respectfully,  
T. W. GRIFFITHS,

Montreal, Jan. 16, 1869.

Manager.

#### Mining.

#### NOVA SCOTIA GOLD FIELDS.

(From our own Correspondent.)

HALIFAX, Jan. 12, 1869.

The progress of the several established companies and proclaimed districts is tolerably well indicated by the subjoined mill and bullion returns. Investments in gold stocks have almost wholly ceased, though there has been enquiry for shares in the Mt. Uniacke Co. of Uniacke, and Wellington Co. of Sherbrooke, both controlled in Boston. The sale of the late Shaffer and Fish properties at Oldham, to parties in New Brunswick is authentically stated.

SHERBROOKE.—The low yield from the Chicago mill, in the absence of any explanation accompanying the returns, must be explained by the supposition that this was an experimental surface test. Mr. Newell Snow is expected in town to-night with about 500 ounces, the proceeds of the Wellington, Hayden and Derby, and Palmerston mines.

WINE HARBOR.—The Eureka mine is expected to send up about 70 ounces as the result of last fortnight's crushing. Messrs. J. DeW. Spurr, and R.G. Leckie, are in Halifax, and receiving tenders for the new mill of sixty stamps, which they propose having erected on their extensive property in this district.

WAVERLEY.—Professor H. Y. Hind's geological plan, sections and reports are nearly completed, and are of great interest. They cannot fail to revive attention to this long neglected district.

TANGIER.—Mr. J. M. Forrest, the manager of the Strawberry Hill mine, reports the discovery of a new lode that has given a large return from surface tests.

UNPROCLAIMED DISTRICTS.—Notwithstanding the severity of the weather several prospecting parties have been in the field, and returned only just in time for the holidays. The substance of their report is thus given:

MASQUODABOIT (JENNINGS)—appears likely to become of importance, very reliable authorities stating that more gold is visible there in the sur-

face quartz than in that of any other district. Depth of soil, wetness and want of a good road, are the present drawbacks to its popularity.

**FIFTEEN-MILE STREAM** is considered so important—about three thousand acres have been taken up under leases and prospecting licences—that a Government Surveyor has been sent down to lay it off, and two mills are in course of erection. A road also has been commenced, partly at Government, and partly at the miners, expense.

**BEAVER DAM**—The surface boulders are remarkably rich, but the exploring party returned without having succeeded in discovering any lodes.

**GOLD RETURNS.**

The following is an abstract of the mill-owners' returns for the month of December, received up to the 12th inst., at the office of the Chief Commissioner. Oldham, Uniacke, and Renfrew Mills have not returned, but those districts are represented in the appended bulletin report:

Sherbrooke.		
Mill.	Quartz Crushed.	Gold Yield.
	tons. cwt.	oz. dwt. gr.
Dominion	320 0	129 9 0
Glencoe	168 0	72 8 0
Wellington	207 14	232 16 12
Meridian	100 0	15 8 18
Chicago	50 5	1 0 0
Union	8 10	3 5 0
Palmerston	200 0	41 10 0
Wentworth	194 16	22 15 0
Wine Harbor.		
Victoria	56 12	32 14 11
Machias	78 0	24 1 9
Orient	—	7 19 7
Eldorado	202 0	49 5 6
Waverley.		
Lake Major	111 0	39 11 14
Boston and N.S.	146 0	52 2 0
Indian Path.		
Waddelow	27 0	5 13 22
Ecum Secum.		
Atlantic	44 0	10 19 4
Tangier.		
Barton	37 16	24 8 0
Montague.		
Brown's	62 10	108 3 0
Recapitulation.		
Sherbrooke	1,249 0	521 12 6
Wine Harbor	336 12	114 0 9
Waverley	257 0	91 13 14
Indian Path	27 0	5 13 22
Ecum Secum	44 0	10 19 4
Tangier	37 16	24 8 0
Montague	62 10	108 3 0
	2,013 18	876 10 7

The following quantities of bar gold have been reported in Halifax between the 17th December, 1868, and the 12th January, 1869:

By Mr. R. E. Fraser, assayer—		
Company.	District.	oz. dwt. gr.
Mt. Uniacke	Uniacke,	35 17 7
North St. Lawrence	do.	5 3 3
Wentworth	Sherbrooke.	22 13 0
Canada	do.	8 9 0
Kingston & Sherbrooke.	do.	8 9 0
Dominion		160 4 5
Buikier	Waverley,	7 6 22
Do.	Magnodoboit,	5 13 1
Shaffer	Oldham,	61 13 11
McQuarrie	do.	7 16 0
Eureka	Wine Harbor,	34 2 22
McLeod	Renfrew,	4 6 2
By Messrs. Huse & Lowell, bankers—		
Mt. Uniacke	Uniacke	150 0 11
Ophir	Renfrew,	231 17 0
Hartford	do.	16 13 6
	do.	7 10 0
*Colonial	do.	46 14 4
*Woodbine	Sherbrooke,	17 7 20
Boston and N. S.	Waverley,	44 14 0
Total		869 1 18
Value		\$17,380

\*Assayed by Mr. Fraser.

**Commercial.**

**Montreal Correspondence.**

(From our own Correspondent.)

Montreal, Jan. 19, 1869.

I have to report exceeding dullness in all branches of trade, merchants, generally, being busy in making up their books and squaring up last year's operations. So far no new transactions have been gone into, and everything is conducted on purely retail principles. This is generally the case till towards the end of February, when the country trade usually brightens up, stocks running low about that time.

**GROCERIES.**—The market has been exceedingly quiet; some few lines of tea have changed hands, chiefly of Japans and Young Hysons. Twankays are enquired for, but all good qualities are scarce. Sugars have rather advanced, and are in good demand. Stocks here are not heavy, and the refinery prices are very stiff. Salt remains firm at 95c. for coarse and fine. Chemicals of all sorts are dull, the stocks being ample. Wines and liquors are very quiet, but not being pressed on the market, prices are maintained. Other staples are dull, with only a retail business doing.

**PRODUCE.**—Our receipts since the 1st January, have been heavy, in excess of our requirements, consequently prices are dull and the tendency of the market is downwards; some lots of extra strong bakers' sold at \$5.00 to \$5.05; but the latter is an exceptional rate; the range is—Extra, \$5.25 to \$5.40; Fancy, \$5.00 to \$5.05; Supers No. 1, \$4.85 to \$4.90; ditto No. 2, \$4.40 to \$4.50; even at these rates, buyers are very reluctant to enter the market; the late rise in England has had comparatively but little effect here. In grain of all sorts, the business is so light that prices are purely nominal, I may quote U.C. Spring Wheat at \$1.17 to \$1.18; Red winter, \$1.16; Chicago No. 2, \$1.10 to \$1.12; Peas, 92c to 94c per 60 lbs; Corn, western mixed, 87 1/2 to 90c per 60 lbs.; Oats are worth 45c to 46c per 32 lbs. for round lots; Barley, \$1.20 to \$1.25 for ordinary samples.

**PROVISIONS.**—The receipts of butter are considerable, but prices remain firm. Pork still runs high, and mess sells at \$25 50 to \$25 75. Other grades in proportion. Dressed hogs command full rates, say \$9 to \$9 50, for good to choice lots.—No particular change in other articles.

**Toronto Market**

**GRAIN.**—Wheat.—Receipts 7,400 bush. and 8,860 bush. for the previous week. The demand for Spring continues light and there is not much offering. Good samples are worth \$1.03 \$1.04, and several cars sold at these figures. There is a limited demand for fall at \$1.10 to \$1.12; receipts are light and very little offered; the brightest samples of white are scarce and might bring an advance on these figures. **Barley.**—Receipts 1,300 bush. and 1,959 bush. last week. There is a small demand from brewers for car loads at \$1.25 to \$1.28 and a fair amount offering. **Oats.**—Receipts 6,700 bush. and 4,200 bush. last week. The market is rather dull at 52c. on track, a little higher was paid during the week. **Peas.**—Receipts very light and there is little doing; car loads are nominally worth our quotations. **Rye.**—Selling on the street at 70c. to 75c.

**FLOUR.**—Receipts 3,250 bbls. and 1,228 bbls. last week. No. 1 Superfine is dull at \$4.50 to \$4.55 for ordinary brands; Spring extra is worth \$4.65. Sales of these two grades foot up over 1,000 bbls. in all at from \$4.55 to \$4.65. Extra is worth \$5 to \$5.25. Nothing doing in other grades.

**PROVISIONS.**—Dressed Hogs.—The market is firm and steady at our quotations with a considerable amount of business doing. Prices have ranged from \$8 for very light weight to \$9.25 for heavy and \$9.50 for extra heavy. In other provisions little doing.

**PETROLEUM.**—A steady trade is doing at our quotations which remain unchanged.

**DRY GOODS.**—There has been no movement in trade worthy of notice since the commencement of the year. The imports of the leading articles of dry goods, at the port of Toronto, for three years were as follows:

	1865.	1867.	1868.
Woolens	\$1,455,779	\$1,400,494	\$1,073,081
Cottons	1,500,000	1,307,240	969,414
Silks, satins, velvets	394,215	241,867	277,355
Linen	129,590	173,100	165,885
Hats, caps, bonnets	40,042	64,333	63,234

**GROCERIES.**—There were very few changes in prices for a month past; any that have occurred are carefully noted in our price list. The imports of the articles named at the port of Toronto for 1868 were:

Sugar, yellow Muscovado, lbs.	3,213,407	\$413,713
Cane juice	47,820	879
Confectionery	14,054	2,174
Coffee, green	226,211	26,499
Starch	3,805	195
Tea, green and Japan	662,006	273,929
Tea, black	119,264	43,742
Tobacco, manufactured	25,608	7,779
Mace and Nutmegs	19,970	5,690
Dried Fruits & Nuts		48,023

The following were the importations of liquors at the port of Toronto for the year ending 31st December, 1868:

	1865.	1866.	1867.	1868.
Whisky, gas.	4,632	3,315	6,387	15,367
Gin, ab.	2,715	3,747	4,307	8,860
Rum, gas.	2,030	2,128	3,374	7,887
Brandy, gas.	6,714	15,927	14,760	18,987
Alex. beer a d. p. ter, gas.	6,707	66	694	
	4,445	4,445	7,700	13,804
Wine in wood, gas.	10,795	13,540	20,359	33,311

**FREIGHTS.**—Rates by Grand Trunk Railway:—Flour to all stations from Belleville to Lynn, inclusive, 35c; grain per 100 lbs. 18c; flour to Brockville and Cornwall, inclusive, 43c; grain 22c; flour to Montreal 50c; grain 25c; flour to all stations between Island Pond and Portland, inclusive, 85c; grain 43c; flour to Boston \$1.15 U. S. currency; flour to Halifax \$1.06, grain 53c; flour to St. John 95c; boxed meats and butter to Liverpool per gross ton 52s 6d.; lard or butter in tins 57s. 6d.; pork 11s. per tierce; flour 5s. 6d. per bbl.; grain 12s. 0d. per 480 pounds. Rates by Great Western Railway—Flour, Toronto to Suspension Bridge 25c. gold; thence to New York 76c U. L. currency per bbl.; to Boston 90c. gold. Rates from Toronto to Liverpool, London and Glasgow are—Beef, bacon, pork, hams, lard and tallow, in lots of one car load and upwards, \$1.52 gold, per 100 lbs.; grain in bags of 5 car loads and upwards, 90c. do.; flour \$1.62 per bbl., do.

