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Shortly
Court House
21 Oct 1882

The Shareholder

AND INSURANCE GAZETTE.

"NOTHING IN MALICE."

Vol IV.—No. 47.

MONTREAL, FRIDAY MORNING, NOVEMBER 24, 1882.

\$2.00 per Annum

RAWLINGS'
CELEBRATED ENGLISH
SODA WATER,
BRIGHTON SELTZER,
POTASS WATER,
GINGER ALE.

FRESH IMPORTATIONS JUST ARRIVED
Per S.S. "SCOTLAND,"
and S.S. "PERA."
NO OLD STOCK ON HAND.

To be had at the "BODEGA," FREE-
MAN'S, WALKER'S, and all first class
HOTELS, GROCERS AND RESTAURANTS.

Sole Agency for the Dominion
260 ST. JAMES STREET.

WESTERN EXPRESS LINE.

1882.  1882.

The above Line of First-class Steamers
are now running between

Montreal & Chicago,

Calling at intermediate ports, and con-
necting with all Railways at Toronto, Ham-
ilton and other ports.

ALSO, BETWEEN

MONTREAL and DULUTH,

Connecting with the Northern Pacific
Railway for Manitoba and the North-West.
For passage apply at 64 St James Street.

CURRIE & McLEAN, Agents,
18 91 and 92 Common Street.

HOTELS.

ST. LAWRENCE HALL,
MONTREAL.

For the past thirty years this Hotel, fam-
iliary known as the "St. Lawrence," has been
a "household word" to all travellers on the
continent of North America, and has been
patronized by all the Royal and noble person-
ages who have visited the City of Montreal.

This Hotel has been recently re-taken by
MR. HENRY HOGAN, the former proprietor, who
has handsomely and appropriately decorated
and renovated the interior, and completely re-
fitted the whole of the apartments with new
furniture.

The Hotel is admirably situated, being in the
very heart of the City, and contiguous to the
General Post Office, the Municipal Banks,
Public Buildings, Law Courts, Commercial Ex-
change, Railway and Telegraph Office.

The Hotel will be managed by MR. SAMUEL
MONTGOMERY, under the immediate personal
supervision of MR. HOGAN, than whom no one
is better qualified to conduct an hotel of such
magnitude as the St. Lawrence Hall, and than
whom no one has gained a better reputation
as an obliging, generous and considerate host.

DENNIS SONS & CO.,
BROKERS,
Land Agents and Surveyors,

HEAD OFFICE: - WINNIPEG, MAN.

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LARGE QUANTITIES OF FARM LANDS always for sale.
LOTS in all Cities and Towns in Manitoba and North West.
SPECIAL ATTENTION given to Surveys and Explorations of all kinds.
MAPS AND PLANS furnished on short notice.
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Insurance Company of North America.

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THE ACCIDENT is the only Purely Accident Insurance Company in America. It has
paid over 2,000 losses and NEVER CONTESTED A CLAIM AT LAW.

EDWARD RAWLINGS,
Managing Director.

SURETYSHIP.

THE GUARANTEE COMPANY
OF NORTH AMERICA.

CAPITAL AUTHORIZED \$1,000,000
PAID UP IN CASH (No Notes), 300,000
ASSETS, January, 1882, 375,000
DEPOSIT WITH GOVERNMENT, (at Ottawa) 57,000

THE COMPANY TRANSACTS NO OTHER BUSINESS,
and is under the same experienced management which introduced the system to this
continent nineteen years ago, and has since actively and successfully conducted the
business to the satisfaction of its patrons.

It has the records of over 30,000 Employes Guaranteed by it in all parts of the
Continent on its books.

**OVER \$160,000 HAVE BEEN PAID IN CLAIMS
TO EMPLOYERS.**

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* N.B.—This Company's Deposit is the largest made for Guarantee business by any Company, and is
not liable for the responsibilities of any other firm's.

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GENTLEMEN

Looking for Fine Carriages

With Intelligent Drivers,

WILL PLEASE CALL AT

MY STABLES,

593 AND 595

LAGAUCHETIERE STREET,

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IN THE

WINDSOR HOTEL.

J. T. MOREY.

COBOURG CAR WORKS.

ALL KINDS OF

RAILWAY CARS

Manufactured
AT THE

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Warranted to give satisfaction Applications
regarding terms may be sent to

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Cobourg, Ont.

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STEAMER MAGNETTAWAN

The Steamer MAGNETTAWAN will
leave Midland for Parry Sound every Mon-
day and Friday (weather permitting) on ar-
rival of train from Toronto and Port Hope.

Returning, leaves Parry Sound at 7 a.m.
on Tuesdays and Saturdays, connecting at
Midland with train for Toronto and Port
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For Rates and Fares apply to Agents of
the Midland or Grand Trunks Railways.

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GEO. A. COX, General Manager.

WILLIAM DOW & CO.

BREWERS AND MALTSTERS.

Superior Pale and Brown Malt, India Pal,
and Other Ales, Extra Double and Single
Stout, in wood and bottle.

Families Supplied.

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only are authorized to use our labels, viz.

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JAS. VIRTUE, 19, Aymer Street.
THOS. FERGUSON, 102 St. Elizabeth Street.
WM. BISHOP, 558 Ontario Street.
THOS. KINSELLA, 144 Ottawa Street.

BANKS.

BANK OF MONTREAL.

Established in 1818.
 INCORPORATED BY ACT OF PARLIAMENT.
 CAPITAL AUTHORIZED.....\$12,000,000
 CAPITAL PAID-UP..... 11,999,900
 RESERVE FUND..... 5,500,000

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 National Bank. Boston, The Merchants'
 National Bank. Buffalo, Bank of Commerce
 in Buffalo. San Francisco, the Bank of
 British Columbia.
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 John's, Nfld., the Union Bank of Newfound-
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 Columbia. New Zealand, The Bank of New
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 Oriental Bank Corporation.
 (Issue Circular Notes and Letters of Credit
 or Travelers available in all parts of the
 world.)

UNION BANK OF LOWER CANADA.

CAPITAL, Paid-up, - - - \$2,000,000.

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THE BANK OF BRITISH NORTH AMERICA

ESTABLISHED IN 1838.
 Incorporated by Royal Charter in 1840.
 Paid-up Capital, - - - £1,000,000 Stg.

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 and 221 Sansome Street.
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 erpool. Australia—Union Bank of Australia
 New Zealand—Union Bank of Australia
 Bank of New Zealand, Colonial Bank of New
 Zealand. India, China and Japan—Chartered
 Mercantile Bank of India. London and China
 —Agra Bank, Limited. West Indies—Colonial
 Bank. Paris—Messrs. Marcuard, Andre &
 Co. Lyons—Credit Lyonnais.

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BANK OF COMMERCE.

Head Office, - - - Toronto.

PAID-UP CAPITAL,.....\$6,000,000
 RESERVE..... 1,650,000

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 Barrie, Guelph, Sarnia.
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 Chatham, Montreal, Strathroy.
 Collingwood, Norwich, Thorold.
 Dundas, Orangeville, Toronto.
 Dunnville, Ottawa, Walkerton.
 Durham, Paris, Windsor.
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 Port Hope,

Commercial credits issued for use in Europe,
 the East and West Indies, China, Japan, and
 South America.
 Sterling and American Exchange bought
 and sold.
 Collections made on the most favorable
 terms.
 Interest allowed on deposits.

BANKERS.

New York—The American Exchange Na-
 tional Bank.
 London, England—The Bank of Scotland.

Eastern Townships Bank

AUTHORIZED CAPITAL, - \$1,500,000
 CAPITAL PAID IN 1st MAY, 1882 1,307,684
 RESERVE FUND - 220,000

BOARD OF DIRECTORS.

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 Hon. J. H. Pope, G. K. Foster, G. N. Galer,
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 Coaticook, Cornwall,
 Richmond, Granby,
 Farnham.

Agents in Montreal—Bank of Montreal.
 London, England—London & County Bank.
 Boston—National Exchange Bank.
 New York—National Park Bank.
 Collections made at all accessible points, and
 promptly remitted for.

BANKS.

The Ontario Bank.

CAPITAL, PAID-UP, \$3,000,000.
 HEAD OFFICE, - - - TORONTO.

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 G. M. Rose, Esq.,
 C. HOLLAND, General Manager.

BRANCHES.

Alliston, Oshawa,
 Bowmanville, Ottawa,
 Brussels, Peterboro,
 Guelph, Port Perry,
 Lindsay, Prince Arthur's Landing,
 Montreal, Toronto,
 Mount Forest, Whitby.

BRANCHES IN MANITOBA.

Winnipeg, Portage La Prairie.

AGENTS.

London, Eng.—Alliance Bank (Limited), Bank
 of Montreal.
 New York.—Messrs. Walter Watson and Alex.
 Lang.
 Boston.—Tremont National Bank.

EXCHANGE BANK OF CANADA.

HEAD OFFICE, - - - MONTREAL.

CAPITAL.....\$500,000.
 SURPLUS..... 300,000.

BRANCHES:

Aylmer, Hamilton, Bedford.
 Interest allowed on deposits in Savings De-
 partment.
 Drafts on England, Boston and New York
 bought and sold.
 Good commercial paper discounted.
 Collections receive special attention, and
 are remitted for on day of payment.

THOS. CRAIG,
 Managing Director.

Nov. 1st 1882

LA BANQUE NATIONALE.

CAPITAL PAID UP, \$2,000,000.

Head Office, - - - Quebec.

President.

HONORABLE IS. THIBAUDEAU.

Vice-President.

JOS. HAMEL, Esq.

Cashier.

P. LAFRANCE, Esq.

Inspector.

N. MATTE, Esq.

Directors.

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 E. Beaudet, Esq.,
 J. B. Z. Dubeau, Esq.

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Montreal, - - IC. A. Vallee, Manager.
 Ottawa, - - C. H. Carriere, do
 Sherbrooke, - John Campbell, do

Agents.

England—The National Bank of Scotland.
 London.
 France—Messrs. Alf. Grumbaum, & Co. La
 Banque de Paris et de Pays-Bas,
 Paris.
 United States—The National Bank of the Re-
 public, New York, The National
 Revere Bank, Boston.
 Newfoundland—The Commercial Bank of
 Newfoundland.
 Province of Ontario—The Bank of Toronto.
 Maritime Provinces—The Bank of New-Brun-
 swick. The Merchants Bank of Hal-
 ifax. The Bank of Montreal.
 Manitoba—The Merchant Bank of Canada.

A general Banking, Exchange and Collec-
 tion business transacted. Particular at-
 tention paid to Collections and returns made
 with utmost promptness. Correspondence
 respectfully solicited.

LA BANQUE DU PEUPLE.

ESTABLISHED IN 1835.

Capital: \$2,000,000

HEAD OFFICE - - MONTREAL.

C. S. OHERRIER, PRESIDENT.

A. A. TROTTIER, Esq., CASHIER.

FOREIGN AGENTS:

LONDON—Glynn, Mills, Currie & Co.
 NEW YORK—National Bank of the Republic.
 QUEBEC AGENCY—La Banque Nationale.

BANKS.

MERCHANTS BANK OF CANADA.

CAPITAL, PAID-UP, - - - \$5,712,880
 RESERVE FUND, - - - 750,000

Head Office, - - - - - Montreal.

BOARD OF DIRECTORS:

SIR HUGH ALLAN, - - - President.
 ROBERT ANDERSON Esq., Vice-Presdt
 Andrew Allan, Esq., Hector Mackenzie, Esq.,
 Wm. Darling, Esq., Jonathan Hodgson, Esq.,
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 J. H. PLUMMER, Supt. of Branches.

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 Brantford, Kingston, Quebec,
 Berlin, London, Renfrew,
 Chatham, Montreal, Stratford,
 Galt, Napanee, St. John's,
 Gananoque, Ottawa, St. Thomas,
 Hamilton, Owen Sound, Toronto,
 Ingersoll, Perth, Walkerton,
 Windsor.

BRANCHES IN MANITOBA:

Winnipeg, Emerson, Brandon.

Bankers in Great Britain—The Clydesdale
 Bank, (Limited,) 30 Lombard street, Lon-
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Agency in New York 48 Exchange Place
 Messrs. Henry Hague and John B. Harris, Jr.
 Agents.

Bankers in New York—The Bank of New
 York, N. B. A.

A general banking business transacted.
 Money received on deposit, and current rates
 of interest allowed.
 Drafts issued available at all points in
 Canada.
 Sterling exchange and drafts on New York
 bought and sold.
 Letters of credit issued, available in China,
 Japan, and other foreign countries.
 Collections made on favorable terms.

The Molsons Bank.

Incorporated by Act of Parliament, 1855.

Capital, \$2,000,000. Res, \$425,000.

HEAD OFFICE, MONTREAL.

DIRECTORS:

Hon. THOS. WORKMAN, M.P., President.
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 S. H. EWING, Esq. R. W. SHEPHERD, Esq.
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 F. WOLFERSTAN THOMAS, - Gen'l Manager.
 M. HEATON, - - - Inspector.

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 Clinton, Morrisburg, Toronto,
 Exeter, Owen Sound, Trenton.
 Ingersoll, Ridgetown, Waterloo, Ont
 London, Smith's Falls
 Meaford, St. Thomas

AGENTS IN THE DOMINION.

Quebec—Union Bank of Lower Canada
 and Eastern Townships Bank.
 Ontario—Ontario Bank, Dominion Bank,
 Federal Bank and their Branches.
 New Brunswick—Bank of New Brun-
 swick.
 Nova Scotia—Halifax Banking Company
 and its Branches.
 Prince Edward Island—Union Bank of P.
 E. I., Charlottetown and Summerside.
 Newfoundland—Commercial Bank of New-
 foundland, St. Johns.

AGENTS IN UNITED STATES.

New York—Mechanics' National Bank,
 Messrs. Morton, Bliss & Co., Messrs. W.
 Watson and Alex. Lang; Boston, Merchants
 National Bank; Messrs. Kidder, Peabody &
 Co.; Portland, Casco National Bank; Chi-
 cago, First National Bank; Cleveland, Com-
 mercial National Bank; Detroit, Mechanics'
 National Bank; Milwaukee, Wisconsin Ma-
 rine and Fire Insurance Co. Bank; Helena
 Montana, First National Bank; Fort Benton
 Montana, First National Bank.

AGENTS IN EUROPE.

London—Alliance Bank (limited), Messrs
 Glyn, Mills, Currie & Co.; Messrs. Morton,
 Rose & Co.
 Liverpool—The National Bank of Liver-
 pool.
 Antwerp, Belgium—La Banque d'Anvers.
 Collections made in all parts of the Do-
 minion and returns promptly remitted at
 lowest rates of exchange.
 Letters of credit issued, available in all
 parts of the world.

CANADA LIFE ASSURANCE CO'Y.

Head Office: HAMILTON, Ontario.

A. G. RAMSAY,
Pres. and Managing Director.

R. HILLS,
Secretary.

35th Year ending 30th April, 1882.

Assets	\$ 5,064,206
Income	1,008,164
New Assurances	4,133,365
Total Amount in Force	27,497,225
DEATH CLAIMS	233,491
N. B.—LOSSES EXPECTED AND PROVIDED FOR WERE.....	362,858

Policies two years in force are non-forfeitable and indisputable.

Death claims paid immediately on proof WITHOUT DISCOUNT.

PROVINCE OF QUEBEC BRANCH:

180 St. James Street, - - - Montreal.

J. W. MARLING,
Manager.

P. LAFERRIERE,
Inspector.

JAMES AKIN, Montreal District Agent.

THE SHAREHOLDER.

MONTREAL, FRIDAY MORNING, NOV. 24, 1882.

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PROFIT AND LOSS OF AMERICAN INSURANCE.

Bradstreet's has compiled some interesting statistics, making a summary of fire and fire-marine experience of the several classes of companies, Mutuals excepted, doing business openly in and reporting to the state of New York for three years and a half past, the amounts all being stated in thousands, and the third line, being included in the fourth, being omitted in the footings:—

NEW YORK STATE COMPANIES.					
Total Figures—		Insurance business only			
Income.	Exp's.	Income.	Exp's.	Income.	Exp's.
1879, 81 Co.'s. \$21,034		\$18,032	1,243		
1880, 78 Co.'s. 23,292	\$1,243	20,700	1,113		
1881, 78 Co.'s. 12,813		11,022	113		
1881, 71 Co.'s. 21,713	1,175	22,253	1,334		
1882, 69 Co.'s. 12,187		10,959			314
Totals.....	\$81,226	\$2,418	\$1,412	\$72,249	\$2,576
OTHER-STATES COMPANIES.					
1879, 63 Co.'s. \$24,449	\$ 622		\$21,153		\$2,237
1880, 63 Co.'s. 20,491	1,427		23,312		1,643
1881, 56 Co.'s. 18,491		\$231	11,794		\$107
1881, 57 Co.'s. 29,156	1,259		25,791		1,611
1882, 55 Co.'s. 15,036		1,032	13,623		872
Totals.....	\$95,102	\$3,308	\$1,033	\$83,524	\$5,401
FOREIGN COMPANIES.					
1879, 22 Co.'s. \$14,597	1,669		13,655		727
1880, 22 Co.'s. 16,525	2,804		15,065		1,834
1881, 23 Co.'s. 8,625	932		8,160		457
1881, 25 Co.'s. 10,967	2,506		18,988		1,457
1882, 27 Co.'s. 11,712	23		11,189		499
Totals.....	\$61,821	7,002	53,387	4,068	499
AMERICAN COMPANIES.					
1879, 144 Co.'s. \$45,533	48		39,490		1,650
1880, 131 Co.'s. 49,773	2,670		44,012		2,866
1881, 134 Co.'s. 25,804		231	22,816		6
1881, 128 Co.'s. 53,869	2,434		45,049		2,944
1882, 124 Co.'s. 27,173		1,870	21,222		1,186
Totals.....	\$176,328	5,152	155,773	7,480	1,186
ALL THREE SETS COMBINED.					
1879, 166 Co.'s. \$60,130	1,717		53,145		2,377
1880, 153 Co.'s. 66,278	5,474		59,017		4,700
1881, 157 Co.'s. 34,429	698		30,976		473
1881, 153 Co.'s. 73,556	4,940		66,987		4,401
1882, 151 Co.'s. 33,855		1,847	35,411		1,635
Totals.....	\$230,149	12,131	215,100	11,548	1,635

The first half of each table, as will be understood, includes interest and miscellaneous receipts on one side, and dividends with

other outgoes on the other; the other half contrasts premiums-only with outgoes less dividends. The first line given for 1881 is for the first half of that year; the second 1881 covers the entire year; the line for 1882, of course, covers only the first half-year. In several instances it will be seen that the insurance business alone left a better remainder in the shape of incomes above expenditures than did the entire business; this was occasioned by the dividend payments for the particular year, which footed up more than the receipts from interest and miscellaneous sources. Table 4, covering American companies, is simply the combination of tables 2 and 3. If any trader desires to compare the aggregated experience of the three classes for the forty-two months, we find that the companies of the state of New York saved over \$1,006,000 from their total income of \$81,226,000, and \$1,675,000 from their insurance income of \$72,249,000, these savings being 1.23 and 2.32 per cent. respectively; the other-states companies saved \$2,275,000 out of \$95,102,000 of insurance premiums, being 2.33 and 5.41 per cent. respectively; both sets of American companies combined saved \$3,282,000 out of \$176,268,000 gross income, and \$6,294,000 out of \$155,773,000 of insurance premiums, being 1.86 and 4.04 per cent. respectively; the foreign companies saved \$7,002,000 out of \$62,821,000 gross income, and \$3,569,000 out of \$58,387,000 of insurance premiums, being 11.14 and 6.11 per cent. respectively. Combining all three, we have \$10,284,000 saved out of \$239,149,000 of gross receipts, and \$9,863,000 out of \$215,160,000 of insurance premiums, being 4.30 and 4.56 per cent. respectively. Or—to write it down in a little clearer contrast—in the forty-two months there was saved over:

	—Out of each \$100 of—	Gross receipts.	Insurance business.
By the New York state companies.....	\$1.23	\$2.32	
By the other state companies.....	2.33	5.41	
By both these sets combined.....	1.86	4.04	
By the foreign companies.....	11.14	6.11	
By all combined.....	4.80	4.56	

It will be seen from this that the lion's share of profits falls to the foreign companies.

FREE NAVIGATION.

We publish elsewhere two memorials to the Governor-General on the subject of free navigation all along the Canadian inland route, from the Gulf of St. Lawrence to the head of Lake Superior. These come respectively from the Montreal Board of Trade and our local Harbor Commissioners. The first takes the same ground which this journal assumed a fortnight ago, but is nevertheless well worth renewed attention. The memorial of the Harbor Commissioners addresses itself to the subject of the Channel debt, and will meet general acceptance here as a fair statement of the case. We trust, too, that it will receive general concurrence throughout the Dominion, for the smallest reflection will show that this is no mere local or selfish question. It is, on the contrary, an essentially national one, for the

objects proposed by these two memorials will, if adopted, create a prosperity which will be felt from the Atlantic westward throughout. We do not now enter into the statistics furnished by these two important papers. Those who care to study them have here an opportunity to do so. We limit the statistical point just now to the fact that we have already spent forty millions of dollars in the construction of our canal system, and that we are now substantially confronted with the alternative of throwing away this gigantic sum or of utilising the expenditure more thoroughly than before. How we have reached this conclusion our former comments will show, but they are, however, self-apparent. The other matter, that of the Montreal Harbor and the deepening and maintenance of the channel, occupies a very different position. All three, however—that is, the above two with the canal system added—are essential to the free development of our navigation progress and of our North-Western prosperity. The fact should never be lost sight of, that although the General Government has sanctioned the enormous expenditure of forty millions of dollars on our canals it has not, since Confederation was entered upon, disbursed one cent on water improvements below this city. And while not insensible for such financial concessions as it has made in respect to our Harbor the present crisis shows that the time has arrived when it has become the national duty of the Government to do a great deal more. If we would succeed in the rivalry thrust upon us by the late vote of the New York electorate we must be prepared to still further deepen the channel, to remove all local rates, and make of Montreal in fact, not in name only, a really free port. To do this is, on the face of it, altogether beyond the power of any local body. Only the National Treasury could successfully cope with the task, and it is as much its duty as it is within its ability to do so. The object of the New York policy is to carry all the freight trade during the open season, to an American port. Ours should be, to divert it into and through Canadian waters only. Each aim is perfectly legitimate, but if Canada is true to herself, and equal to meet the emergency with the necessary promptitude, the American policy cannot fail to be beaten, as it will be over-matched in a thoroughly unequal contest.

THE RICHELIEU AND ONTARIO CO.—The meeting of the directors of the Richelieu and Ontario Navigation Co. this week was an important one in some respects. After deciding on the dividends, the question of leasing the boats to the North Shore Company came up, and, it is said, it was resolved to give that Company the privilege of purchasing the assets of the Richelieu Company within one year on a basis of \$4,500,000, or renting the boats at about \$75,000 per annum. Many other rumours in connection with this Company are current, but lack confirmation.

POSTAL TELEGRAPHY IN THE UNITED STATES.