**The Sugar Trade of 1868.**

The sugar trade of late years has not been a very profitable one to anybody, and we cannot say that there has been much improvement during 1868. It is true that the British and foreign West Indian crops have been large, but, at the outside, they do not produce more than a third of the known production of sugar, and, under the present imperfect conditions of manufacture, the current rates have not been very remunerative. The home trade have not had greater reason to think well of 1868, for the year opened with falling prices, which were followed in the spring by a speculative rise, to be succeeded, as was to be expected, by a continued gradual fall in prices, which has been spread over no less than seven months, and nothing can be more unsatisfactory than such a state of things to those who have to hold stocks. Nor have diminished earnings rateably been followed by an increased return, for the consumption for the first time in many years has fallen off considerably—thus showing that the crisis of 1865 has at last affected consumption by stopping speculative enterprise, and this cause, coupled with the high price of bread in the earlier part of the year, and the continued dearth of meat and butter, are, no doubt, sufficient to account for the disappointing decrease in the use of

sugar. One satisfactory point, however, is that the custom of "cutting in sugar," that is, of the retailers selling it at a loss or a little profit, appears to be rapidly diminishing, as the necessity becomes more apparent for obtaining a fair rate of profit on everything sold, instead of making some article, like tea, a kind of scapegoat to bear the sins of others.

The statistical position of sugar at the beginning of 1868 was a strong one, but the margin for the refiners' profit was insufficient, while their stocks of manufactured goods were large. The result was that the refiners were completely out of the market, and a fall in raw sugar naturally followed, and during January, and up to the middle of February, amounted to no less than 3s. per cwt. took place, to be followed in March by renewed depression, when the new West India sugars began to arrive. The statistical position of affairs, however, continued strong, and an opinion began to be entertained that the produce markets would be the first to profit by a revival from the effects of the panic, and that sugar would be one of the first articles most affected, as the stocks were small, while prices were low. It appeared also that the stocks in the United States were exhausted, so that the early shipments from the West Indies would be diverted from Europe. Owing to the small turnout of the beet crop it was evident also that the continental refiners would not send much of their produce here. Although the promise of the European West Indian crops was very good, these considerations, aided by news of a terrific hurricane in Mauritius, and of great damage to the crop, led to a rise during April and the first half of May of 3s. 6d. per cwt. In the meantime the void in the United States stocks had been pretty well filled, and supplies from the large crops began to pour in here, while the growers persisted in a curious hand-to-mouth policy which completely baffled the efforts of speculators. A fall then commenced, followed by a depression and a continuous decline in prices which has lasted to the present time. This has only been relieved by fears in the autumn of injury to the beet crops by drought and by rumors of the damage to be done to the next Cuban crop by the rising in the island, and by the not improbable emancipation of the slaves. The catalogue of successive falls continued through nearly seven months would be wearisome, and it is sufficient to say that the general raw sugar market closed 6d. to 1s. lower than at the end of 1867. Fine grocery sugars which, however, are too rarely to be had to affect prices, and which are therefore not included in ordinary market reports, are fully 1s. dearer. Refiners' moist sugars are on the average 2s. cheaper, but the absence of foreign competition, owing to the smallness of the present and last beet crops has enabled them to maintain the price of their stoved sugars, at the same point as at the end of 1867. The same cause has also kept up the price of crushed.

With regard to the prospects of the market, the principal element of uncertainty is the condition of Cuba, which still remains very unsettled. At present we are not disposed to attach importance to the insurrection in the island, but should it reach larger proportions, the out-turn of sugar would no doubt be reduced. The possible decrease, however, we regard as too problematical to affect prices, at present, in a commodity affected by so many causes. The beet crops will again show a decrease, or only a slight increase, while the news from the British West Indies and Mauritius is not very good at present. So far, therefore, probabilities are somewhat in favor of prices; but, on the other hand, the consumption not only here, but in all the principal markets, taking them together, shows a considerable decrease, and no immediate prospect of a revival, while the stocks, already in excess, will shortly be reinforced by the new West Indian crops; there will, in all probability, be a considerable increase in the produce of Louisiana, which indeed will, it is said, be double that of last year, although

not nearly up to the average yield before the civil war. Should Cuba settle down, an even larger crop than the last (which yielded an excess of no less than 150,000 tons) is looked for, while we do not place much reliance on the fragmentary crop reports which come from the West Indies, and prefer to wait for actual results. The refiners also are not likely to be heavy buyers; and, on the whole, it seems to us that the immediate prospect of the price of raw sugar is downwards. No one, however, can pretend to foretell for any lengthened period the course of a market dependent entirely on the weather in fifty different countries, and on the very uncertain issue of the troubles in Cuba.

There has been no very marked advance in sugar machinery during the past year, and "Diffusion" and Mr. Fryer's Concretor are still the principal subjects of discussion among planters. The late controversy as to the desirability of cultivating the beet in England for sugar purposes, and its practical result in Mr. Duncum's experimental factory at Lavenham, as well as the successful introduction of its cultivation into the United States—the only stronghold of the cane left, besides England—together with the gradual progress of the sugar industry on the Continent, are surely sufficient to induce the closest attention to possible improvements on the part of cane growers. The wonderful results of central factories in the French West Indies, and the great dividends paid by them, contrasted with the abject and almost retrogressive position of our islands, are at last, we trust, attracting greater attention among our colonists. The very important question of improving the cane by selection has been taken up in earnest in Mauritius, where the plant appears to be exhausted, and in the West Indies the question of adopting the Salangore cane is also being discussed. What can be done by care in cultivation in manufacture is shown by the recent complete transformation of Guadeloupe, and on a lesser scale by our own colony of Demerara, where the yield has been raised from one to two tons per acre, while its sugar, from being the by-word of our market, has assumed the first place in it. The large proportion of raw white crystals, equal to the refines now made in the French Islands, raises the question whether the easy further step of putting up moulds and making loaf sugar cannot be carried out. Already in France loaf sugar is made direct from the beet at a less cost than raw sugar under the old process, and the question has at length arisen whether sugar refiners are not as unnecessary as a fifth wheel to a coach, and whether, in the course of time, they will not disappear. This however, will not, we trust, become a practical question for many years, as the refining trade has been anything but a brilliant one of late.

The refiners, generally, have been dissatisfied with the result of their labors during the past year, and, although the position of the loaf sugar makers is no doubt much better than it was a year ago, the pieces makers have still considerable cause for complaint. The London refining trade is certainly not a flourishing branch of industry at present, while rumors of difficulties among the Clyde refiners, in the course of the year, have shown that their apparently wonderful prosperity did not extend to the whole trade. In fact, in these days of competition, sugar refining is no longer a Sleepy Hollow where things can jog easily along, but, on the contrary, it has become a trade which only keen men of business can make pay. It is to be regretted, therefore, that so little improvement in the processes of the London refiners is to be reported, and that they still persist in their obsolete mode of manufacture, and in refusing to meet the wants of the time. As this is the case, however, it is by no means surprising that the proportion of the sugar trade done by London continues to decrease.

Those who lean upon a delusive support like the graduated sugar duties start from an unsafe position, and one which every day that passes

renders more precarious. The Drawback Convention, by which the refiners of England, France, Holland and Belgium, finding their hold on the trade slipping from them, entered into a solemn league and covenant to protect and stand by each other, has proved a deceptive protection, and although the weak places in its armor have again been tinkered up, it is none the less unsatisfactory to those concerned, and is worthless as a defensive weapon. We have not patience to detail the incomprehensible negotiations at the Hague, which, however, were carried on in a way quite characteristic of our Government's management of the sugar duties, and consisted chiefly in leaving the Dutch in full possession of their bounty on the import of Java sugar, leaving untouched the French bounty on French Colonial sugar, the differential duties on foreign bottoms, the protection of 1s. per cwt. against English loaf sugar, and evasion of the spirit of the convention which bound the French to adopt graduated duties. Such elaborate trifling is almost contemptible, and it becomes clearer every day that such antiquated diplomatic cobwebs cannot bind the sugar trade, and that either a uniform duty, or better still, no duty at all, is the only solution of the sugar question. The latter solution has had great weight given to it by Mr. Bright's free breakfast table policy, which, as regards sugar, is not only practicable, but eminently desirable, as not only advancing free trade in general, but as releasing one of the most important articles of food from the trammels which, as we have recently shown, probably treble its price.—*The Produce Markets Review.*

#### Petroleum.

We condense the following statistics of this important branch of trade from the annual review published in the *New York Commercial and Shipping List*:

Total exports from the United States for three years:

N. Y.	galls. 52,803,202	33,834,133	34,501,355
Boston	2,410,114	2,264,121	1,591,694
Philad'a.	40,505,620	29,437,429	28,811,853
Baltimore	2,587,707	1,515,454	2,483,419
Portland	705,107	900	12,100
New Bedford			30,000
Cleveland	270,000		

Total galls. 99,281,750 65,052,029 67,430,451  
Equal to bbls

of 40 galls. 2,482,044 1,676,300 1,686,701

Of the exports from New York in 1868, 6,624,180 gallons were crude, 40,347,922 gallons refined, 231,345 gallons lubricating, 5,526,920 gallons naphtha, and 72,765 residuum.

Of the exports from New York in 1867, about 2,570,000 gallons were crude, 29,950,000 refined, and 1,364,000 gallons naphtha.

Of the exports from Philadelphia in 1868, 2,672,055 gallons were crude, 85,449,070 gallons refined, 594,270 gallons lubricating, 3,206,670 gallons naphtha, and 52,920 gallons residuum; total 41,974,985 gallons, allowing 45 gallons to the barrel.

Of the exports from Boston, 2,041,746 gallons were refined, 27,966 gallons lubricating, and 340,402 gallons naphtha. Of the exports from Baltimore, 177,390 gallons were crude, 1,506,337 gallons refined, 847,980 gallons lubricating, and 55,930 gallons naphtha.

Ports to which the Exports from New York and Philadelphia were shipped in 1868:

	From New York	From Philadelphia
	Gallons.	Gallons.
Liverpool	1,291,200	1,133,044
London	947,311	741,903
Bristol	184,070	87,031
Falmouth	98,210	298,292
Cork, &c.	2,272,534	3,868,744



Havre.....	2,025,411	1,911,225
Marseilles.....	3,269,600	1,914,696
Rouen, &c.....	149,450	
Dunkirk.....	369,501	266,582
Bordeaux.....	184,600	127,186
Nantes.....	78,539	
Amsterd.....	7,052,177	8,436,077
Bremen.....	8,578,026	6,513,496
Hamburg.....	2,458,557	2,528,901
Rotterdam.....	1,695,235	3,722,467
Cronstadt.....	1,523,387	605,529
Ancona.....	150,028	
Stettin, &c.....	2,537,086	869,213
Danzig.....	384,671	250,860
Cadiz and Malaga.....	380,581	
Terragona.....	518,260	
Barcelona.....	470,929	185,843
Gibraltar, &c.....	4,289,017	1,998,852
Oporto.....	251,704	
Naples, &c.....	1,032,209	183,930
Genoa, &c.....	2,229,928	2,195,976
Trieste.....	900,161	610,258
Smyrna.....	398,373	
Alexandria, Egypt.....	223,000	
Constantinople.....	603,012	
Copenhagen.....	118,492	111,081
Bilboa and Seville.....	417,210	
Panama.....	199,163	
China and E. I.....	120,360	
Australia.....	959,959	
Sydney, N. S. W.....	224,520	
Brazil.....	804,396	
Mexico.....	155,578	
Cuba.....	288,955	
Argentine Republic.....	169,200	
Cisplatine Republic.....	91,000	
Chili.....	168,000	
Peru.....	233,000	
British West Indies.....	236,805	
French West Indies.....	77,260	
Central America, &c.....	125,076	
Lubeck.....		158,792
Rostock.....		70,517
Elsinore.....		74,247
Stockholm.....		86,020
Venice.....		168,512
Lisbon.....	43,194	142,530
Other ports.....	242,760	963,046

The production of crude has probably averaged 10,000 bbls. per day the past year, or about the same as in 1867, although the present yield is believed to be not over 8,500 barrels per day. The stock held on the Allegheny River from Oil City to Tidioute, January 1st, is 264,805 bbls. of 43 gallons each, against 534,600 same time in 1867. Shipments from January 1 to December 1, 1868; shipments of crude and refined of 45 gallons to the bbl., by all routes, and the total shipments of crude for the same time are:

To New York, bbls.....	877,251
To Cleveland, bbls.....	814,882
To Boston, bbls.....	106,811
To Philadelphia, bbls.....	224,479
To Portland, bbls.....	82,648
To Pittsburgh, bbls.....	1,121,397
To other points.....	221,677

Total bbls..... 3,899,145  
 Difference between the crude and refined shipped bbls..... 109,670

Total shipments of crude of bbls. of 45 gallons each..... 3,508,815  
 Total production from January 1 to Dec. 1, 1868 (11 months), bbls..... 3,413,891  
 Average per day, bbls..... 10,190

A later date, at hand after the above was written, makes the total production from January 1 to December 31, 1868, 3,715,741 bbls. of 43 gallons, and the total shipments of crude, 3,627,063 bbls. of 45 gallons each.

The total capacity of iron tankage in the region mentioned is 1,140,039 bbls., of which 907,554 are empty, of these latter, 244,410 in Oil City and vicinity, and 162,792 in Tidioute.

STATEMENT OF BANKS

ACTING UNDER CHARTER, FOR THE MONTH ENDING 31ST DECEMBER, 1868, ACCORDING TO RETURNS FURNISHED BY THE BANKS TO THE AUDITOR OF PUBLIC ACCOUNTS.

NAME OF BANK	CAPITAL.			LIABILITIES.										ASSETS.			TOTAL ASSE. S.
	Capital authorized by Act.	paid up.	Capital	Promissory Notes in circulation not bearing interest.	Balances due to other Banks.	Cash Deposits not bearing interest.	Cash Deposits bearing interest.	TOTAL LIABILITIES.	Coin, Bullion, and Provincial Notes.	Landed or other Property of the Bank.	Government Securities.	Promissory Notes, or Bills of other Banks.	Balances due from other Banks.	Notes and Bills Discounted.	Other Debts due the Bank, not included under foregoing heads.		
ONTARIO AND QUEBEC.																	
Montreal.....	6,000,000	4,000,000	6,000,000	318,956	469,951 53	7,640,197 51	8,418,490 70	16,775,635 74	4,481,120 26	350,000 00	607,081 33	522,713 81	5,482,271 21	13,088,590 63	273,837 02	24,800,000 24	
Quebec.....	1,478,330	1,478,330	1,478,330	70,260	27,876 33	940,454 34	940,454 34	2,175,972 42	437,335 29	83,489 07	148,483 33	78,453 45	205,193 13	2,594,464 92	280,922 96	3,817,062 15	
City.....	1,200,000	1,200,000	1,200,000	371,190	4,054 51	810,040 42	820,273 51	1,743,463 51	351,777 80	41,479 02	163,939 97	41,407 64	84,307 00	2,377,748 10	1,156,496 41	3,142,104 96	
Gare.....	1,030,000	819,280	1,030,000	186,507	1,195 85	85,440 88	91,970 26	394,304 60	159,902 81	64,173 46	82,777 17	19,486 65	26,038 13	639,988 25	335,078 84	1,305,061 47	
British North America.....	4,806,666	4,806,666	4,806,666	940,000	21,681 03	1,104,753 00	2,554,070 00	4,641,913 00	856,196 00	243,335 00	751,840 00	170,475 00	8,913 00	5,582,931 00	174,868 00	7,767,971 00	
Bank of the People.....	1,000,000	1,000,000	1,000,000	79,713	8,899 06	293,464 27	284,324 10	665,769 43	167,038 20	34,199 01	160,364 44	25,881 68	19,761 72	1,978,776 87	94,513 87	2,458,864 10	
Niagara District.....	400,000	400,000	400,000	191,892	9,611 23	157,529 36	117,963 43	476,946 02	81,277 09	46,720 00	100,253 32	30,495 25	26,141 50	598,159 27	26,963 82	811,799 61	
M. J. J. & Co.....	1,000,000	1,000,000	1,000,000	91,040	169,210 00	235,000 78	479,031 63	979,891 43	169,415 47	91,087 05	100,253 32	61,668 92	140,767 20	1,357,168 27	285,964 39	2,167,864 53	
Toronto.....	2,000,000	2,000,000	2,000,000	940,285	15,322 92	385,434 49	1,492,473 68	2,832,516 00	541,918 31	42,114 08	99,280 00	187,806 52	206,762 72	3,026,38 42	18,425 96	4,019,703 00	
Oshawa.....	2,000,000	2,000,000	2,000,000	1,230,413	91,472 87	1,128,325 40	1,150,364 63	3,512,566 10	899,793 77	153,805 61	200,892 69	157,448 56	188,799 79	4,239,370 89	118,863 15	5,946,174 42	
Eastern Townships.....	400,000	400,000	400,000	115,744	7,444 67	68,196 58	78,124 59	209,609 84	66,981 79	18,000 00	67,833 37	26,964 05	37,221 61	51,549 01	5,100 09	7,32,549 79	
Bank of Montreal.....	1,000,000	1,000,000	1,000,000	113,690	15,235 28	243,882 32	341,387 99	616,175 79	119,828 68	24,518 00	114,196 00	70,306 57	85,795 71	1,250,700 11	38,576 25	1,702,660 32	
Bank of Commerce.....	1,000,000	1,000,000	1,000,000	66,418	6,241 06	353,237 63	613,924 92	1,558,197 61	194,749 09	101,296 07	101,296 07	29,840 57	108,121 53	1,703,781 08	3,058,760 74	8,755,059 71	
Bank of Nova Scotia.....	3,365,923	3,365,923	3,365,923	1,373,216	200,247 87	1,191,968 80	1,922,739 32	4,558,197 94	1,684,895 22	356,299 92	628,966 47	234,483 54	460,166 06	4,269,321 02	1,744,677 80	6,314,000 82	
Bank of New Brunswick.....	2,000,000	2,000,000	2,000,000	1,600,411	34,303 71	766,083 99	919,304 31	2,385,203 00	128,911 10	151,882 90	100,253 32	81,663 18	69,838 83	3,022,908 11	43,767 61	3,076,675 72	
Bank of Nova Scotia.....	1,200,000	1,200,000	1,200,000	79,016	204,364 07	417,391 74	170,994 42	871,766 23	141,480 33	139,296 00	139,296 00	65,902 99	333 33	349,978 03	30,034 09	619,578 54	
Bank of Nova Scotia.....	1,000,000	1,000,000	1,000,000	237,185	4,492 31	89,167 65	123,692 10	217,292 36	48,962 55	31,308 19	101,106 07	137,207 89	168,919 67	2,718,296 56	30,034 09	4,129,719 51	
Bank of Nova Scotia.....	1,000,000	1,000,000	1,000,000	984,261	7,191 73	794,112 00	1,107,156 17	3,043,441 90	981,143 23	49,334 44	101,106 07	137,207 89	168,919 67	2,718,296 56	30,034 09	4,129,719 51	
NEW BRUNSWICK.																	
Bank of New Brunswick.....	600,030	600,030	600,030	457,251	82,67 81	593,736 39	604,308 89	1,933,053 49	353,707 63	14,045 45		11,394 00	467,348 25	1,931,255 09	87,756 24	2,835,446 15	
Commercial Bank.....	300,000	300,000	300,000	100,709	6,4 98	91,241 56	69,947 37	275,332 91	21,605 75	4,394 00		31,849 93	57,665 66	304,391 73	96,905 06	615,003 07	
People's Bank.....	38,066,666	38,066,666	38,066,666	9,451,819	1,237,07 74	15,734,770 32	22,256,20 84	59,313,542 60	11,619,908 86	1,696,666 73	3,619,863 97	2,296,958 75	8,888,074 24	52,660,665 06	3,457,154 54	84,158,141 21	
Totals.....																	

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**A BANK WANTED.**—The St. John's *Morning News* of the 12th says:—

"The extent of the shaving operations in notes and sterling exchange, done outside the Banks is sufficient evidence of the necessity for the establishment of another Bank in our City. The operations in this line were never larger or more lucrative than at present, but the element on which we would lay most stress is that the business seems to be a comparatively safe one. It is nothing unusual to see good paper, the foundation of which is all 'leather,' being hawked around various offices in town, for discount, and ultimately, as the best that can be done with it, subjected to a shave of 12 or 15 per cent. With proper Banking facilities this ought not to be; and we are surprised that the commercial community submit quietly to such usury."

The remedy lies in the hands of our merchants—let them represent to some first-class Canadian Banks the field open here for their enterprise, and we are assured the shavers and curb-stone bookers will speedily find their occupation gone.

**To Mercantile Men.**

**THE NEW POCKET REFERENCE BOOK OF THE MERCANTILE AGENCY** revised to Christmas, and containing 35,000 names of Traders in the Dominion, is now out of press, and ready for delivery.

Subscribers having Travellers out, or about leaving, should avail themselves of this indispensable volume.

DUN, WIMAN & CO.,  
Exchange Buildings, Toronto.

Canadian Offices—Montreal and Halifax.

January 19.

23-1f

**Beaver Mutual Fire Insurance Association.**

THE annual meeting of the members of the above Association will be held at the office, 20 Toronto Street, Toronto, on TUESDAY, the 9th day of FEBRUARY next, at 12 o'clock, noon, for reception of Report of Board of Directors, election of Directors to fill vacancies, and transaction of other business.

The attendance of all members is particularly requested.

By order,  
W. T. O'REILLY, Secretary.

**Oil Refiners' Association of Canada.**

THE above Association hereby give notice that an Office has been opened

**AT LONDON, ONTARIO,**

FOR THE SALE OF ALL

**THE REFINED PETROLEUM OIL**

Made by the Association, at the following Rates and Terms, viz:

IN LOSS OF ONE TO FOUR CAR LOADS, INCLUSIVE, AT 35 CENTS PER GALLON.

IN LOSS OF FIVE CAR LOADS AND UPWARDS, AT 32 CENTS PER GALLON.

Terms—Cash, free on board at London.

All Oil sold to be received at the place of shipment by the purchaser; and in the event of his failing to appoint a person to inspect and receive the oil, it must be understood that it will in all cases be subject to the Inspector's appointed by the Association; and, after shipment is made, no drawbacks on account of quality, quantity, packages, or otherwise, will be allowed.