THE plethora of money in the United States Treasury, literally so excessive that the Government does not know what to do with it, has again brought the idea of postal telegraphy in that country at the public expense into the foreground. Information comes from Washington that Postmaster-General HOWE will, in his forthcoming report, urge upon Congress the necessity for the Government entering upon the domain of postal telegraphy. He says it is the business of the Post-Office Department to facilitate prompt and rapid intercourse between the people. "We have," says the Postmaster-General, "at present a monopoly, in fact an undisputed one, of all the slow methods for transmitting letters, while corporations enjoy the exclusive privilege of sending by the rapid system messages and business communications. In my opinion the Post-Office Department ought to be equipped with every facility for postal telegraphy. The Government can do it cheaper than companies and certainly with the same promptness." The Postmaster-General's object is to press the matter upon the attention of Congress and let that body devise the best means for carrying out the system. The attitude of Judge HOWE on the postal telegraphic question has again brought to the front ex-Postmaster-General CRESWELL, whose effort, aided by his efficient private secretary Mr. ROBERT B. LINES, came so near making postal telegraphy a *fait accompli* during the GRANT administration. General CRESWELL is much more practical in his ideas than many of the men who promote telegraphic schemes. He has no wild-goose plan for "moving the mails of the country" over one wire by means of automatic machinery. He simply proposes that the Government shall construct a line from Washington to Boston, connecting Baltimore, Wilmington, Philadelphia, New York, New Haven, Springfield and Worcester in the circuit, and demonstrate that the Government is in earnest. Companies owning plants in other directions would be glad to sell at a fair appraisal, he thinks, and postal telegraphy would thus become an established part of the Post-Office Department. At a short session of Congress, when so many members are certain of retiring to private life, it is not expected that the same interest will be taken in the project that it would receive at the beginning of the session. Valuable data have, however, already been accumulated, showing that the expense would not increase the cost of the service materially over the cost for ordinary mail service. If Congress should decide on depositing postal telegraphy in the hands of the Federal Government, the whole of the present lines would have to be acquired. It would never do to swallow the Tritons and throw the minnows on one side. It must be all or none. The greater monopolies have so watered their stock that some four or five score millions

of dollars would be required for such a transfer. But Uncle Sam is dying of the enjoyment of too much of the good things of this life, and a copious bleeding would do him all the good in the world. And the Republican party is in such bad odor that it may now use the lancet on the body politic as recklessly as it pleases without any danger whatever of lessening its own popularity.

BANK OF ENGLAND DIVIDENDS.

AT its recent general meeting the Bank of England declared a dividend of ten and a half per cent., which is higher than any dividend since the disastrous year 1866. In that year the bank rate of discount stood for three months at ten per cent., and a dividend of eleven and three-quarters per cent. was made. Smaller profits were realized after the crisis, the dividend in 1868 being eight per cent.; but they have been gradually increasing since. At the general meeting a question came up which is of great and perpetual interest to financial men in England, not to speak of foreigners. In the course of some remarks Mr. John JONES asked, for himself and others, what was the basis upon which the Governor and Directors determined the current rate of interest. When it is considered that the Bank has charge of the principal coin reserve of Great Britain, and that its rate of discount largely affects the market rates and the whole course of trade, the importance of this question may be appreciated. Mr. H. R. GRENFELL, the Governor of the Bank, replied that there was now much less difficulty than formerly in arriving at a basis on which to determine the rate of interest. The considerations which govern the directors are facts brought to their notice confidentially, or knowledge derived from the various businesses in which they are engaged; reasons which could not be published to the world at large, but which enabled them to come to a just conclusion as to the official rate of interest. He added that "the Directors were, of course, very much enlightened by all they read in the public press upon the subject." In the last remark Mr. GRENFELL is supposed to have been poking fun at the gentlemen of the press, who are in the constant habit of lecturing the Directors on their duties. His explanation of the point inquired into may sound rather vague, but "Money" thinks that "if Mr. GRENFELL condescended to poke fun at the city editor, he did indicate the real source whence the Court takes its inspiration—the information gained from the various businesses in which its members are engaged. The Court," it says, "represents all the higher branches both of finance and commerce. The commerce of the north and the south, of the east and the west, the trade of the country, the business of the banker proper, of the banking house, and the financier, are all represented by able men of experience and position, many of whom have devoted time to the study of the obligations of the Bank. This is the reason why we are

willing to accept decisions which we know are based on a policy of liberality tempered by caution; to prefer, in short, such a consensus of experienced opinion to the individual views of the city editor, whose business knowledge is more often than not merely superficial, as his information is invariably obtained at second-hand. The declaration of dividends by the Bank of England has often hitherto looked arbitrary and capricious. It is now manifest, however, that it is based on a settled principle, and one which, when understood, commends itself for its wisdom and efficacy.

GRAND TRUNK TRAFFIC.

THE large increase in the traffic receipts of this line is one of the two marked features of the week, says *Herapath's Journal* of the 4th inst. It may not be of so stirring a character as the report of Messrs. ALLPORT and SWARBRICK upon the unfortunate Atlantic and Great Western, but the circumstance that in a single week the traffic of the Grand Trunk has advanced by £16,814 is at least an event of note, and tends to raise the spirit of the one party probably as much as the report alluded to depresses the other. The £16,814 Grand Trunk increase is more than 20 per cent. since it is upon £81,458. The week's traffic is £98,272. From August 11 to October 28, the same paper continues, the aggregate increase amounts to £133,526. In that period the traffic has amounted to £1,003,235 against £869,699.

A GRAND TELEPHONE SCHEME.

NEW YORK and Philadelphia capitalists are visiting various sections of Eastern Pennsylvania with a view of organizing a general telephone company to extend from New York to Pittsburg. A proposition has been made to purchase the East Pennsylvania Telephone Company's interest in the Schuylkill and Lebanon Valley, and similar propositions have been made to other telephone companies in this and other States. The idea is to consolidate all local telephone companies into one general organization, with main offices in New York Philadelphia, Pittsburg and other cities.

A WIDE FIELD.—The Dominion Railway Trust and Construction Company of Canada with a capital of one million of dollars, and head office in Toronto, seeks incorporation, with power to lease and work railways, elevators, telegraph lines and charter boats, and contract for the building of bridges and telegraph lines, and to contract for the construction and equipment of railways, telegraph lines and bridges, etc.

NO DISCRIMINATING RATES.—A decision of great importance has just been given by the Massachusetts Railway Commission. It construes a recent statute of Massachusetts as forbidding discriminating rates on railroads, decrees that freight shall be carried equal distances at the same rate, and prohibits railway companies from charging higher rates for less distances than they charge for greater distances starting from the same point and in the same direction.

AMERICAN POSTAL REDUCTION.

THE United States Postmaster-General, being asked if it is his intention to recommend a reduction of the rate of letter postage, answered,—“I have been giving the subject most serious consideration for some time, and while I have not finally decided not to recommend a reduction, I must say I do not believe the public generally feel the three-cent rate to be a burden.” He will probably recommend a scheme to encourage the use of stamped envelopes, which will be a convenience to the public and result in but small loss to the Government. The plan is to sell stamped envelopes at the present price of adhesive stamps. Their manufacture would decrease the revenue about \$2,000,000. This probably would be offset by a reduction of expenses in the dead-letter office, as the number of letters which now go there on account of improper stamping would be greatly reduced. Now that the sovereign people under “the starry flag of freedom” are evidently set on all kinds of changes if not reforms, we are inclined to think that the present rate will have to go by the board and a two-cent rate be substituted. It is argued in this country that, if so, we shall have to follow the example. This, however, by no means necessarily follows, as the mutual rates of no foreign countries except Canada itself correspond with those of the United States. It has been a matter of international convenience here to have them identical within the last few years; but that has been a matter of mutual convenience only, neither more nor less.

TO EUROPE DIRECT.

THE abolition of tolls on the Erie Canal, which may now be considered as virtually accomplished, has been fully as much discussed in Canadian papers as in those of our neighbors. The former have arrived with a remarkable unanimity at the conclusion that our canal system, too, must be made free let the cost be what it may. This consensus of opinion is fully shared by Manitoba and the North-West generally, where, indeed, the immensity of the forthcoming increase is perhaps most clearly appreciated. None, at all events, know better than they the almost exhaustless outpouring for the granaries of Europe which that favored territory is so soon about to send forth. Its people, indeed, are now vigorously at work in their efforts to open the still quicker and more direct way to Liverpool *via* Hudson's Bay by two distinct and rival lines of railway, with termini respectively at Winnipeg and James's Bay. But, these projects apart, and as between New York and Montreal alone, that of the great lakes is, as can be seen by one glance at the map, is the route marked out by Nature as the direct one to Europe. It has, too, the additional advantage of deep and cold water as against the shallow and tepid water of the Erie Canal, the latter seriously damaging flour and wheat by heating them, while the former preserves them in prime

condition. The New Yorkers are talking of obviating this serious objection which exists to the use of their channel by deepening it along the whole line and converting it into a ship-canal from Lake Ontario to the Atlantic. If money could accomplish this it would no doubt be done, but it simply amounts to an engineering impossibility. Even as it is, with its depth of five feet only, it is, during the season of navigation, a matter of great difficulty to secure continuous use owing to the paucity of water. But, with all these drawbacks to contend with, it is estimated that, for ten years past, no less than 90 per cent. of the wheat shipped from Chicago to Buffalo as against 10 by rail, went *via* the Erie Canal. With our own canals free not only will much of this be diverted to the St. Lawrence, but a most formidable and desirable competitor to all the existing land routes will be called into existence. Let us by all means abolish the tolls just as soon as the rules of Parliament will allow after its approaching meeting.

CLOSE OF NAVIGATION.—The last ocean-going vessel for the season arrived in Montreal this day week. This makes a total of 589 arrivals from sea this year, as against 532 last year. The last of the Upper Canada steamers, the *Passport*, left for winter quarters on Saturday morning, and the *Quebec* steamers left for winter quarters at Sorel in the afternoon. Many tug boats and river craft have also laid up for winter quarters at Sorel, and some of the steamship sheds on the wharves are being removed. The number of lumber ships arriving for deals during the season has been 45 against 27 for the same period last year.

THE HUDSON'S BAY Co.—The report just issued of the Hudson's Bay Company states that the Committee will not propose an interim dividend because it cannot give an estimate of the probable result of the year's trade until the fur sales are held in the spring and the accounts of the different departments closed. The land sales during the five months ending September show a decrease compared with the previous seven months. If the accounts of the land department justify it when published next June, the Committee will then propose to make a further return of capital from the balance in hand.

THE WORLD'S GOLD.—The *Paris Bourse* estimates the total stock of gold in the world in use as coin or as banking reserves in one shape or other at about £580,000,000, of which total England has £126,000,000, France £136,000,000, Germany £80,000,000, and the United States £92,000,000. Other nations come in for shares varying from £800,000 in the case of Holland, to £30,400,000 in Spain's.

G. T. R. LOANS.—The Grand Trunk Railway has this week invited subscriptions for the five per cent. mortgage bonds of the Michigan Air Line to the amount of \$810,

000; also for a five per cent. first mortgage bonds of the Montreal & Champlain Junction Railway to the amount of \$172,600, both loans being issued at 95 per cent. The Grand Trunk works the line and will pay the interest of the bonds.

ANOTHER BANK AMALGAMATION.