All orders to be addressed to the Secretary, and all remittances to be made to the Treasurer.

SAMUEL PETERS, President.  
WM. DUFFIELD, Vice-President.  
L. C. LEONARD, Secretary.  
CHARLES HUNT, Treasurer.

London, Ont., Jan. 5, 1869.

22-1f

**Hurd, Leigh & Co.,**

IMPORTERS AND DECORATORS OF  
FRENCH CHINA.

Hotels and families supplied with any pattern or crest desired.

Common goods always on hand. 72 Yonge Street,  
Toronto, Ontario.

26y

**THE CONNECTICUT MUTUAL LIFE INSURANCE COMPANY,**

HARTFORD, CONNECTICUT.

WOODBIDGE S. OLMSTEAD, SECRETARY,  
EDWIN W. BRYANT, ACTUARY,

GUY R. PHELPS, PRESIDENT,  
ZEPHANIAH PRESTON, VICE PRESIDENT,  
LUCIAN S. WILCOX, MEDICAL EXAMINER.

Organized in 1840. Charter Perpetual.

The Largest Mutual Life Insurance Company. Numbering Over 75,000 Members.

BEING A PURELY MUTUAL COMPANY ITS ASSETS BELONG EXCLUSIVELY TO ITS MEMBERS.

ASSETS, \$21,000,000.—Acquired by prudent and economical management of twenty-two years, without the aid of a single dollar of original capital.

SURPLUS ASSETS, \$6,361,967.—All profits divided among the members. Each policy holder is a member. There are no stockholders.

ITS DIVIDENDS—Have averaged over 50 per cent. annually. Total amount of dividends paid the members since its organization, \$4,397,142.

ITS SUCCESS UNPARALLELED—It has arrived at the extraordinary condition where the income from annual interest alone is more than sufficient to pay all the losses. Total amount of losses paid by the Company, \$6,868,528.

ITS RESPONSIBILITY—For every \$10 of liabilities it has \$154 of assets.

LAST YEAR'S PROSPEROUS BUSINESS.

Amount insured fiscal year, 1867 .....\$45,647,191.00 | Income received fiscal year, 1867.....\$7,530,886.19

During its last fiscal year this Company paid to its living members, and to the families of deceased members, nearly \$2,000,000, and at the same time added more than four millions to its accumulated capital.

The whole record of this Company has been one of prudent management and prosperous advancement. Among the older and leading Life Insurance Companies its average ratio of expenses to income has, through its entire history, been the lowest of any.

ITS LIBERALITY—It accommodates the insured by giving credit for part premium, and grants insurance to meet all the contingencies and wants to which Life Insurance is applicable.

It issues policies on a single life from \$100 to \$25,000.

MEDICAL REFEREES—J. WIDMER ROLPH, M.D.; H. H. WRIGHT, M.D.

OFFICE . . . . . No. 90 King Street East, Toronto.

J. D. FEE, AGENT, TORONTO.  
Toronto, December 24, 1868.

DANIEL L. SILLS, GENERAL MANAGER FOR CANADA.

**Brown Brothers,  
ACCOUNT-BOOK MANUFACTURERS,**

Stationers, Book-Binders, Etc.

66 and 68 King Street East, Toronto, Ont.

ACCOUNT Books for Banks, Insurance Companies, Merchants, etc., made to order of the best materials and for style, durability and cheapness unsurpassed.

A large stock of Account-Books and General Stationery constantly on hand.

September 1, 1868.

**KERSHAW & EDWARDS,**

IMPROVED PATENT

NON-CONDUCTING AND VAPORIZING

**FIRE AND BURGLAR-PROOF SAFES.**

139 & 141

ST. FRANCOIS XAVIER STREET,

MONTREAL.

AGENTS:

A. K. BOOMER, TORONTO.  
J. W. MURTON, HAMILTON.  
A. G. SMYTH, LONDON, ONT.

51 6m

**John Ross & Co.,**

QUEBEC.

T. & F. Ross & Co.,

**GENERAL WHOLESALE GROCERS,**

PRODUCE AND COMMISSION MERCHANTS,

361 Commissioner Street,

MONTREAL.

**The Albion Hotel,**

MONTREAL,

ONE of the oldest established houses in the City is again under the personal management of

Mr. DECKER,

Who, to accommodate his rapidly increasing business, is adding Eighty more Rooms to the house, making the ALBION one of the Largest Establishments in Canada.

62-6ms

**W. McLaren & Co.,**

WHOLESALE

**BOOT AND SHOE MANUFACTURERS,**

18 ST. MAURICE STREET,

MONTREAL.

June, 1868.

**Lyman & McNab,**

Importers of, and Wholesale Dealers in,

**HEAVY AND SHELF HARDWARE,**

KING STREET,

TORONTO, ONTARIO.

**THE QUEEN'S HOTEL.**

THOMAS DICK, Proprietor.

FRONT STREET,

TORONTO, ONT.

Montreal House, Montreal, Canada.

TO MONETARY MEN.—Merchants, Insurance Agents, Lawyers, Bankers, Railway and Steamboat Travellers, Mining Agents, Directors and Stockholders of Public Companies, and other persons visiting Montreal for business or pleasure, are here by most respectfully informed that the undersigned proposes to furnish the best hotel accommodation at the most reasonable charges. It is our study to provide every comfort and accommodation to all our guests, especially for gentlemen engaged as above. To those who have been accustomed to patronize other first-class hotels, we only ask a trial; we have the same accommodation and our table is furnished with every delicacy of the season.

H. DUGLOE

Nov. 22, 1867.

**Commercial House,**

(LATE HUFFMAN HOUSE)

PETERBOROUGH, ONTARIO.

GEORGE CRONN : : PROPRIETOR

Large addition lately made, including Twenty Bed Rooms  
Dec. 10, 1868.

**Mercantile.**

Teas! Teas!! Teas!!!

**FRESH ARRIVALS.**

**NEW CROP TEAS,  
WINES, AND GENERAL GROCERIES,**

Special Inducements given to  
**PROMPT PAYING PURCHASERS.**

All Goods sold at very Lowest Montreal Prices!

**W. & R. GRIFFITH,**

ONTARIO CHAMBERS,  
Corner of Front and Church Streets,  
TORONTO  
6-ly

**TEAS. Reford & Dillon TEAS.**

HAVE just received ex. steamships "St. David and Nestorian."

1000 hlf. chests new season TEAS!  
Comprising Twankays, Young Hyson's, Imperials,  
Gunpowders, colored and uncolored Japans,  
Congous, Souchongs, and Pekoes.  
500 hlf. bxs. new Valentin Raisins (selected fruit).  
500 bags cleaned Arracan and Rangoon Rice.  
500 bris. choice Currants.

—ALSO IN STORE:—

250 hlds. bright Barbadoes and Cuba Sugars.  
250 bris. Portland, Standard, Golden & Amber Syrups.  
100 bags Rio, Jamaica, Laguayra, and Java Coffees.  
250 bxs. 10s Tobacco, "Queen's Own" and "Prince of Wales" brands.

WITH A GENERAL AND

**WELL SELECTED STOCK OF GROCERIES;**

All of which they offer to the Trade low.

12 & 14 WELLINGTON STREET, TORONTO.

7-ly

**Robert H. Gray,**

**Manufacturer of Hoop Skirts**

AND

**CRINOLINE STEEL,**

IMPORTER OF

**HABERDASHERY, TRIMMINGS**

AND

**GENERAL FANCY GOODS,**

43, YONGE STREET, TORONTO, ONT.

6-ly

**John Boyd & Co.,**

**WHOLESALE GROCERS AND COMMISSION  
MERCHANTS,**

**61 AND 63 FRONT STREET  
TORONTO.**

NOW in store, direct from the European and West India  
Markets, a large assortment of General Groceries,  
comprising

**Teas, Sugars, Coffees, Wines and Liquors.**

AND

**GENERAL GROCERIES.**

Ship Chandlery, Canvas, Manila and Tarrd Rope,  
Oakum, Tar, Flags, &c.

DIRECT FROM THE MANUFACTURERS.

JOHN B.Y., ALBY M. MONRO, C. W. BUSTING.

Toronto, Oct. 1st, 1862.