AT a meeting of the shareholders of the Bank of Nova Scotia on Monday, a resolution was passed authorizing the directors to amalgamate with the wrecked Union Bank of Prince Edward Island if the latter thought fit. They were further authorized to increase the capital to an amount not to exceed \$250,000 for the purpose of carrying out such amalgamation. At a special general meeting of the shareholders of the Union Bank of Prince Edward Island, at Charlottetown, last week, resolutions approving of the amalgamation of the latter bank with the Bank of Nova Scotia, on the basis of relative value, were unanimously passed, and the directors were authorized to take the necessary steps to procure legislative power to enable the consolidation to be put into force. Unless there are some special peculiarities about the Banks of the Maritime Provinces not to be found elsewhere within the Confederation, we feel ourselves unable to augur any good results from this proposed union, or any such union. The Bank of Prince Edward Island, as everybody knows, has come badly to grief, while its intended associate still maintains its normal position, whatever that may be worth. We have not to go far from home to find fatal evidence of the bad results generally accruing from joining a solvent bank to one that has got in any degree under a cloud. As one single warning example in this locality only, it will suffice to look up the history of the Consolidated Bank here before and after its ill-conceived amalgamations, and mark the rapidity and completeness of its subsequent smash-up. The financial records of our sister Province to the west might also be profitably overhauled and its sad experiences in amalgamations noted. The directors of the Bank of Nova Scotia would, we think, do well to re-consider this decision. If they are doing well—of which, however, we are not able either to affirm or deny—they had better let well alone, especially in this critical financial juncture.

THE CITY OF GLASGOW BANK.—As every one will remember, the City of Glasgow Bank failed four years ago, and the liquidation has just been accomplished. Every penny of the bank's vast debt has been paid, and the remaining assets handed over to the company for the benefit of the still solvent shareholders. The liquidators paid off \$55,000,000, of which nearly half came out of the pockets of the shareholders.

BANKING AFFAIRS IN THE DOMINION.

Under this head *Rhodes' Journal* favors the money world with its own views on the financial position in Canada, which it pronounces “grave in the extreme.” We transfer it in full, as helping to show what some outsiders think of it.

BANK ADVANCES.

It may take two to make a quarrel, but one can keep up a dispute. A recent controversy as to loans to directors and advances on bank stock is already pretty well forgotten in financial circles generally, but the *World*, of Toronto, is making gallant if ineffectual efforts to resuscitate it. It holds that the advances, at all events, are immoral and harmful and ought to be suppressed. In the same paragraph it proves, however, that this cannot be done, if we understand the following sentence correctly:—"If it is not checked our whole banking system will be demoralized. The great evil is the loaning to brokers. People who own stock of a bank with which they keep an account can most if not always arrange to draw against the stock, and anyone who holds good stock of any kind can give his note and get it discounted by giving the stock as collateral. Nor could any law prevent this. Therefore it is impossible to prevent banks loaning more or less money on their own stock. Still a prohibitory law no doubt prevents it a good deal, and if the banks were prevented from loaning to brokers it is not likely that it would amount to much; and so long as it did not banks should not be interfered with." The local great guns, the *Mail* and the *Globe*, for a wonder both on the same side of a question preserve a haughty silence towards their junior and superficially smaller rival. This may be dignified, but whether it is a well-considered policy is another question. The *World* is a clever as well as an ambitious paper, and has entered upon a field, hitherto unoccupied, which it seems likely to fill largely and profitably. It possesses, moreover, abundantly that recommendation so dear to the Western reader which the latter can only fully express by the terrible barbarism "newsy." The *Toronto World* has undoubtedly a career before it, young as it is, but it will do well to remember that pungent personalities and unsustained accusations never help forward any periodical in the long run.

THE STOCK MARKET.

THE Stock Market has been weak and unsteady all the week, with again a general decrease in sales. The minimum bank prices of last week have, however, taken all round, but little receded. Montreal, with 5,330 sales last week and 2,079 this, closed at 201½. Merchants' fell off from 2,244 to 407. Toronto, from 715 to 70. On the other hand, Commerce rose from 2,244 to 2,892, closing at 134, and Federal from 50 to 400, closing at 155½. Montreal Telegraph fell off from 4,034 to 1,435, quotations diminishing to 124½ and closing at 125½. Richelieu was in fair demand at a rise, sales having been effected at 77½, and closing at 74. This Company declared a dividend of 8 per cent. during the week. City Passenger advanced from a minimum of 119 last week to 126 this, closing at 126, being in about the same demand as per last report. City Gas continues to exhibit a steady fall, reach-

ing as low as 179, closing at 180½, the sales this week and last being respectively 7,480 and 8,490. St. Paul, M. & M. was, however, reserved for the hardest fate of all, having been made the shuttlecock of the speculators. This is at all times one of the most variable of stocks, and while last week it was at 152, this week it got as low as 137. At New York it flickers with equal uncertainty, in face of the fact that the receipts of the line are increasing: closing price as we go to press, 140. North-Western Land was in much demand, but fell to and closed at 57s. 6d. In the present state of matters financial and commercial, our local Stock Market is a most desirable place—to avoid.

The Money Market has been quiet, but it has come to be understood that the increased rate of discount is not likely to fall just yet. The banks are indisposed to enlarge credits, so much of their capital being already locked up through previous advances. Still an abundance is ready for all legitimate commercial purposes at 7 per cent., while ½ per cent more is charged for renewals and to outsiders. The Government has once more been in the market for £100,000 sterling exchange, and is likely to be so again at intervals, thus rendering it difficult to hold as large balances in London to draw against as was the case last year, though the demand is heavier than for several preceding years. The current quotation for 60-day bills of sterling exchange is 8½ prem. for round amounts, 8½ prem. cash over the counter, 9½ prem. for demand bills. Drafts on New York at 5-16@½ prem.

MR. M. H. GAULT, M.P., announces in an advertisement that he has resigned the position of resident manager of the British America Assurance Company, of Toronto. This is a step in the right direction. We have failed to see what benefit can accrue to the shareholders by Mr. GAULT being a member of Parliament, head of a large dry-goods firm, chief agent of the Royal Insurance Company, director of the Exchange Bank, President of the Loan & Mortgage Company, and connected with several other institutions. Mr. GAULT has the reputation of being a good business man, but it is impossible that he or any other gentleman can attend to the duties required by the shareholders in so many different companies. It is about time some other people retired from positions from which the pay can be the only object at sitting—or pretending to sit—at a great many boards. Mr. GAULT has made a good beginning in the interest of the too confiding shareholders; we hope to see others follow his lead.

THE HOPE FAILURE.—Though the Hamilton branch has made arrangements satisfactory to its creditors, the affairs of the house in Montreal still remain in suspense. There was a meeting of the trustees here this week to consider its affairs. The offer made is thirty-five cents on the dollar, cash, leaving the seized goods of the firm to be

fought for by the trustees at law. The trustees, it is understood, discussed the offer to some extent, and at length decided to ask the firm to amend it in some important particulars. It is believed that they consider thirty-five cents as hardly a fair proposition, and that the firm will meet their views by augmenting the offer by five or ten cents, giving their own note to that amount. It is thought that the whole matter will now be adjusted almost immediately.

AN UNTRUSTWORTHY CASHIER.

THE press despatches say that Mr. GEO. MCLEAN, the cashier of the Merchants' Bank of Halifax, has allowed Messrs. J. L. McDONALD & Co, of the same city, to overdraw their account to the extent of \$20,000, though their credit was limited to \$6,000. The latter immediately after failed to the extent of \$100,000. MCLEAN has been dismissed, and, so far as he is concerned, his punishment for this shameful breach of trust is likely to end there. If we are not mistaken, the Bank of Prince Edward Island was brought to destruction under precisely similar circumstances, except that their cashier went to work on a much more imperial scale. He, too, we believe, escaped with dismissal. So long as banks behave with such culpable clemency to offenders of this class they are simply holding out a premium for the repetition of such crimes.

ON TIME.

THE Manager of the Huron and Erie Loan and Savings Co. of London is evidently a business man. Whilst depositors in most banks are only getting 3 per cent. interest, he steps forward and advertises the bonds of his Company at par, which are as good as gold, to bear 5 per cent. interest, payable half-yearly.

THE RIVAL U. S. TELEGRAPHS.—The two principal companies having made some good pickings out of the public, the lawyers are now making some very fair tidbits out of them. It is estimated that \$100,000 have been transferred into legal coffers in the shape of retainers, costs, &c., within the last four weeks. Somebody could afford to pay this if it is true, as is sworn by the experts, that the cost of construction of the Mutual Union, entered as \$10,000,000, would really have been well covered by \$4,000,000.

OWEN SOUND.—Mr. W. A. STEPHENS, of this place, in forwarding his subscription makes the remarkable statement that when he was appointed insurance agent in 1850 the nearest agency to him was 70 miles on the east, and the same distance south, while there was none in Ontario on the north and west. Our friend must feel gratified that his profession has since taken such rapid strides in his neighborhood.

A TEMPERANCE LAND Co.—The land company mania is a little off, as the brokers say. The Temperance Land Company is a good name for a bait—but there are some queer teetotallers on the directory. A

Brandy and Soda Company would, we fear, beat it in receipts in a very short time, there would not be so much cant about the sound.

ANSWERS TO CORRESPONDENTS.

SUBSCRIBER, BELLEVILLE.—Thank you, will attend to it; glad to hear from you at any time on important omissions like that.

INSURANCE AGENT.—There are too many companies already. As it is the agents worry the people at breakfast, lunch and dinner, and some of the most enterprising drop in about toddy time and worry the victim about dying before morning, and he takes a policy to get rid of them.

J. C., KINGSTON, ONT.—In reply to your alphabetical queries about the Duke of Manchester's Co., we answer as follows:—A. 3,000,000; subscribed not known. B. Ten pounds sterling. C. Three pounds. D. A share of £3 sells at present for 59s. 6d.; in paying for stock in Canada it is settled at the rate of \$48.67 for the 59s. 6d. sterling, a discount of 6d. or about. E. As an investment? No. We can give no information at present about the Scottish Ontario and Hamilton Land Co.

A SMALL HOLDER.—The letter contains some sensible remarks; at present, however, it would not be wise to publish it.

ENGLAND AND THE UNITED STATES.

The relations of England and the United States are naturally of the first interest to us. Our love and our hatred have always been that of true relatives. For three-quarters of a century our *amour propre* was constantly kept raw by the most supercilious patronage. During the past decade, when the quality of England's regard has become more and more a matter of indifference to us, we have been the subject of a more intelligent curiosity, of increased respect, accompanied with a sincere desire to understand us. In the diplomatic scale Washington still ranks below the Sublime Porte, but this anomaly is due to tradition, and does not represent England's real estimate of the status of the republic. There is, and must be, a good deal of selfishness mingled in our friendship—patriotism itself being a form of selfishness—but our ideas of civilization so nearly coincide, and we have so many common aspirations for humanity, that we must draw nearer together, notwithstanding old grudges and present differences in social structure. Our intercourse is likely to be closer, our business relations will become more inseparable. I can conceive of nothing so lamentable for the progress of the world as a quarrel between these two English-speaking people.—*The Century*.

PRIVATE JUNO AT TEL-EL-KEBIR.