7-ly

**TORONTO PRICES CURRENT.—JANUARY 21, 1862.**

Name of Article.	Wholesale Rates.	Name of Article.	Wholesale Rates.	Name of Article.	Wholesale Rates.
<b>Boots and Shoes.</b>	\$ c. \$ c.	<b>Groceries—Cont'd</b>	\$ c. \$ c.	<b>Leather—Cont'd.</b>	\$ c. \$ c.
Mens' Thick Boots	2 20 2 50	Line to fins 1.	0 85 0 95	Kip Skins, Fatna	0 30 0 40
" Kip	2 50 3 25	Hyson	0 45 0 80	French	0 70 0 90
" Calf	3 00 3 70	Imperial	0 42 0 80	English	0 65 0 90
" Congress Gaiters	2 00 2 50	Tobacco, Manufact'd.		Hemlock Calf (30 to 35 lbs.) per doz.	0 75 0 85
" Kip Cobourgs	1 15 1 45	Can Leaf, # B 5s & 10s.	0 25 0 30	Do. light	0 45 0 50
Boys' Thick Boots	1 00 1 80	Western Leaf, com.	0 25 0 26	French Calf	0 98 1 25
Youths'	1 35 1 50	" Good	0 27 0 32	Grain & Sata Calf doz.	0 00 0 00
Women's Batts	95 1 30	" Fine	0 32 0 35	Splits, large # B.	0 30 0 38
" Congress Gaiters	1 15 1 45	" Bright fine	0 40 0 50	" small	0 20 0 20
Misses' Batts	0 75 1 00	" choice	0 00 0 75	Enamelled Cow # foot.	0 17 0 18
" Congress Gaiters	1 00 1 30	<b>Hardware.</b>		Patent	0 20 0 21
Girls' Batts	0 00 0 85	Tin (net cash prices)		Pebble Grain	0 17 0 18
" Congress Gaiters	0 80 1 10	Block, # B.	0 25 0 26	Buff	0 17 0 18
Children's C. T. Coaks	0 50 0 65	Grain	0 25 0 26		
" Gaiters	0 65 0 90	Copper:		<b>Oils.</b>	
<b>Drugs.</b>		Fig	0 23 0 24	Cod	0 60 0 63
Aloe Cape	0 12 0 16	Sheet	0 30 0 33	Lard, extra	0 00 1 25
Alum	0 02 0 03	Cut Nails:		No. 1	0 00 1 15
Borax	0 00 0 00	Assorted & Shingles		Woolen	0 00 1 05
Camphor, refined	0 65 0 70	# 100 B.	2 90 3 00	Lubricating, patent	0 00 0 00
Castor Oil	0 18 0 28	Shingle alone do	3 15 3 25	" Mott's economic	0 50 0 50
Caustic Soda	0 04 0 05	Lathe and 5 dy.	2 30 3 40	Linseed, raw	0 77 0 85
Cochineal	0 90 1 00	Assorted sizes	0 08 0 09	boiled	0 92 0 90
Cream Tartar	0 25 0 30	Best No. 24	0 09 0 00	Machinery	0 00 0 00
Epsom Salts	0 03 0 04	" 26	0 08 0 05	Olive, 2nd, # gal.	1 45 1 60
Extract Logwood	0 09 0 11	" 28	0 08 0 05	" salad	2 00 2 30
Gum Arabic, sorts	0 30 0 35	" 28	0 09 0 00	" salad, in bots.	
Indigo, Madras	0 75 1 00	<b>Horse Nails:</b>		qt. # case	3 60 3 75
Licorice	0 14 0 45	Guest's or Griffith's		Sesame salad, # gal.	1 60 1 75
Madder	0 16 0 18	assorted sizes	0 00 0 00	Seal, pale	0 70 0 75
Nutgalls	0 00 0 00	For W. ass'd sizes	0 18 0 19	Spirits Turpentine	0 65 0 70
Opium	6 70 7 00	Patent Hammer'd do.	0 17 0 18	Varnish	0 60 0 60
Oxalic Acid	0 28 0 35	Iron (at 4 months):		Whale	0 75 0 80
Potash, Bi-tart.	0 25 0 28	Pig—Gartsherrrie No. 1.	24 00 25 00	<b>Paints, &amp;c.</b>	
" Bichromate	0 15 0 20	No. 1	22 00 24 00	White Lead, genuine	
Potash Iodide	3 80 4 50	No. 2	0 00 0 00	in Oil, # 25 lbs.	0 00 3 50
Senna	0 12 0 60	Bar—Scotch, # 100 B.	2 25 2 50	Do. No. 1	0 00 3 25
Soda Ash	0 03 0 04	Refined	3 00 3 25	" 2	0 00 3 00
Soda Bicarb	4 50 5 50	Swedes	5 00 5 50	" 3	0 00 1 75
Tartaric Acid	0 37 0 45	Hoops—Coopers	3 00 3 25	White Zinc, genuine	3 00 3 50
Verdigris	0 35 0 40	Band	3 00 3 25	White Lead, dry	0 00 0 00
Vitriol, Blue	0 09 0 10	Boiler Plates	3 25 3 50	Red Lead	0 07 0 08
<b>Groceries.</b>		Canada Plates	4 00 4 25	Yellow Ochre, Eng'h.	0 02 0 03
Java, # lb.	0 27 0 24	Union Jack	0 00 0 00	Yellow Red, French	0 02 0 03
Laguayra	0 17 0 18	Pontypool	4 00 4 25	Whiting	0 00 1 25
Rio	0 15 0 17	Swansea	3 90 4 00	<b>Petroleum.</b>	
<b>Fish.</b>		Lead (at 4 months):		(Refined # gal.)	
Herrings, Lab split.	5 75 6 50	Bar, # 100 lbs.	0 07 0 07	Water white, car'd.	
" round	4 00 4 75	Sheet	0 08 0 09	" small lots	0 37 0 38
" scaled	0 35 0 40	Shot	0 07 0 07	Straw, by car load	0 33 0 34
Mackerel, small kits	1 00 0 00	Iron Wire (net cash):		" small lots	0 35 0 36
Loch Her. wh' e' rks.	2 50 2 75	No. 6, # bundle	2 70 2 80	Amber, by car load	0 00 0 00
" half "	1 25 1 50	" 12, "	3 10 3 20	" small lots	0 00 0 00
White Fish & Trout	3 50 3 75	" 12, "	3 40 3 50	Benzine	0 40 0 00
Salmon, saltwater	14 00 15 00	" 16, "	4 30 4 40	<b>Produce.</b>	
Dry Cod, # 112 lbs.	5 00 5 25	<b>Powder.</b>		Grain:	
<b>Fruit.</b>		Blasting, Canada	3 50 0 00	Wheat, Spring, 60 lb.	1 02 1 05
Raisins, Layers	2 00 2 10	FF	4 25 4 50	" Fall 60 "	1 10 1 14
" M R	1 90 2 10	FFF	4 75 5 00	Barley	48 " 1 25 1 28
" Valentiasnew	0 07 0 07	Blasting, English	4 00 5 00	Peas	80 " 0 85 0 87
Currants, new	0 07 0 07	FF	5 00 6 00	Oats	34 " 0 51 0 52
" old	0 04 0 04	FFF	6 00 6 50	Rye	56 " 0 72 0 75
Figs	0 14 0 00	<b>Pressed Spices (4 mos):</b>		<b>Seeds:</b>	
<b>Molasses:</b>		Regular sizes 100	4 00 4 25	Clover, choice 60 "	
Clayed, # gal.	0 00 0 35	Extra	4 50 5 00	" com'n 64 "	
Syrups, Standard	0 40 0 50	<b>Tin Plates (net cash):</b>		Timothy, cho' 4 "	
" Golden	0 50 0 57	IC Coke	7 50 8 50	" inf. to good 48 "	
<b>Rice:</b>		IC Charcoal	8 25 8 50	Flax	54 " 0 72 0 75
Arracan	4 50 4 75	IX	10 25 10 75	<b>Flour (per brl):</b>	
<b>Spices:</b>		ICX	12 25 0 00	Superior extra	0 00 0 00
Cassia, whole, # B.	0 00 0 45	DC	7 25 9 00	Extra superfine	5 00 5 25
Cloves	0 11 0 12	DX	9 50 0 00	Fancy superfine	4 70 4 90
Nutmegs	0 45 0 55	<b>Hides &amp; Skins, # B.</b>		Superfine No. 1	4 50 4 55
Ginger, ground	0 20 0 25	Green rough	0 00 0 00	No. 2	0 00 0 00
" Jamaica, root	0 20 0 25	Green, salt'd & insp'd.	0 00 0 07	Oatmeal, (per brl.)	4 00 4 25
Pepper, black	0 09 0 10	Cured	0 08 0 08	<b>Provisions.</b>	
Pimento	0 08 0 09	Calfskins, green	0 00 0 1	Butter, dairy tub # lb.	0 21 0 22
<b>Sugars:</b>		Calfskins, cured	0 00 0 12	store packed	0 20 0 21
Port Rico, # 4s	0 08 0 08	" dry	0 18 0 20	Cheese, new	0 11 0 11
Cuba	0 08 0 08	Sheepskins, cured	1 00 1 25	Pork, mess, per brl.	25 00 25 50
Barbadoes (bright)	0 08 0 09	" country	0 00 0 80	" prime mess	0 00 0 00
Dry Crushed, at 60d.	0 00 0 11	<b>Hops.</b>		" prime	0 00 0 00
Canada Sugar Refine'y,		Inferior, # B.	0 05 0 07	Bacon, rough	0 82 0 00
yellow No. 2, 60ds.	0 00 0 09	Medium	0 07 0 09	" Chamber'd cut	0 10 0 10
Yellow, No. 2	0 09 0 00	Good	0 09 0 12	" soaked	0 00 0 00
No. 3	0 00 0 10	Fancy	0 00 0 00	Hams, in salt	0 11 0 11
Crushed X	0 11 0 11	<b>Leather, @ (4 mos.)</b>		" sug. cur & any'd	0 10 0 11
" A	0 11 0 11	In lots of less than		Shoulders, in salt	0 12 0 13
Ground	0 11 0 11	50 sides, 10 # cent		Lard, in kegs	0 15 0 14
Dry Crushed	0 11 0 11	higher.		Eggs, packed	0 18 0 20
Extra Ground	0 12 0 12	Spanish Sole, 1st qual.		Beef Hams	0 00 0 13
<b>Teas:</b>		heavy, weights # B.	0 00 0 23	Tallow	0 00 0 00
Japan com'n to good	0 40 0 55	Do. 1st qual middle do.	0 22 0 23	Hogs dressed, heavy	0 00 0 50
" Fine to choicest	0 55 0 65	Do. No. 2, all weights	0 20 0 21	" medium	0 50 0 50
Colored, com. to fine	0 60 0 75	Slaughter heavy	0 25 0 26	" light	0 00 0 50
Congou & Souch'ng	0 42 0 75	Do. light	0 50 0 00	<b>Salt, &amp;c.</b>	
Oolong, good to fine	0 50 0 65	Harness, beat	0 32 0 34	American bris.	1 50 1 50
Y. Hyson, com. to gd.	0 45 0 55	" No. 2	0 30 0 33	Liverpool coarse	1 25 1 30
Medium to choice	0 65 0 80	Upper heavy	0 44 0 38	Plaster	1 05 1 10
Extra choice	0 85 0 95	" light	0 26 0 40	Water Lime	1 50 0 50
unpow'd re. to ma	0 55 0 70				
unpow'd med. to ma	0 70 0 85				

Soap & Candles.		Brandy:	
D. Crawford & Co.'s	\$ c. \$ c.	Hennessy's, per gal.	\$ c. \$ c.
Imperial	0 07 1/2 0 08	Martell's	2 30 2 50
Golden Bar	0 07 0 07 1/2	J. Robin & Co.'s	2 25 2 35
Silver Bar	0 07 0 07	Otard, Dupuy & Co.	2 25 2 35
Crown	0 05 0 05	Brandy, cases	3 50 9 00
No. 1	0 03 1/2 0 03	Brandy, com. per c.	4 00 4 50
Candles	0 00 0 11 1/2	Whiskey:	
<b>Wines, Liquors, &amp;c.</b>		Common 36 u. p.	0 62 1/2 0 65
Ale:		Old Rye	0 85 0 87 1/2
English, per doz.	2 00 2 65	Malt	0 85 0 87 1/2
Guinness Dub Portr.	2 35 2 40	Toddy	0 85 0 87 1/2
<b>Spirits:</b>		Scotch, per gal.	1 90 2 10
Pure Jamaica Rum	1 87 2 25	Irish—Kinnaman's c.	7 00 7 50
De Kuyper's H. Gin.	1 56 1 65	"Dunnville's Belt"	6 00 6 25
Boots's Old Tom	1 90 2 00	<b>Wool.</b>	
<b>Gins:</b>		Fleece, lb.	0 25 0 35
Green, cases	4 00 4 25	Pulled	0 22 0 25
Boots's Old Tom, c.	6 00 6 25	<b>Furs.</b>	
<b>Wines:</b>		Bear	3 00 10 00
Port, common	1 00 1 25	Beaver	1 00 1 25
"fine old"	2 00 4 00	Coon	0 20 0 40
Sherry, common	1 00 1 50	Fisher	4 00 6 00
"medium"	1 70 1 80	Martin	1 40 1 80
"old pale or golden"	2 50 4 00	Mink	4 00 4 25
		Otter	5 75 6 00
		Spring Rats	0 15 0 17
		Fox	1 20 1 25

INSURANCE COMPANIES.

ENGLISH.—Quotations on the London Market.

No. of Shares	Last Dividend	Name of Company.	Shares parval	Amount paid.	Last Sale.
20,000	7 1/2	Briton Medical and General Life	10	5	1 1/2
50,000	8	Commer'l Union, Fire, Life and Mar.	50	5	5 1/2
24,000	8	City of Glasgow	25	2 1/2	5 1/2
5,000	9 1/2	Edinburgh Life	100	15	31 1/2
402,000	5 1/2 yr	European Life and Guarantee	2	11 1/2	5 1/2
100,000	10	Etna Fire and Marine	10	1 1/2	0
20,000	5	Guardian	100	50	5 1/2
24,000	12	Imperial Fire	500	50	0
7,500	9 1/2	Imperial Life	100	10	15 1/2
10,000	10	Lancashire Fire and Life	20	2	2 1/2
1,000	11	Life Association of Scotland	40	7 1/2	25
35,862	45s. p. sh.	London Assurance Corporation	25	12 1/2	49
10,000	5	London and Lancashire Life	10	1	19s.
87,504	40	Liverp'l & London & Globe F. & L.	20	2	6 15-16ths
20,000	5	National Union Life	5	1	0
20,000	12 1/2	Northern Fire and Life	100	5	11 1/2
40,000	63, 50, 5s.	North British and Mercantile	50	6 1/2	19 1/2
43,000	50	Ocean Marine	25	5	19 1/2
7,500	45 12s.	Provident Life	100	10	0
2,000	24 p. s.	Phoenix	10	1	14s.
2,000	2 1/2 yr.	Queen Fire and Life	10	1	17s.
100,000	3s. 6d. 4s.	Royal Insurance	20	3	6
20,000	10	Scottish Provincial Fire and Life	50	2 1/2	5
1,000	25	Standard Life	50	12	65 1/2
4,000	5	Star Life	25	1 1/2	—
<b>CANADIAN.</b>					
8,000	4	British America Fire and Marine	\$50	\$25	53 54xd
4900	12	Canada Life	250	25	13 1/2
10,000	3	Montreal Assurance	50	11	—
		Provincial Fire and Marine	40	3 1/2	23 1/2
		Quebec Fire	100	40	90
		"Marine	100	40	90
10,000	57 mo's.	Western Assurance	40	9	—

RAILWAYS.

Shares	Par	Montreal	London
Atlantic and St. Lawrence	£10	All	58 60
Buffalo and Lake Huron	20 1/2	"	3 3 1/2
Do. do Preference	10	"	5 1/2 6 1/2
Buff. Brantt. & Goderich, 6 1/2 c. 1872-3-4	100	"	65 69
Champlain and St. Lawrence		"	10
Do. do Pref. 10 1/2 ct.		"	73
Grand Trunk	100	15 16	15 1/2 16
Do. Eq. G. M. Bds. 1 ch. 6 1/2 c.	100	"	84 86
Do. First Preference, 5 1/2 c.	100	"	10 51
Do. Deferred, 3 1/2 ct.	100	"	—
Do. Second Pref. Bonds, 5 1/2 c.	100	"	30 40 1/2
Do. do Deferred, 3 1/2 ct.	100	"	—
Do. Third Pref. Stock, 4 1/2 ct.	100	"	26 1/2 27 1/2
Do. do Deferred, 3 1/2 ct.	100	"	—
Do. Fourth Pref. Stock, 3 1/2 ct.	100	"	17 1/2 18 1/2
Do. do Deferred, 3 1/2 ct.	100	"	—
Great Western	20 1/2	13 14	14 1/2 14 1/2
Do. New	20 1/2	18	—
Do. 6 1/2 c. Bds. due 1873-76	100	All	99 101
Do. 5 1/2 c. Bds. due 1877-78	100	"	93 94
Marine Railway, Halifax \$250, all	\$250	"	—
Northern, of Canada, 6 1/2 c. 1st Pref. Bds.	100	"	80 83

EXCHANGE.

	Halifax	Montreal	Quebec	Toronto
Bank on London, 60 days	12 1/2	9 1/2 9 1/2	9 1/2 9 1/2	9 1/2
Sight or 75 days date	11 1/2 12	8 9	9 1 1/2	8 1/2 to 9
Private do.				
Private, with documents				
Bank on New York		25 1/2 26	25 25 1/2	7 1/2
Private do.		20 20 1/2	25 26	—
Gold Drafts do.		1/2 dis. to p.	par 1/2 dis.	par 1/2 dis.
Silver		4 4 1/2	—	4 to 6

STOCK AND BOND REPORT.

The dates of our quotations are as follows:—Toronto, Jan. 19; Montreal, Jan. 18; Quebec, Jan. 18; London, Dec. 31.

NAME	Shares	Paid up	Divid'd last 6 Months	Dividend Day.	CLOSING PRICES			
					Toronto	Montreal	Quebec	London
<b>BANKS.</b>								
British North America	\$250	All	3	July and Jan.	101 1/2 102	—	100 101	—
Jacques Cartier	50	"	4	1 June, 1 Dec.	107 108	107 108	107 107 1/2	—
Montreal	200	"	5	—	139 140	139	139 139	—
Nationale	50	"	4	1 Nov, 1 May.	105 106	105	104 107	—
New Brunswick	100	"	—	—	—	—	—	—
Nova Scotia	200	25	7 & 1/2 8 3/4	Mar. and Sept.	—	—	—	—
Du Peuple	50	"	4	1 Mar, 1 Sept.	108 109	108 1/2	108 109	—
Toronto	100	"	4	1 Jan, 1 July.	118 120	119	117 118	—
Bank of Yarmouth	—	—	—	—	—	—	—	—
Canadian Bank of Com'e	50	95	—	—	102 102	101 102	101 102	—
City Bank Montreal	80	All	4	1 June, 1 Dec.	100 101	100 101	100 101	—
Commer'l Bank (St. John)	100	"	4 ct.	—	—	—	—	—
Eastern Townships' Bank	50	"	4	1 July, 1 Jan.	—	97 100	96 96 1/2	—
Gore	40	"	none	1 Jan, 1 July.	39 40	40 45	40 45	—
Halifax Banking Company	—	—	—	—	—	—	—	—
Mechanics' Bank	50	70	4	1 Nov, 1 May.	95 96	94 96	94 96	—
Mercants' Bank of Canada	100	70	4	1 Jan, 1 July.	107 107 1/2	107 107 1/2	108 108 1/2	—
Merchants' Bank (Halifax)	—	—	—	—	—	—	—	—
Molson's Bank	50	All	4	1 Apr, 1 Oct.	110 111	110 111	109 110	—
Niagara District Bank	100	70	3 1/2	1 Jan, 1 July.	—	—	—	—
Ontario Bank	40	All	4	1 June, 1 Dec.	100 100 1/2	99 100	99 100	—
People's Bank (Fred'kton)	100	"	—	—	—	—	—	—
People's Bank (Halifax)	20	"	7 1/2 m	—	—	—	—	—
Quebec Bank	100	"	3 1/2	1 June, 1 Dec.	98 99	98 1/2	98 100	—
Royal Canadian Bank	50	50	4	1 Jan, 1 July.	84 85	85	84 85	—
St. Stephens Bank	100	All	—	—	—	—	—	—
Union Bank	100	70	4	1 Jan, 1 July.	103 103 1/2	103 103 1/2	103 104	—
York Bank (Halifax)	100	40	7 1/2 mo	Feb. and Aug.	—	—	—	—
<b>MISCELLANEOUS.</b>								
British America Land	250	44	2 1/2	—	—	—	—	—
British Colonial S. S. Co.	250	32 1/2	2 1/2	—	—	—	—	—
Canada Company	32 1/2	All	5	—	—	—	—	—
Canada Landed Credit Co.	50	20	3 1/2	—	72 72 1/2	—	—	—
Canada Per. Bldg Society	50	All	5	—	123 123 1/2	—	—	—
Canada Mining Company	4	90	—	—	—	—	—	—
Do. Inld Steam Nav. Co.	100	All	20 12 m	—	—	106 107 1/2	106 107	—
Do. Glass Company	100	"	12 1/2	—	—	—	—	—
Canada Loan & Investm't	25	2 1/2	7	—	—	—	—	—
Canada Agency	10	1	—	—	—	—	—	—
Colonial Securities Co.	—	—	—	—	—	—	—	—
Freehold Building Society	100	All	4	—	106 107	—	—	—
Halifax Steamboat Co.	100	"	5	—	—	—	—	—
Halifax Gas Company	—	—	—	—	—	—	—	—
Hamilton Gas Company	—	—	—	—	—	—	—	—
Huron Copper Bay Co.	4	12	20	—	—	25 40 p	—	—
Lake Huron S. and C.	5	102	—	—	—	—	—	—
Montreal Mining Consols	20	\$15	—	—	—	3 90 3 30	—	—
Do. Telegraph Co.	40	All	5	—	134 136	133 136	132 133	—
Do. Elevating Co.	0 1/2	"	15 12 m	—	—	100 102 1/2	—	—
Do. City Gas Co.	40	"	4	15 Mar, 15 Sep.	—	137 139	135 136	—
Do. City Pass. R. Co.	50	"	5	—	—	110 111	108 109	—
Nova Scotia Telegraph	20	"	—	—	—	—	—	—
Quebec and L. S.	8	4	—	—	—	—	—	—
Quebec Gas Co.	200	All	4	1 Mar, 1 Sep.	—	—	119 120	—
Quebec Street R. R.	50	25	8	—	—	—	90 90	—
Richelieu Navigation Co.	150	All	7 p.a.	1 Jan, 1 July.	—	115 116	115 116	—
St. Lawrence Tow Boat Co.	100	"	—	3 Feb.	—	—	40 41	—
Tor to Consumers' Gas Co.	50	"	2 1/2 m.	1 My Au Mar Fe	107 108	—	104 104 1/2	—
Trust & Loan Co. of U. C.	20	5	3	—	—	—	—	—
West'n Canada Bldg Soc'y	50	All	5	—	115 116	—	—	—

SECURITIES.

	London	Montreal	Quebec	Toronto
Canadian Gov't Deb. 6 1/2 ct. stg.	—	104	102 1/2 103	103 103
Do. do. 6 do due Ja. & Jul. 1877-84	106 1/2 107 1/2	—	—	—
Do. do. 6 do. Feb. & Aug.	105 107	—	—	—
Do. do. 6 do. Mch. & Sep.	104 106	—	—	—
Do. do. 5 1/2 ct. enr. 1883	95 96	94	92 1/2 93	93 94
Do. do. 5 do. stg. 1885	94 96	94	92 1/2 93 1/2	93 94
Do. do. 7 do. cur.	—	—	—	—
Dominion 6 p. c. 1878 cy.	—	104 1/2 105 1/2	104 104 1/2	104 105
Hamilton Corporation	—	—	—	—
Montreal Harbor, 8 1/2 ct. d. 1869	—	—	—	—
Do. do. 7 do. 1870	—	—	—	—
Do. do. 6 1/2 do. 1875	—	101 102	—	—
Do. do. 6 1/2 do. 1873	—	—	—	—
Do. Corporation, 6 1/2 c. 1891	—	—	—	—
Do. 7 p. c. stock	—	107 1/2 110	94 1/2 95	95 96
Do. Water Works, 6 1/2 c. stg. 1878	—	—	—	—
Do. do. 6 do. cy. do.	—	96 1/2 96 1/2	—	—
New Brunswick, 6 1/2 ct., Jan. and July	104 106			

**Financial.**

**Pellatt & Osler.**

STOCK AND EXCHANGE BROKERS, Accountants,  
Agents for the Standard Life Assurance Company.  
OFFICE—86 King Street East, Four Doors West of  
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HENRY PELLATT, EDMUND B. OSLER,  
1y. Notary Public. Official Assignee.

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Offers for sale on Conditions of Settlement,

**GOOD FARM LANDS**

In the County of Peterboro, Ontario,

In the well settled Township of Dysart, where there are  
Grist and Saw Mills, Stores, &c., at

ONE AND A HALF DOLLARS AN ACRE.

In the adjoining Townships of Guilford, Dudley, Har-  
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DOLLAR AN ACRE.