For what it calls the heroine of Tel-el-Kebir, *Land and Water* proposes a silver collar, to be paid for by public subscriptions. The story is thus told:—Among the long list of recommendations for decorations and promotions given in Sir Garnet Wolseley's despatch of Oct. 24, we miss one name. Sir Archibald Alison receives high praise, most richly deserved, for the gallantry with which he led the Highland Brigade at Tel-el-Kebir, but the equally distinguished conduct of Private Juno has been overlooked. And who is Private Juno? An old Irish setter belonging to that splendid regiment, the First Battalion Gordon Highlanders. And what did Private Juno do, that her name deserves public record? This she bravely rushed the entrenchments at the head of the Highlanders, and displayed a coolness inside and a courage which elicited universal applause, no more minding the rain of bullets then if she was out snip shooting. Whether she tackled the enemy we do not know; the rest we can vouch for. But even if her teeth did not meet in an Egyptian leg, her appearance must have spread consternation in the rebel ranks. Here, they thought, no doubt was one of the "2,000 bloodhounds" which Sir Garnet Wolseley was credited with keeping in reserve, and the dauntless pluck exhibited by Juno must have duly impressed upon their timid minds the awful consequences which would befall them if they waited for the arrival of her 1,999 canine comrades. They did not wait, but bolted for their lives, with Private Juno merrily snapping at their heels, and as the wave of war rolled forward this glorious dog swept ever on its crest until its force was spent and the Egyptian army was likewise spent. Such, then, was the gallant achievement which has endeared Private Juno to the Gordon Highlanders for ever. She was sufficiently dear to them previously, having long been a pet of the regiment. Like Sir Garnet himself, Juno was born in Ireland, and like him, she recognised at a comparatively early date in her illustrious career that only in the British army would she find those opportunities of distinction which her ambitious soul longed for. Accordingly she accompanied her master, a very popular officer of the Gordon Highlanders—or, as the regiment was then styled, the 78th Stirlingshire—to Aldershot, where she

THE STOCK MARKET.

The following table shows the highest and lowest prices of stocks on the Montreal Stock Exchange on each day of the week ended 23rd November, 1882, and the number of shares reported as sold during the week.

STOCKS IN MONTREAL.	Share.	Capital Paid up.	Rest.	Fri.		Sat.		Mon.		Tues.		Wed.		Thurs.		Total Avans.
				L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	
Bank of Montreal	200	\$12,000,000	\$5,500,000	202½	204	203½	203½	203½	204	203	203½	202½	202½	201½	202½	2070
Merchants Bank	100	5,712,880	750,000	124½	124½	124½	124½	124½	124½	124	124	123	123	123	407	
Canadian B'k of Com.	50	6,000,000	1,660,000	185	185½	186	186	187	184½	186½	184	185	184	184½	2892	
Bank of Toronto	100	2,000,000	600,000	172½	172½	172½	172½	175	175	175	173½	173½	173½	173½	70	
Ontario Bank	40	1,500,000	100,000	118½	119	119	119	121	118½	120	118	118½	118½	118	107	
Banque du Peuple	50	1,800,000	240,000						50½	87					418	
Bank British North A.	250	4,866,808	1,216,000												107	
Molson's Bank	50	2,000,000	425,000							127					4	
Dominion Bank	50	1,488,185	750,000												4	
Federal Bank	100	2,685,500	800,000					155½		165		155½			400	
Imperial Bank of C.	100	1,472,425	503,000													
Banque Jac's Cartier	25	500,000														
Quebec Bank	100	2,500,000	325,000													
Banque Nationale	50	2,000,000	150,000													
Eastern Townships	50	1,899,714	220,000					121½							10	
Union Bank	100	2,000,000	18,000													
Exchange Bank	100	500,000	300,000	168											25	
Banque d'Hochelega.	100	650,000														
Maritime Bank	100	607,800														
Montreal Tel. Co.	40	2,000,000	171,432	125½	126½		126		127	125½	126	124½	125	125½	1185	
Dominion Tel. Co.	50	711,709														
Tele. & Ont. Nav. Co.	100	1,685,000	21,704	76	77½		76		76	76	75	75½	75	75	1450	
City Pass. Ry. Co.	50	8,000,000		125	125½		126	126½	127	126	127	126	127	126	143	
City Gas Co.	40	1,800,000		183½	184½	183	184½	184½	185½	184	182	179	182½	180½	7480	
Canada Cotton Co.	100									138					19	
Royal Canadian In. Co	50			50											7	
Dominion S. p. c. Stock				s. d.			s. d.		s. d.			s. d.		s. d.		
Can. N. W. Lund Co.	100			59 6			59 6		59 6	59 6		59 6		59 6	2175	
Loan & Mortgage	100	612,532	64,000													
Mont. Building Ass.	50	481,027														
St. Paul M. & M. R. Way	100			150½	150	150½	148½	149½	140	147	137	144	140	142½	4725	
Graphic Printing Co.																
Canada Shipping Co.																
Montreal Cotton Co.																
Dundas Cotton Co.						110					111½		112		76	
Canada Paper Co.																
Canada Central Bonds																
Champlain & St. L.																

soon completed her military education by regularly attending all field-days and flying columns. Her merit being recognised, she was allowed to accompany the regiment to Malta, where she lived in barracks. Her master having left the service, she became the chum of a certain gallant sergeant, who often shared his dinner with her. So, when the order came to proceed to Egypt, everyone said that Juno must go too, and go she did, very much to the delight of the men. For the dear old dog is as affectionate and as intelligent as brave, and had she been left behind she would assuredly have committed suicide or pined away.

OUR IRON TRADE.—The Kingston *Whig* says:—It is about three years since Mr. W. H. Williams, of the *Globe*, whose letters denoted his knowledge of mineralogy, wrote to that journal a glowing account of this district in a mining sense, and uttered a prophecy which has since been verified. He said the iron deposits were more extensive than he or any other person could, from superficial appearances, accurately estimate, that they seemed to be inexhaustible, that three years from the time he made a hasty survey of the region more ore would be shipped over the K. & P. R., and despatched hence from Kingston than any other district and port in Ontario. Then there were but two mines in operation; now six are being worked by steam and compressed air, employing hundreds of men, and furnishing as much freight for the local railway as it can with present facilities properly accommodate. There is, of course, a constant enlargement of the business, and though the output of ore this year must be very large next year's product must be greater, probably reaching as high as 200,000 tons.

PASSING down Newspaper Row in New York city one morning, the late Horace Greeley met one of his readers who very excitedly exclaimed, "Mr. Greeley, after the article you published this morning, I intend to stop your paper!" "Oh, no," said Mr. Greeley, "don't do that!" "Yes, my mind is made up; I shall stop the paper." Late in the afternoon the two met again, when Greeley remarked, "Mr. Thomson, I am very glad you did not carry out your threat this morning." "What do you mean?" "Why, you said you were going to stop my paper." "And so I did; I went to the office and had it stopped." "You are surely mistaken. I have just come from there, and the press was running and business was booming." "Sir," said Thomson very pompously, "I mean I intended to stop my subscription to your paper. Oh, thunder!" ejaculated Greeley. "I thought you were going to stop the running of the paper and knock me out of a living. My friend, let me tell you something one man is just a drop of water in the ocean. You didn't set the machinery of this world in motion, and you can't stop it; and when you are underneath the ground things upon the ground will wag on just the same as ever."

THE DEAR OF MEXICO.—The *Financier*, a new paper published in the City of Mexico, devotes considerable space to an earnest plea for a settlement of the national debt. It says that Mexico is justly bound to pay its creditors about \$125,000,000. The \$200,000,000 of debt contracted under Napoleon and Maximilian, when striving to conquer Mexico, it believes, should not be paid, but repudiated in toto. The *Financier* understands that the exchequer of the republic is in splendid condition, and it has no doubt that the country is on the straight road to an unprecedented prosperity. With her present resources, it sees no reason why Mexico cannot refund her entire debt at favorable rates. If new bonds at 5 per cent. were issued, the *Financier* would expect to see them speedily taken up.

NEW QUOTATION CO.

A scheme is on foot among certain New York capitalists connected with the Mutual Union Telegraph Company to reorganize the "Mutual Union Quotation Company," a concern that is intended to get a part of the business now monopolized by the Gold and Stock Telegraph Company. It is proposed to capitalize the new company at about \$500,000, and string wires at once between the principal speculative cities at the earliest possible date. The Gold and Stock Company is owned by Gould and the Western Union interest, and has had a practical monopoly of the quotation business for many years past, and has earned for its stockholders fat and regular dividends. In Chicago, for instance, the company has now in operation over 100 stock "tickers" quoting Wall street markets for Chicago brokers. These tickers require the use of one wire only, and the company receives a dollar a day for each ticker. At cities between Chicago and New York the quotations can be taken from the same wire, thereby netting a still greater profit to the company. The Gold and Stock concern also monopolizes all the quotations from the various grain and provision exchanges of the country, and the revenue from this source is enormous. The number of grain tickers in Chicago alone runs well up into the hundreds, and in almost every large city of the country the wires of the Gold and Stock Company are constantly quoting stocks, cotton, grain, provisions, petroleum and other speculative articles. If the new company is actually established it will find plenty of business at good rates.

TOO NEAR HADES.—Railway building in some parts of the far west seems to be accompanied with unpleasant suggestions of a lower and hotter world. The *Dallas (Oregon) Times* says:—The activity of volcanic action in the Snake river lava beds near the line of the Oregon Short Line railroad, is driving many of the graders from work. In an area of about twenty-two square miles, at short distances apart, smoke and flames of peculiar odor, color and shape, issue from the chasms and seams in the lava. The irritating sulphurous vapors in themselves cause many to quit work, while the unusual agitation of the boiling springs and the general commotion all over the fields of lava have caused a superstitious fear to take hold of many of the railroad hands, and they are leaving the section, terror-stricken. The whole area has the appearance from a distance of being on fire.

APOLOGIES for poor dinners are generally out of place. But when a lady has a forgetful husband, who, without warning, brings home a dozen guests to sit down to a plain family dinner for three or four, it is not in human nature to keep absolute silence. What to say and how to say it form the problem. Mrs. Tucker, the wife of Judge Tucker, of Williamsburg, solved this problem years ago. She was the daughter or niece of Sir Peyton Skipworth, and celebrated for her beauty, wit, ease, and grace of manner. Her temper and tact were put to the proof one court-day, when the judge brought with him the accustomed half score or more of lawyers, for whom not the slightest preparation had been made, the judge having quite forgotten to remind his wife that it was court-day, and at herself having overlooked the fact. The dinner was served with elegance, and Mrs. Tucker made herself very charming. Upon rising to leave the guests to their wine, she said, "Gentlemen, you have dined to-day with Judge Tucker; promise me that you will all dine to-morrow with me." This was all her apology, whereupon the gentlemen all declared that such a wife was beyond price. The judge then explained the situation, and the next day there was a noble banquet. Moral.—Never worry a guest with apologies.

FREE NAVIGATION.

The following memorials have been sent to His Excellency the Governor-General-in-Council:—

THE ST. LAWRENCE CHANNEL.

To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, Marquis of Lorne, P.C., K.T., G.C.M.G., Governor-General of Canada, &c., &c., in Council assembled.

The Memorial of the Harbour Commissioners of Montreal respectfully represents:—

That your memorialists desire again to approach your Excellency in Council, regarding the debt incurred in improving the Ship Channel of the River St. Lawrence, between Montreal and Quebec, and the further prosecution of this work.

That on the 1st of December, 1880, your memorialists had the honor of making certain representations to your Excellency in Council on this subject, with a view to obtaining some assistance, and they were so far successful that by the Act 44 Vic. Chap. 7, the rate of interest on the amounts advanced the Commissioners by the Government was reduced from 5 per cent. to 4 per cent. and the obligation imposed on the Trust by the Act 36 Vic. Chap. 60, to provide a sinking fund to pay off the said advances was cancelled. And further by the Act 45 Vic. Chap. 44, an additional loan of \$280,000 was made on the same terms, towards enabling the Commissioners to complete the Ship Channel to 25 feet at low water.

That in consequence of this reduction of interest your memorialists were enabled to reduce the tonnage dues on shipping 33½ per cent., to that extent cheapening the St. Lawrence route.

That the grants made to the Commissioners, amounting to \$1,780,000, have now been expended, and the 25 feet depth of water has been obtained, except at Cap La Roche, where vessels are obliged to take advantage of the high tide in order to have the full benefit of the improved channel. This should be further deepened two feet, and at some of the bends and places where cross-currents exist, the channel should be widened to insure greater safety.

That your memorialists would further desire to observe that although the improvements now made are of great advantage to the trade by the St. Lawrence, it is generally admitted that the depth of water must still be increased to meet the demands of trade and enable the St. Lawrence route to successfully compete with American Ports.

Your memorialists would also state that they have a large and valuable dredging plant and an experienced staff for the further carrying on of these operations, and it would seem injudicious to allow the same to be dispersed, in view of the facts herein stated. That for the further improvements of the River additional dredging to the extent of 2½ feet is required, and it is estimated that this would cost about \$900,000 and that the work could be accomplished in five years.

Your memorialists would further draw your attention to the fact that of the \$1,780,000 expended, \$575,000 was paid for plant alone, leaving only \$1,205,000 as the cost of the work already done, in deepening the channel from 20 to 25 feet. Should the deepening be now continued this plant is available for it, but should the work be stopped, and the plant disposed of, and should it afterwards be found desirable to resume, a similar outlay would require to be made before operations could be again commenced.

That it is expected in five years time that the Canadian Pacific Railway will be completed from British Columbia to the St. Lawrence, when it is believed an enormous development of traffic will take place. Your memorialists are therefore most anxious that the requirements of this new trade should be anticipated and provided for, both by increased depth in the river, and accommodation in the Harbour. Your memorialists are unable to undertake both, but should the Government be pleased to relieve them of the Ship channel they will then be able to increase the accommodation in the Harbour.

Your memorialists would also observe that large grants are annually voted by Parliament for the improvements of Harbours and Rivers in all parts of the Dominion, while Montreal, the Central shipping port in the Country, has since Confederation received no grants whatever, and has not only constructed her own Harbour works, but has been obliged to incur large obligations for the improvement of the ship channel of the St. Lawrence, a work which they think is as much a public work as the enlargement of the Canals, it being part of the great national waterway to Ontario and the North-West.

That as a further evidence of the additional burdens which are imposed upon the Revenues of the Trust, your memorialists would state that since 1873 it has fallen to them to maintain the buoys and beacons on the river from Montreal to Portneuf, and in doing so they have expended upwards of \$70,000 and have only received from your Excellency's Government the sum of \$7,000 on account of said disbursements. Your memorialists would beg to remark that they consider this service should be carried on at the public expense, as is done elsewhere in the Dominion, and should be permanently provided for, as a charge upon the public revenue.

That your memorialists would also call your attention to the fact that the Revenues of the Trust are all required for the due maintenance and improvement of the Harbour, the payment of the interest on the Harbour debt proper, and of the interest to the Government on the above mentioned loans, which latter sum now amounts to \$71,200 per annum; and on which account nearly \$400,000 has been paid to the Government out of revenue during the progress of the work.

That were the Government to assume the debt and the further deepening of the Channel, your memorialists would be enabled to abolish the tonnage dues, which in 1880, the

year before the reduction of tonnage dues already referred to took place, amounted to \$78,765, and which if accomplished would be an important concession to the shipping interests of the Dominion.

Your memorialists are aware that the Government is having the Channel between Cap la Roche and Quebec carefully examined for suspected obstructions, and they urge that a similar examination be made at Crane Island, below Quebec, where deep draught vessels can only pass at certain stages of the tide, and that such improvements as may be found necessary should be made.

That your memorialists view with considerable anxiety the action of the New York State by their recent vote in proposing to entirely abolish the Tolls on the Erie Canal, which will no doubt be carried into effect, and be a direct blow at the St. Lawrence Route; they would therefore respectfully urge your attention to this subject.

Your memorialists would further call special attention to the fact that at the American Seaports, with which the St. Lawrence must compete, the approaches to the Harbours are improved entirely at the cost of the United States Government and without charge against the Harbours. Within the past few years there has been thus expended by them over \$15,000,000 for the Ports of Boston, New York, Philadelphia, Baltimore and New Orleans, for works which are exactly analogous to the improvement of the Ship Channel of the St. Lawrence, with which its shipping is now burdened.

Your memorialists would, therefore, for these and other reasons, most respectfully and earnestly request that the representations herein contained may receive the serious and favourable consideration of your Excellency in Council, and that such steps may be taken as will relieve the Harbour of Montreal of the burdens above referred to, and at the same time admit of the further improvements of the river, as herein suggested.

And your memorialists, as in duty bound, will ever pray.

ANDREW ROBERTSON,
Chairman.
H. D. WHITNEY,
Secretary.

HARBOUR COMMISSIONERS OFFICE,
MONTREAL, 15th November, 1882.

THE CANAL TOLLS.

To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, Marquis of Lorne, P.C., K.T., G.C.M.G., Governor-General of Canada, &c., &c., in Council assembled.

THE MEMORIAL OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE

MOST RESPECTFULLY SHERETH,—

That in consequence of the abolition of tolls on west-bound freight via New York canals early in the year 1881, and in response to earnest representations for the removal of all burdens on traffic from the sea-board to the West, via the St. Lawrence route, your Excellency was pleased to issue an order modifying and reducing to some extent, the tolls leviable on merchandise carried through the Canadian canals;

That your memorialists beg to request your Excellency's attention to the circumstance that the reduction of tolls, above referred to on merchandise carried through the Canadian canals, resulted in a large increase of third and fourth class westward freight—say from 1,916 tons, in 1880, to 6,485 tons in 1881, or an increase of 4,569 tons;—that the revenue from the diminished rates on these two classes of merchandise showed an increase; and that the goods in these two classes are those that use the entire length of canals, say from Montreal to Port Colborne;

That an emergency has again arisen, which seriously threatens the value and usefulness of the canal system of Canada, and calls urgently for immediate action on the part of the Dominion Government, in consequence of the recent submission of the question of *Free Canals* to the people of the state of New York,—they having affirmed it by an overwhelming majority,—and that it now only remains for the Legislature of that State to enact a law giving effect to the popular decision, so that their canals shall be entirely free of tolls from henceforth;

That it seems to your memorialists to be well understood that the policy of the State Government of New York will be to enact a comprehensive law, to provide for the management, maintenance, and the future enlargement of the canals out of the general revenue of the Commonwealth;

That the policy of free canals adopted by the State of New York, appears to your memorialists to leave no alternative to the Dominion Government but to yield to the necessity so clearly presented of removing all tolls on the Canadian Canals, without delay, especially as your memorialists understand that inland transportation companies in the United States are already prepared to quote greatly reduced through rates for the carriage of merchandise next season from European ports to Western States, to the imminent peril of the trade which Canadian common carriers are endeavoring, amidst many difficulties and powerful opposition, to build up;

That the construction of the Canadian canals, and the great enlargement of them—upon which the Government of the Dominion is now spending very great sums of money—were undertaken for the purpose of securing the large and extending through traffic; and that unless the common carriers by water in Canada can immediately be placed on an equal footing with those on the Erie Canal and be enabled to quote comparing rates to their correspondents abroad, the result will be that the trade between Europe and the Western States, at present using the St. Lawrence route, will be lost to Canada and gained by the United States.

That your memorialists are of opinion that the entire removal of canal tolls would enable forwarding companies on Canadian rivers and canals to compete more effectively than at present with the Erie canal route and give an impulse to the ocean-carrying trade, as well as to the inland water-borne traffic, because the water highway of the Dominion affords the shortest, most commodious and best route to destinations in the Great West;

That your memorialists consider that the value and importance of the Canadian canal system are not to be estimated by the amount of revenue yielded, because, although all tolls were abolished, the Dominion would again, more or less directly, by an increase of tonnage at the Canadian sea-ports, and by augmented transportation facilities on the inland waters, giving an enhanced value to all our exports by the reduced cost of transportation; whereas, if the inland carrying trade shall continue to be overburdened in the face of freedom from tolls on the Erie route, the magnificent and costly canals of Canada will fall into comparative disuse, while the profitable trade that would be driven away into a foreign channel may never be regained;

Wherefore, Your memorialists do most earnestly invoke the immediate attention of your Excellency-in-Council to the foregoing considerations, in the hope that, in your wisdom, you may adopt what appears to be the only course to ward off a most disastrous blow at the inland commerce of the Dominion by presently passing an Order-in-Council authorizing the repeal of all canal tolls, in order that forwarders may be in a position to make their freight contracts for the next year.

Signed on behalf of the Council of the Montreal Board of Trade.

H. W. HENSHAW,
President.
Wm. J. PATTERSON,
Secretary.

Montreal, 22nd November, 1882.

BANKING AFFAIRS IN THE DOMINION.

The Banking inflation in Canada continues to attract considerable attention and has been the subject of no little discussion in the newspaper press. It is discovered by a leading newspaper that we are passing through a period of inflation. Another devotes a column and a half of its space, bristling with statistics, to show that "the situation is one which demands the gravest consideration and the promptest action too, upon the part of all business men." The alarming rapidity with which the people of Canada are getting into debt is the text for a much needed homily by a third, and if that people are not saved from the consequences of their own folly it will not be for the want of warning on the part of those watchmen on the towers, the newspaper press. But there is, as yet, no sign of any increased caution on the part of bankers. On the contrary, the current loans to the public, which in August had reached the unprecedented amount of \$170,375,289, increased in September another four and a half millions of dollars, while the liabilities increased three and a half millions in the same time. Neither is there any attempt at strengthening the gold reserves. The Bank of British North America maintains a gold reserve in Canada and New York of some 40 per cent. on its liabilities, the Bank of Montreal of about 35, and the gold reserve of the rest of the banks ranges from three to fifteen per cent. Under these circumstances it is not easy to see where a sudden demand for gold to settle European balances might land us. And that such a demand is by no means a remote probability is the opinion of many prominent bankers. The harvest was more than an average one, but the limited foreign demand and consequent low prices are preventing it from being exported to meet our foreign liabilities. These liabilities, too, are heavier than usual. The imports for the year ending 30th June last were \$14,000,000 more than those of the previous year. These will have to be paid for shortly and, unless grain comes forward more rapidly than it is now doing, will have to be paid for in gold. If the demand should come with the close of navigation, which seems only too probable, the six or seven millions of gold held by the banks will disappear like snow in summer. The small handful of gold held by Government will vanish into thin air. The banks will apply to the Government for gold which the Government will not have to give them, and the Government will appeal in vain to the banks for the return of the twenty millions on deposit there. The consequence of building a house of cards will be plainly visible, and a deluded people will have cause to regret the day when they entrusted a needy ministry with the power to issue notes for circulation. A retired financier—the father of the Canadian greenback system, is credited with the scheme which has not worked well, which means, of course, that it is unsound in practice. The unnatural good times it has in part given birth to and fostered, have stimulated speculation to its utmost capacity. Banking capital is largely held on margin. As much as sixty per cent. of the capital of many of the banks is held in this way, and the moment the lending power is exhausted, which may arrive at any moment, at that moment the speculative mania will come to an end and a panic ensue. The situation is grave in the extreme.—*Rhode's Journal*.

THE PURE GOLD OF CANADA.—The finest gold ever assayed at the United States Assay Office, New York, was recently received from the mines of the Canada Consolidated Gold Mining Company, of Ontario. Of two bars, aggregating nearly \$2,000, one was 992 fine; and the other of about \$1,200, was 998 fine. One small bar even ran 999. The gold was produced by chlorination from the gold-bearing arsenical sulphurets treated by this company. The assays show that from 90 to 97 per cent. of the gold is obtained by this method.

THE ADVENTURES OF AN AMERICAN SPECIAL.

(From Chambers's Journal.)