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Or to ALEX. NIVEN, P.L.S.,  
Agent C. L. & E. Co., Hainburton.

**Canada Permanent Building and Savings  
Society.**

Paid up Capital ..... \$1,000,000  
Assets ..... 1,700,000  
Annual Income ..... 400,000

Directors:—JOSEPH D. RIDOUT, President.  
PETER PATERSON, Vice-President.  
J. G. Worts, Edward Hooper, S. Nordheimer, W. C.  
Chewett, E. H. Rothford, Joseph Robinson  
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OFFICE—Masonic Hall, Toronto Street, Toronto.

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**J. T. & W. Penneck.**

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Brokers.  
Ottawa, Dec. 21st, 1867. 10-1y

**North British and Mercantile Insurance  
Company.**

Established 1809.

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LOCAL OFFICES, NOS. 4 & 6 WELLINGTON STREET.

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LOMBARD ST. AND CHANCING CROSS,  
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Insurances effected in all parts of the World

Claims paid

WITH PROMPTITUDE and LIBERALITY.

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**Handbook of the Adjustment of Fire Losses.**

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(OF ENGLAND.)

ESTABLISHED 1843.

Capital £100,000 Stg. Guarantee Fund £800,000 Stg.

Claims paid £541,000 Stg. Profits divided £240,000 Stg.

ONE HUNDRED THOUSAND DOLLARS

Deposited for the SECURITY OF CANADIAN POLICY HOLDERS.  
Moderate rates of premium—Sound management—Sixty  
per cent of profits divided amongst policy holders.

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General Agent, E. N. A.

CANADA BRANCH OFFICE,

17-6m. 78 King St. East, Toronto.

**Insurance.**

**Canada Life Assurance Company.**

**CAPITAL AND CASH ASSETS**

OVER \$2,000,000.

**SUMS ASSURED**

\$5,000,000.

A COMPARISON of the rates of this Company with  
others cannot fail to demonstrate the advantage of  
the low premiums, which, by the higher returns from its  
investments, it is enabled to offer.

IF PREFERRED, ASSURERS NEED ONLY

PAY ONE-HALF OF EACH YEAR'S PREMIUM IN  
CASH,

during the whole term of policies on the 10 payment plan,  
or for seven years on the whole life plan.

For the unpaid portion of premiums,

"NOTES" ARE NOT REQUIRED BY THIS COMPANY

so that assureds are not liable to be called upon for pay-  
ment of these, nor for assessments upon them, as in the  
case of Mutual Companies.

Every facility and advantage which can be afforded are  
offered by this Company.

A. G. RAMSAY, Manager.

E. BRADBURN, Agent,

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**The Liverpool and London and Globe  
Insurance Company**

INVESTED FUNDS:

FIFTEEN MILLIONS OF DOLLARS.

DAILY INCOME OF THE COMPANY:

TWELVE THOUSAND DOLLARS.

LIFE INSURANCE,

WITH AND WITHOUT PROFITS.

FIRE INSURANCE

On every description of Property, at Lowest Remunerative  
Rates.

JAMES FRASER, Agent,

5 King Street West.

Toronto, 1868. 8-1y

**British Medical and General Life  
Association,**

with which is united the

BRITANNIA LIFE ASSURANCE COMPANY.

Capital and Invested Funds.....£750,000 Sterling.

ANNUAL INCOME, £220,000 Stg. :

Yearly increasing at the rate of £25,000 Sterling.

THE important and peculiar feature originally intro-  
duced by this Company, in applying the periodical  
Bonuses, so as to make Policies payable during life, without  
any higher rate of premiums being charged, has caused  
the success of the BRITISH MEDICAL AND GENERAL to be  
almost unparalleled in the history of Life Assurance. Life  
Policies on the Profit Scale become payable during the lifetime  
of the Assured, thus rendering a Policy of Assurance a  
means of subsistence in old age, as well as a protection for a  
family, and a more valuable security to creditors in the  
event of early death; and effectually meeting the often  
urged objection, that persons do not themselves reap the  
benefit of their own prudence and forethought.

No extra charge made to members of Volunteer Corps  
for services within the British Provinces.

24 TORONTO AGENCY, 5 KING ST. WEST.

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**The Victoria Mutual**

FIRE INSURANCE COMPANY OF CANADA.

Insures only Non-Hazardous Property, at Low Rates.

BUSINESS STRICTLY MUTUAL.

GEORGE H. MILLS, President.

W. D. BOCKEL, Secretary.

HEAD OFFICE.....HAMILTON, ONTARIO

aug 15-1y

**Canadian Express Company,**  
GENERAL EXPRESS FORWARDERS, CUSTOM-HOUSE  
BROKERS,  
AND  
SHIPPING AGENTS.

GOODS and VALUABLES forwarded by all principal Passenger Trains.  
Reduced rates for all large consignments.  
Reduced rates on Poultry, Butter, and other produce, to principal markets in Canada and the United States.  
All perishable articles guaranteed against damage by frost, without extra charge, nature of goods at all times to be stipulated in receipt at time of shipment.  
Consignments for Lower Provinces taken to Portland, at low rates, and from thence by Steamer or Express, as required, securing quick dispatch.  
A Weekly Express is made up for Europe, for which goods should be sent forward in time to reach Portland on Friday each week.  
Unsurpassed facilities as shipping agents in Liverpool.  
Reduced rates on large Consignments from the Steamer at Portland.  
For particulars, inquire at any of the principal offices. Consignments solicited.

G. CHENEY,  
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16-51

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(W. R. Brown, W. C. Chewett)

60 KING STREET EAST, TORONTO,

TRANSACTS a general Banking Business, Buys and Sells New York and Sterling Exchange, Gold, Silver, U. S. Bonds and Uncurrent Money, receives Dep. sits subject to Cheque at sight, makes Collections and Discounts Commercial Paper.

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ARE now manufacturing and have for sale,

COAL OIL LAMPS,  
various styles and sizes.

LAMP CHIMNEYS,  
of extra quality for ordinary Burners also,  
for the 'Comet' and 'Sun' Burners.

TABLE GLASSWARE, HYACINTH GLASSES,  
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KEROSENE BURNERS, COLLARS and SOCKETS, will be kept on hand.

DRUGGISTS' FLINT GLASSWARE, and  
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Invested Funds Upwards of £1,000,000 Sterling.

THIS Institution differs from other Life Offices, in that the BONUSES FROM PROFITS are applied on a special system for the Policy-holder's personal benefit and enjoyment during his own lifetime, with the option of large bonus additions to the sum assured. The Policy-holder thus obtains a large reduction of present outlay, or a provision for old age of a most important amount in one cash payment, or a life annuity, without any expense or outlay whatever beyond the ordinary Assurance Premium for the Sum Assured, which remains intact for Policy-holders' heirs, or other purposes.

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

Capital, Surplus and Reserved Funds	\$17,000,000
Life Reserve Fund	\$9,965,100
Daily Cash Receipts	\$20,000

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- HENRY STAINES, Esq., Deputy Chairman (Manager Ontario Bank).
- E. H. KING, Esq., (General Manager Bank of Montreal).
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FIRE INSURANCE Risks taken at moderate rates, and every description of Life Assurance effected, according to the Company's published Tables, which afford various convenient rates (applicable alike to business men and heads of families) and securing this desirable protection.

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23 1y

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FRED. COLE, Secretary.

CAPITAL.....£2,500,000 STERLING.

**LIFE DEPARTMENT.**

The LIFE FUNDS are entirely separate, and are invested in the names of special Trustees. ECONOMY OF MANAGEMENT guaranteed by a clause in the Deed of Association. 80 PER CENT. OF PROF. is divided among participating Policy-holders. BONDS declared to 1867 averaged £2 1/2 per cent., equalling a cash return of about every third year's Premium.

**FIRE DEPARTMENT.**

Assurances granted on Dwelling-houses and their contents, as well as on General Mercantile Property, Manufactories, &c. Agents in the principal Cities, Towns and Villages in Canada.

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INSURES LIVE STOCK against death from any cause. The only Canadian Company having authority to do this class of business.

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**HOME DISTRICT Mutual Fire Insurance Company.**

Office—North-West Cor. Yonge & Adelaide Streets, TORONTO. (UN STAIRS.)

INSURES Dwelling Houses, Stores, Warehouses, Merchandise, Furniture, &c.

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HEAD OFFICE—PICTON, ONTARIO. President, L. E. STINSON; Vice-President, W. A. RICHARDS. Directors: H. A. McPAIL, James Cavan, James Johnson, S. S. DeMill, William DeLong.—Treasurer, David Barker; Secretary, John Twigg; Solicitor, R. J. Fitzgerald.

THIS Company is established upon strictly Mutual principles insuring farming and isolated property, not hamlets, in Townships only, and offers great advantages to insurers, at low rates for five years, without the expense of a renewal. Pictou, June 15, 1868. 9-1y

**Hartford Fire Insurance Company.** HARTFORD, CONN.

Cash Capital and Assets over Two Million Dollars.

**\$2,026,220.29.**

CHARTERED 1810.

THIS old and reliable Company, having an established business in Canada of more than thirty years standing, has complied with the provisions of the new Insurance Act, and made a special deposit of

**\$100,000**

with the Government for the security of policy-holders, and will continue to grant policies upon the same favorable terms as heretofore.

Specially low rates on first-class dwellings and farm property for a term of one or more years.

Losses as heretofore promptly and equitably adjusted. H. J. MORSE & Co., Agents. Toronto, Ont.

ROBERT WOOD, GENERAL AGENT FOR CANADA 10-6m

**THE AGRICULTURAL Mutual Assurance Association of Canada.**

HEAD OFFICE..... LONDON, ONT.

A purely Farmers' Company. Licensed by the Government of Canada.

Capital, 1st January, 1865..... \$220,121 25  
Cash and Cash Lien, over..... \$65,000 0  
No. of Policies in force..... 23,700

THIS Company insures nothing more dangerous than Farm property. Its rates are as low as any well-established Company in the Dominion, and lower than those of a great many. It is largely patronized, and continues to grow in public favor. For Insurance, apply to any of the Agents or address the Secretary, London, Ontario. London, 2nd Nov., 1868. 13-1y.

**Insurance.**

**The Gore District Mutual Fire Insurance Company**

GRANTS INSURANCES on all description of Property against loss or damage by FIRE. It is the only Mutual Fire Insurance Company which assesses its Policies yearly from their respective dates; and the average yearly cost of insurance in it, for the past three and a half years, has been nearly

**TWENTY CENTS IN THE DOLLAR**

less than what it would have been in an ordinary Proprietary Company.

THOS. M. SIMONS, Secretary & Treasurer.

ROBT. McLEAN, Inspector of Agencies. Galt, 25th Nov., 1868. 16-1y

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FIRE, Life, Marine, Accident, and Stock Insurance Agent

Very best Companies represented.

Windsor, Ont. June, 1868

**The Standard Life Assurance Company,** Established 1825.

WITH WHICH IS NOW UNITED

**THE COLONIAL LIFE ASSURANCE COMPANY.**

Head Office for Canada:

MONTREAL—STANDARD COMPANY'S BUILDINGS, No. 47 GREAT ST. JAMES STREET.

Manager—W. M. RAMSAY. Inspector—RICH'D BULL.