'Condense, young man, condense. If you want to get on in life, condense.' These words were addressed to a young reporter by the venerable Horace Greeley, in the writer's hearing; and indeed the journal he established and conducted with honor and profit for so many years, was a happy illustration of his maxim. Nothing high or low was considered too unimportant to find admission; but the severe pencils of the night-editors assigned the item its proper space. Sometimes it happens that the ubiquitous special may ferret out something on his own account, by a strict promise of giving incident, but suppressing names or addresses. This is called 'sensational local' work, and is received with great caution by the editors. It is generally done by reporters who are on the extra staff of a journal, or who sell their locals wherever they can find a purchaser. Often as not, they are the result of a full brain and a needy pocket. Of this class was the vivid description of a Fenian plot to burn Mr. Ashbury's yacht the *Cambria* as she lay off Gowanus Bay; or the still more startling one entitled 'Barnacle Bill,' which appeared simultaneously in the *New York Sun* and the *Boston Post*, if the writer's memory serves him. In this thrilling and minutely circumstantial narrative, it was roundly asserted that the loss of so many steamships near Cape Race was due to the presence of wreckers, who decoyed vessels with false lights.

So great a furor did this create at the time, that telegraphic communications were exchanged between the governments of Washington and Newfoundland, with the result that a British man-of-war was despatched to the bleak promontory of Cape Race on a fool's errand.

But far more serious for the people of New York was the one which the *Herald* wantonly inflicted on a credulous public. A special edition of the *Herald* one summer morning informed its readers that all the wild animals in Central Park had broken loose, and were tearing about the streets. This was followed by a graphic description of a fight between Commodore Vanderbilt, armed with a revolver, and a rhinoceros; while other local celebrities had desperate encounters with lions, tigers, and infuriated elephants. At the end of four columns of minutely described horrors, it was announced that of course the article was a hoax, but that in consequence of the carelessness of the park officials, such a thing might happen at any time!

The American's restless, impetuous disposition is proverbial. Scarcely any of the *Herald's* readers took the trouble to wade through those four columns, but rushing into street and café, informed their neighbors of the terrible tidings. Women who had husbands in the city were in agony for hours, and in many cases the most appalling and disastrous results came from this cruel hoax. Some idea of the widespread dismay and panic occasioned may be gathered from the fact that the writer's mother, living in Bergen Point, twenty miles from the scene of the alleged outbreak, with the majestic Hudson between, had occasion to visit a neighbor. A large greyhound came bounding along the street as she reached her friend's house. One glance was enough. With a shriek of terror, she fled, tripped, and fainted.

Occasionally, 'sensational locals' are true in substance and fact, though names and dates may not be given. A case of the kind came under the writer's notice. 'Mr. Blank,' said a well-known Bohemian one evening, 'would you like to know a burglar?'

'Rather an odd addition to one's stock of acquaintances, isn't it?' returned the writer. 'However, one may get something out of it.'

'More, perhaps, than you think,' returned his friend, as they walked towards 'Harry Hill's,' a sort of concert hall, within a stone's-throw of police headquarters, and the well-known resort of sporting-men, thieves, and abandoned characters. The place, however, was well conducted; and indeed, the secret of its success lay in the fact that its proprietor pandered to that morbid craving which some respectable people have of seeing vice without becoming a victim.

'If half what this man says be true, it will create a breeze,' said the writer's friend as they entered the hall. 'There he is at yonder table,' pointing to a short, squarely-built man of about forty, with a clean shaven face, good clothes, and a profusion of jewellery. A quiet, respectable-looking man in the main, and not at all a person that one would associate with midnight crime.

'How are you, Mr. Kelly?' cried the writer's companion, addressing him carelessly. 'This is my friend, Mr. Blank of the—'

Mr. Kelly expressed his gratification at meeting the writer, and invited him to drink at his expense.

The reader may wonder at this frankness of manner towards one who was avowedly an exposé of crime. But the fact of the matter is that your criminal is as greedy of appearing in the public print as any third or fourth rate exponent of the dramatic art. Their appetite for notoriety is insatiable. They long to pose as heroes, even though it may get their necks into a noose. It is this bombast and garrulous vanity which enable the police to pounce upon them so readily, and then surprise the public with accounts of their own sagacity in following up a clue. Every trade has its tricks, and the police force is no exception to the rule. At that time, Mr. Kelly was not wanted for any particular 'job,' and he was consequently free and affable with everybody.

'Police!' said Mr. Kelly—'police! what are they good for?' and he emptied his glass with an air of profound

contempt. It need scarcely be said that some very carefully prepared remarks had been spoken in order to induce Mr. Kelly to launch forth.

'Why, gentlemen,' he continued, 'what's the police good for? Some poor "gonoff," as hasn't enough money to square 'em, gets "lagged" for maybe five or six "stretches;" and the big uns don't get touched. Police!' he repeated again. 'There's that job at—' mentioning the name of a jeweller on Broadway—'why don't they find out who done that? They say he must have stole the things himself. Rubbish! There's that job on Long Island last week, and Staten Island the week before.'

'In fact,' said the writer, 'there are so many burglaries committed now, that one would think it was done by a regularly organised gang, as I believe has been hinted at in some of the papers.'

'What would you think of the Burglars' Company, Limited?' he said with a merry twinkle in his eye—'comic idear, ain't it?—with a paid-up capital of ten thousand dollars, and burglars' tools that would open any safe in the United States!'

'Splendid idea!' said the writer, laughing. 'I've a notion I'd write it up.'

'Do!' said Mr. Kelly; 'and send it to old Kelso (the chief of police); you could make good reading out of it. You might say there was one man as planned the whole thing, and that the gang was so well organised, they set the police force at defiance. Pitch into old Kelso, and tell him he ain't worth his salary. That'll make him as mad as a hatter, I reckon.—I could put you up to a wrinkle or two, if I had a mind to; for I've known a heap of queer characters, and they've given me away points that would make your hair stand on end.'

The writer expressed himself deeply obliged to Mr. Kelly; and a conversation ensued, which resulted in his inviting us to his house to see his 'old woman.'

His old woman turned out to be a very handsome blonde of some eight-and-twenty, who immediately sent out for fried oysters and laid the table for supper. The house was well, if not elaborately furnished. Mr. Kelly announced that he would move the first of May, as he intended to take a 'public' in the Ninth Ward.

After a most pleasant evening, during which our host related many thrilling adventures, as done by some acquaintances of his in the cracksman line, we took our departure.

A month passed away. Burglaries and house-breaking still continued in Long Island and Brooklyn to an alarming extent, baffling all attempts of the police at detection.

One Sunday afternoon, a policeman walking past either the Third or the Sixth Avenue Savings-bank—the writer has forgotten which—heard a peculiar throbbing. He summoned assistance; and found on investigation, that the sounds came, not from the bank itself, but from the cellar of a house next door. Breaking in, they descended to the back basement, which they found completely undermined and tunnelled towards the bank vaults. The cause of the strange noise was a small steam-engine working at a pressure which threatened every moment to burst the boiler. By the side of the engine lay one of the gang of burglars, intoxicated. The engine worked a drill which would in four hours more have penetrated to the vaults; and the robbers might have carried off with ease nearly a million of dollars. Had the man who was left in charge attended to his duty, and not allowed the boiler to get superheated, the success of the burglarious operations was assured.

Mere chance—that fatal *bête noire* of the criminal—led to the detection and exposure of Mr. Kelly's Burglars' Company, Limited. They had hired the house next to the bank for a year, paying the rent in advance, and announced that it would soon be opened as a first-class bakery and confection shop!

The result of the trial proved that there actually did exist an elaborate association of criminals, with a capital of six thousand dollars, represented by costly burglars' tools of every description. Mr. Kelly had told very nearly the truth, having two objects in view—the airing of his own vanity, and the indulgence of what is known in America as the game of Bluff at the expense of the police force. It is more than probable that Mr. Kelly found himself watched by the police more than was agreeable, as, knowing his antecedents, and associates, they would not give him credit for remaining idle. It is a notorious fact that by telling the truth, he hoodwinked them completely, and had chance not thwarted his plans, they must have been completely successful.

Mr. Kelly is now, to the best of the writer's knowledge and belief, concentrating his genius on the severance of oakum strands or stone-breaking at Sing-Sing.

ANOTHER RUSSIAN LOAN.—Russia is about to enter the markets of the world with another loan, which may once more prove attractive, for the simple reason that Russia has never failed to pay interest in coin. The debt of Russia amounts to about four thousand million rubles equal to \$2,632,000,000, of which \$658,000,000 consists of paper money not secured by a metallic reserve. The other \$1,974,000,000 draws a higher rate of interest; but the bonds are almost as cheap as those of Austria, where the gold rentes bearing four per cent. rule below 96, while the gold rentes bearing six per cent. rule below 120. The trouble about the Russian finances, however, is this, that most departments are in the habit of expending what they please. Thus, during the last fiscal year, the Russian war department expended 56.2 million rubles, and the navy department 57.2 millions beyond the estimates of the budget. It is believed that the credit of Russia would be excellent if the expenses could be cut down to rational and honest limits.

LAKE SHORE.

This is the Line of Vanderbilt.

These are the shares,
Rather subject to scares,
And reduction of fares,
By Vanderbilt.

These are the traffics, all blooming and gay,
Which are wired across on an opportune day,
And concocted (at least so the pessimists say),
By Vanderbilt.

This is the public, all forlorn,
Who will buy anything, from coal to corn,
And from time to time are shaven and shorn,
By Vanderbilt.

These are the brokers, sleek and fat,
Who advise the purchase of this and that,
And throw all the blame when markets go flat,
On Vanderbilt.

These are the jobbers so wary and sly,
So remarkably quick and uncommonly spry,
But who now and then get one bang in the eye,
From Vanderbilt.

These are the arbitragists, first chop,
Who get in at the bottom, and out at the top,
And are used to insert now a peg, now a prop,
By Vanderbilt.

And lastly, the prices they wire across,
Would land even the d—l himself in a loss,
And disgust us with playing at pitch and toss
With Vanderbilt.

—The Graphic.

CHICAGO REPUDIATORS.—The Chicago Board of Trade has been interesting itself more or less in regard to speculators retaining their membership who repudiate their contracts on futures, when the markets go against them. Heretofore the Board has allowed the repudiating "shorts" to settle at the current average price on the last day of the month in which the grain should have been delivered. Several of the leading operators who have always paid their losses have become weary of being compelled to go through this constant wrangling before the "Settling Committee," and a proposition is now under consideration for united action whereby they will in the future decline to make contracts for the delivery of grain or provisions unless commission merchants who have figured as repudiators disclose the names of the parties for whom they sell, and the latter give satisfactory evidence that they will protect their contracts at maturity.

THE RIGHT TO ISSUE CIRCULATION.—A "Bank Reformer," hailing from the city of Toronto, has entered upon a crusade against the privilege enjoyed by Canadian banks of issuing bank-notes for circulation. The best answer to his arguments lies in the fact that whatever be the stringency of the money market, there has never been in the history of Canadian banking any period in which there was a scarcity of currency for all legitimate purposes. At the present moment when the circulation is higher than it has ever yet been the banks could, without exceeding their legal limits, nearly double that circulation, a fact that speaks volumes for the Canadian bank-currency system.—*Rhode's Journal*.

AERIAL NAVIGATION.—M. De Comberousse, in a discourse pronounced at the funeral of the late Henri Giffard, made this significant admission:—"An intimate friend of Giffard told me yesterday that he carried to the tomb the secret which he had long sought for, and which had revealed itself to his eyes during his last years. He added that our colleague shrank back from his own discovery, and, filled with horror, put an end to his existence." In other words, he saw that aerial navigation must prove the suicide of civilization.

SOFTENED BY TIME.

Less than a month ago a woman about fifty years of age walked into the headquarters of a Georgia railroad, announced her name, and said she had come to make a settlement.

"Settlement of what?" asked the superintendent.

"For killing my old man."

"When?"