THIS Company having deposited the sum of ONE HUNDRED AND FIFTY THOUSAND DOLLARS with the Receiver-General, in conformity with the Insurance Act passed last Session, Assurances will continue to be carried out at moderate rates and on all the different systems in practice.

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**THE BRITISH AMERICA ASSURANCE COMPANY.**

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Deputy Governor:

PETER PATERSON, Esq.

Fire Inspector: E. ROBY O'BRIEN Marine Inspector: CAPT R. COURNEEN.

Insurances granted on all descriptions of property against loss and damage by fire and the perils of inland navigation.

Agencies established in the principal cities, towns, and ports of shipment throughout the Province.

THOS. WM BIRCHALL, Managing Director. 23-1y

**Queen Fire and Life Insurance Company,** OF LIVERPOOL AND LONDON,

ACCEPTS ALL ORDINARY FIRE RISKS on the most favorable terms.

**LIFE RISKS**

Will be taken on terms that will compare favorably with other Companies.

CAPITAL. . . . . \$1,000,000 Stg.

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A. MACKENZIE FORBES,

12 St. Sacrament St., Merchants' Exchange, Montreal. Wm. ROWLAND, Agent, Toronto. 1-1y

**Insurance.**

**The Waterloo County Mutual Fire Insurance Company.**

HEAD OFFICE: WATERLOO, ONTARIO.

ESTABLISHED 1863.

THE business of the Company is divided into three separate and distinct branches, the

**VILLAGE, FARM, AND MANUFACTURES.**

Each Branch paying its own losses and its just proportion of the managing expenses of the Company.

C. M. TAYLOR, Sec. M. SPRINGER, M.M.P., Pres. J. HUGHES, Inspector. 15-yr

**Etna Fire and Marine Insurance Company of Dublin.**

AT a Meeting of the Shareholders of this Company, held at Dublin, on the 13th ult., it was agreed that the business of the "ETNA" should be transferred to the "UNITED PORTS AND GENERAL INSURANCE COMPANY." In accordance with this agreement, the business will hereafter be carried on by the latter Company, which assumes and guarantees all the risks and liabilities of the "ETNA." The Directors have resolved to continue the CANADIAN BRANCH, and arrangements for resuming FIRE and MARINE business are rapidly approaching completion.

T. W. GRIFFITH, MANAGER.

**The Commercial Union Assurance Company,**

19 & 20 CORNHILL, LONDON, ENGLAND.

Capital, £2,500,000 Stg.—Invested over \$2,000,000

FIRE DEPARTMENT.—Insurance granted on all descriptions of property at reasonable rates.

LIFE DEPARTMENT.—The success of this branch has been unprecedented—NINETY PER CENT. of premiums now in hand. First year's premiums were over \$100,000. Economy of management guaranteed. Perfect security. Moderate rates.

OFFICE—345 & 387 ST PAUL STREET, MONTREAL.

MORLAND, WATSON & Co.,

General Agents for Canada.

FRED. COLE, Secretary.

Inspector of Agencies—T. C. LIVINGSTON, F.L.S.

W. M. WESTMACOTT, Agent at Toronto.

16-1y

**Lancashire Insurance Company.**

CAPITAL, . . . . . £2,000,000 Sterling

**FIRE RISKS**

Taken at reasonable rates of premium, and

ALL LOSSES SETTLED PROMPTLY,

By the undersigned, without reference elsewhere

S. G. DUNCAN-CLARK & CO.,

General Agents for Ontario,

N. W. Corner of King & Church Streets

Toronto. 25-1y

**Etna Fire & Marine Insurance Company**

INCORPORATED 1819. CHARTER PERPETUAL.

CASH CAPITAL, . . . . . \$3,000,000

LOSSES PAID IN 50 YEARS, 23,500,000 00.

JULY, 1868.

ASSETS.

(At Market Value.)

Cash in hand and in bank	\$544,842 29
Real Estate	253,267 29
Mortgage Bonds	932,245 00
Bank Stock	1,272,676 00
United States, State and City Stock, and other	
Public Securities	72,040,856 51
<b>Total</b>	<b>\$5,052,886 19</b>

LIABILITIES.

Claims not Due, and Unadjusted	\$499,805 55
Amount required by Mass and New York for Re-insurance	1,405,267 15

THOS. R. WOOD,

Agent for Toronto.

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# ONTARIO PEAT CO.

## PROSPECTUS OF THE ONTARIO PEAT COMPANY.

**LIMITED LIABILITY. . . . . HEAD OFFICE—TORONTO.**

To be Organized under the Act 27 and 28 Victoria, Chapter 23, and the Amendments thereto.

**T**HE property of the company forms a portion of the well-known "Cranberry Marsh," in the Townships of Humberstone and Wainfleet, County of Welland, and Province of Ontario, traversed by the Welland Canal, as well as by its "Feeder," which is also navigable; and is composed of the following lots, viz. :—

	Acres.
Humberstone—South halves of 28, 30, 32 and 33, Concession IV.....	400
Wainfleet—South halves of 6 and 7, Concession IV.....	200
" Whole of 10, Concession II, and the whole of 10 and 11, Concession III.....	600
" Parts of 8 and 9, Concessions IV. and V., about.....	200
<b>Total.....</b>	<b>1400</b>

A main ditch six feet deep has been made by the County through the whole of this Marsh for surface drainage, at an expenditure of \$50,000; and this ditch runs along a portion of every one of the above lots, except two which abut upon the feeder of the Welland Canal.

The several lots above enumerated were the first chosen from the Marsh, having been selected for their great value as Peat Deposits. The remaining Peat lands have been obtained by the Anglo-American Peat Company, which has been operating most successfully during the past season upon a lot adjoining one of the Company's lots. A most satisfactory report has been obtained from Frederick Holmes, Esq., the County Engineer—a gentleman who has had large experience in these peat lands, having not only surveyed and laid off the Marsh into lots for the County, but has also been employed as superintendent in the ditching operations which have been undertaken and carried out through the whole extent of the Marsh. His estimate of the quantity of Peat contained in the Company's lands is placed at three millions of tons, at the very least; and this estimate is fully borne out by the eminent firm of Messrs. Macdougall and Skae, Civil Engineers, Toronto, who were specially despatched to make a personal examination of the property, and whose report is subjoined.

Peat can be laid down on the banks of the canal at the cost of from \$1 to \$1.25 per ton, and can from thence be forwarded by water to market in all directions, at small cost, and without transshipment; to say nothing of the facilities and advantages afforded by no less than five railways, one of which, the "Buffalo and Lake Huron," passes within twenty chains of the property. In addition to these advantages, the fact may be noticed, that about thirty vessels pass through the canal every day during the season of navigation, the steamers requiring fuel for their own use, and the sailing vessels seeking cargoes, and requiring ballast westward to Chicago and other points.

The demand for this fuel for private consumption will be very great when its superior qualities become more widely known. Already railways and steamers are beginning to use it instead of wood and coal, with the most satisfactory results, experience having proved that one ton of peat is equal to about one and one-third cords of the best hard wood. With a view to the full and proper development of this property, it is proposed to organize the Company with a capital of \$120,000, in 2,400 shares of \$50 each; \$50,000 of this sum to be retained by the Directors for working capital, the balance to be applied to the purchase of the real estate. It is also proposed that 5 per cent shall be paid at the time of subscription, and the balance in calls of 10 per cent at such times as the Directors may name, but not oftener than once in every three months, from 1st of January, 1869.

The affairs of the Company will be managed by a Board of five Directors, the first set to be provisional, and, as soon as the charter is obtained and the Company organized, the permanent Directors to be chosen by the Shareholders, and to be elected annually.

The principal office of the Company to be in the City of Toronto. The property has been conveyed to Peleg Howland, Esquire, who will hold the same in trust until the Company is organized.

### PROVISIONAL DIRECTORS.

- |                                     |                                |                                     |
|-------------------------------------|--------------------------------|-------------------------------------|
| HENRY S. HOWLAND, Esquire, Toronto. | JOHN FISKEN, Esquire, Toronto. | LARRATT W. SMITH, Esquire, Toronto. |
| ALFRED TODD, Esquire, Ottawa.       |                                | EDWARD A. C. PEW, Esquire, Welland. |

Further information can be obtained at the office of C. J. Campbell, Esquire, Banker, 92 King Street East, Toronto, who will act as Provisional Treasurer, and will also receive subscriptions for Stock.

CHAMBERS, 17 TORONTO STREET, TORONTO, JANUARY 11, 1869.

*To the Directors of the Ontario Peat Company,—*

**GENTLEMEN,**—We have the honor to lay before you the following report, on the Peat Beds in the Great Cranberry Marsh, situated in the County of Welland. The swamp, or to call it by a more proper name, moor, for it is more like the moors of Scotland than the swamps of this country, is intersected by a large drain, which at present carries off a considerable quantity of water; and from its juxta position, to the lots owned by your company could be made available for drainage purposes. The moor rises gradually from its northern limit in concession 4, to its summit, at the south end of concession 3, about four feet on two and a half miles, where it is about eight feet above the level of Lake Erie; while, on the north, from the end of the moor to the Welland River, distant about a mile and a half, there is a fall of sixteen feet. Following the course of the water through the various drains, the result arrived at is, that the moor is higher than the surrounding country, which is under cultivation.

The peat on this marsh, brought up by the boring rods, as well as that lying on the sides of the drains, thrown up when they were made, shows a good quality of a dark black color, in every lot. There is a layer of red peat in some of the lots of the Township of Humberstone; but generally the peat was of the dark colour above mentioned. The surface of the marsh, or moor, has been burnt once or twice, so that there is not much moss or upper growth, nor are there many trees alive; and on the lots owned by your company this is more marked. The lots are conveniently placed for working, and connections could be formed, at a small cost, to the several outlets that surround this tract of land; and the surface being regular, no difficulty would be encountered in laying tramroads.

In making the borings for this report, the valuable assistance of the County Engineer, Mr. Frederick Holmes, was obtained, as he had superintended the making of the drains, and had laid out several of the lots some years ago, and since that time had been intimately acquainted with the moor. The depths arrived at give an average of six to eight feet of peat over all the lots in the 3rd and 4th concessions, while in the lot of the 2nd concession of the Township of Wainfleet, the peat is very deep, averaging about 15 feet, and it is said to go even deeper. There are 200 acres in this lot.

The regularity of the upper surface of this large tract of land, both peat and arable, being combined with the result of the borings taken, tend to a conclusion that the bottom of the peat bed must also be regular, as there are no hills or mounds of any size or consequence in the vicinity.

The Anglo-American Peat Fuel Company have been at work during last summer on a portion of this marsh, opposite to some of the lots owned by your Company. They find the loss, by weight and shrinkage to be 75 per cent.; or to make one ton of peat fuel, four tons of peat are required. This is less than that of a similar project in the Lower Province, where the shrinkage is 85 per cent.

From the data and experience of the Anglo-American Company, taking the loss by weight and shrinkage at 75 per cent., with an average of from six to eight feet over all the lots, but that in the 5th Concession of Wainfleet, which is taken at sixteen feet, we find the property of your Company, situated in the marsh, to be capable of producing over 3,000,000 tons of fuel.

A fuller report, by us, lies in the hands of Mr. C. J. Campbell, Banker, King Street, Toronto, to which also we beg to call your attention.

We have the honour to be, gentlemen,

Your obedient servants,

**MACDOUGALL & SKAE,**  
CIVIL ENGINEERS.