"Nine years ago yesterday."

"Where?"

"About fourteen miles from Macon."

And so it proved. When the circumstances were hunted out it was found that she was the wife of a dead man who had been killed while walking on the track, and no one had been able to identify him.

"Why didn't you come here sooner?" he asked.

"Just heard of it the other day," she replied. "I supposed the old man was parading around somewhere and would come home when his knees wanted new patches."

"And what damage do you ask?"

"Well, it was a long-time ago, and my greif has been softened up a good deal, and I reckon that \$25 and a pass to Atlanta will be about right."

Settlement was made on the spot, and she took the next train for the capital.—*Wall Street News*.

DR WITT CLINTON.—Dr Witt Clinton's bust on the grain floor has been draped with the national colors, and decked with the free canal badges of the different canal clubs, while the base of the bust is surrounded and imbedded in a mass of yellow, white and red roses, intertwined with smilax, while the head is crowned with a wreath of the same. This expression of grateful remembrance to the father of the Erie Canal is indeed appropriate at this particular time and all honor is due the Free Canal Union for their remembrance of his great services.

REAL ESTATE IN MONTREAL.
ITS FUTURE PROSPECTS.

Any one who will carefully consider the elements necessary to make a city prosperous, progressive and wealthy, cannot but be convinced that at no time in all its history has our beautiful city of Montreal given more substantial evidence of brighter prospects than at present. Everything that combines to make a really great metropolis, Montreal possesses beyond a doubt. Its success and prosperity rest on a solid basis, and its natural position as the great Educational, Commercial, Financial and Railway centre of the Dominion is assured. The vast railway lines converging here, the new ones that are rapidly being pushed on, the building of depots, immense workshops, new wharves, docks, extensive mills, factories and other enterprises (not dreamt of a few years ago) involve the expenditure of millions of dollars and the employment of thousands of people.

The continuous development of new channels of trade with foreign countries, and the consequent building of new and larger steamships, and the formation of new steamship lines, is in itself enough to make us proud of Montreal and sure of its rivaling the greatest cities of America and of the old world also. In this connection I would mention the deepening of the channel between Montreal and Quebec, and the magnificent canal locks, docks and basins constructed here by the Dominion Government. The wonderful growth of our great Northwest has contributed and is now contributing to the wealth of our city; yet this trade is only in its infancy and our commercial connection with the "world's wheat fields," is a subject of congratulation, the value of which can scarcely be estimated. This important factor in our fortune bids fair to realize the expectations of even the most sanguine, and we will find that every emigrant who settles in Manitoba will benefit Montreal, which is the head of navigation and the nearest seaport for the North West Territory.

Compare our position and prospects with those of other cities and then compare the prices now asked for real estate here with those of New York, Boston, Chicago, Buffalo, Winnipeg, or any trade centre, and it will be found that they are only about one-half, and possibly less than half the figures asked and obtained at these points. This cannot continue—it is not in the nature of things that it should—and when we add that we have cheap money, that good Bank Stock are in active demand at prices that yield about five per cent., it must be admitted that the price of real estate here will very soon advance in sympathy with the general prosperity, and, perhaps, sooner, and in a more remarkable degree than many expect.

A single event, such as the building in a central position of the Canadian Pacific Depot, will cause great expansion and increase of value. The occupants of the large number of stores and houses who will be displaced must be provided for somewhere else. It is simply growth. This is not the only depot that is to be built. The Grand Trunk will not be outdone when the time comes, and it is close at hand now. The Windsor Hotel was talked down by the "croakers" but a short time ago. It is a success now, and will have to be made double the size. The SHEARER Scheme if properly carried out will enhance values and improve property. The promotion and earnest discussion of such a great undertaking as this must be, is another evidence of Montreal's increasing importance. The new railway bridge over the St. Lawrence, just above the city proper, will be another accomplished fact very soon. Instances of our solid advancement might be multiplied easily. I have had a long experience in the selling of property, in periods both of buoyancy and depression; I have carefully studied the matter, and have come to the conclusion, which I respectfully urge, that we are now entering a decade of higher values than we have yet seen. Look at our leading business thoroughfares and streets for dwellings, consider the number of houses and shops that have recently been built and which are being erected, East and West, all of them sure to be occupied; is there not evidence everywhere of remarkable growth and real progress? I therefore submit that the present fall and winter should be taken advantage of by those who wish to invest in real estate.

And that there has been no time in the past, and will be no time in the future when it can be done to greater advantage

THOMAS J. POTTER,
Real Estate and General Auctioneer.

GRAND TRUNK R.Y.

Lachine Saturday Night Train

On and after SATURDAY, 4TH NOVEMBER, and until further notice a train will run to LACHINE EVERY SATURDAY NIGHT, leaving Bonaventure Station at 11 P.M., returning from Lachine at 11:30 P.M.

Periodical tickets not good on these trains.
JOSEPH HICKSON,
General Manager.
Montreal, October 18th, 1882.

NOTICE OF REMOVAL.

DURING THE BUILDING OF THEIR new Banking Office, corner of Notre Dame and St. John Streets, the

Union Bank of Lower Canada
HAVE REMOVED,

for a few months, into the Premises lately occupied by the

Deputy Receiver General's Department,
IN THE
City and District Savings Bank Building
ST. JAMES STREET.

F. NASH,
Manager.

Montreal, November 3rd, 1882. 45-4W



GRAND TRUNK R.Y.
TRAIN SERVICE.

Montreal and Ottawa via Grand Trunk and Canada Atlantic Railway,

COMMENCING

Wednesday, November 1st

Trains will run as follows:—

<i>Leave Montreal.</i>	<i>Arrive Ottawa.</i>
9.00 A.M.	12.45 P.M.
4.30 P.M.	8.15 P.M.
<i>Leave Ottawa.</i>	<i>Arrive Montreal.</i>
8.00 A.M.	11.45 A.M.
4.45 P.M.	8.30 P.M.

JOSEPH HICKSON,
General Manager.

Montreal, October 23, 1882. 48-2



Province of Quebec.

DEPARTMENT OF PUBLIC INSTRUCTION

NOTICE

is hereby given that a meeting of the Examiners, named by the Catholic Committee of the Council of Public Instruction, for the examination of candidates for the office of School Inspector, will be held at Quebec, in one of the halls of the Department of Public Instruction, new Government Building, on

Tuesday, the 19th day of December next,

at NINE o'clock in the morning.

Any person desiring to present himself for examination must send in their application in writing before the eleventh day of December next, together with the sum of six dollars (\$6), and all the documents required by the rules adopted by the said Committee, at its meeting held on the 25th May, 1877.

GIDEON OUMET,
Superintendent.

Quebec, 7th November, 1882. 45

ST. LOUIS HOTEL,

THE RUSSELL HOTEL CO., PROPRIETORS.
WILLIS RUSSELL, President, Quebec.

THIS HOTEL, WHICH IS UN-
rivalled for size, style and locality in Quebec, is open throughout the year for pleasure and business travel.

Bank of Montreal

NOTICE.

IS HEREBY GIVEN that a Dividend of **Five Per Cent.**

upon the Paid-up Capital Stock of this Institution, has been declared for the current half-year, and that the same will be payable at its Banking House in this city, and at its Branches, on and after

FRIDAY, the FIRST Day of DECEMBER Next.

The Transfer Books will be closed from the 16th to the 30th of November next, both days inclusive.

By order of the Board

W. J. BUCHANAN,
General Manager.

BANK OF MONTREAL,
Montreal,
24th October, 1882. } 43-6W

MERCHANTS' BANK OF CANADA.

NOTICE

IS HEREBY GIVEN that a dividend **Three and One-Half per cent.** for the current half year, being at the rate of SEVEN per cent. per annum upon the paid up capital stock of this institution, has been declared, and that the same will be payable at its Banking House in this City, on and after

Friday, the 1st Day of December Next.

The Transfer Books will be closed from the 17th to 30th November, both days inclusive.

By order of the Board,

GEORGE HAGUE,
General Manager.

43-6W

LA Banque Jacques Cartier.

NOTICE OF DIVIDEND.

NOTICE is hereby given that a Dividend of **Three and One-Half per cent.** upon the Paid-up Capital of this Institution has been declared for the current half year, and that the same will be payable at the office of the Bank, in the City of Montreal, on and after

The Fourth day of the Month of December Next

The Transfer Books will be closed from the 17th to the 30th of November next, both days inclusive.

By order of the Board,

A. DE MARTIGNY,
Cashier.

Montreal, 23th Oct., 1882. 44-5W

ONTARIO BANK.

DIVIDEND No. 50.

NOTICE is hereby given that a Dividend of **THREE PER CENT.** upon the Capital Stock of this institution has been declared for the current half-year, and that the same will be payable at the Bank and its branches on and after

FRIDAY, the First day of December next.

The Transfer Books will be closed from the 16th to 30th November next, both days inclusive.

By order of the Board,

O. HOLLAND,
General Manager.

ONTARIO BANK,
Toronto, 27th October, 1882. } 44-5W

THE European, American CANADIAN & ASIATIC Cable Company,

(LIMITED.)

International Telegraphy on a System of **MUTUAL PROFIT.**

The mutual principle adopted by this Company is a guarantee against amalgamation with any of the existing Cable Companies.

CAPITAL, . . . £1,500,000

In 150,000 Shares of £10 each.

PAYABLE—£1 on Application, £1 10s. on Allotment.

Twenty-eight days' notice will be given of any further Call, and no Call will exceed £2 10s. per share.

Subscriptions will also be received by the Company's Bankers in the United States of America and Canada at \$50 per share, and in Germany at 200 reichsmarks per share.

TRUSTEES.

The Right Hon. the Earl of Donoughmore, K.C.M.G.
H. J. Norman, Esq., Director of the London and Westminster Bank.
W. G. Fossick, Esq., 86 Cannon Street, E. C.
Gustav Godefroy, Esq., President of the Norddeutsche Bank, Hamburg.
Alfred H. Huth, Esq., Director of the London and St. Katherine Dock Company.
F. J. Reeves, Esq., (Messrs. Dent, Palmer & Co.) London.
P. Secliarl, Esq., (Messrs. Secliarl Bros. & Co.) London.
H. T. Stanes, Esq., (Messrs. Stanes, Watson & Co.) London.
James S. Mervell, Esq., (of Sorn), 43 South Street, Park Lane, W.
The Trustees have agreed to act as the Board of Directors, to be elected at the meeting of shareholders to be called after allotment.

BANKERS.

London—Messrs. Martin & Co., 68 Lombard Street.
Scotland—National Bank of Scotland, Edinburgh, Glasgow and its branches; the Union Bank of Scotland, Edinburgh, Glasgow and its Branches.
Germany—The Norddeutsche Bank, Hamburg.
United States—Bank of British North America New York.
Canada—Bank of British North America, Montreal, Ottawa, Quebec, and its branches

CONSULTING ELECTRICIANS and Engineers—Sir Samuel Canning, C.E., Robert Sabine, Esq., C.E.

STANDING COUNSEL in Canada—The Hon. R. W. Scott, C.E.

SOLICITORS to Trustees—Messrs. Goodhart & Medcalf, 11 Great George St. Westminster.
SOLICITORS to the Company—Frederick Foss, Esq., (Messrs. Foss & Legg), 3 Abchurch Lane, E. C.

AUDITORS—Messrs. Leslie, Kerby, Strath & Co., 4 Coleman Street, E. C.

BROKERS—London—Messrs. Laurence, Sons & Gardner, 13 Copthall Court, E. C. Liverpool—Messrs. George Irvine & Son, Queen Insurance Buildings, Manchester—J. S. Puxton, Esq., 12 Half-Moon Street, Glasgow—Messrs. Auld & Guild, 65 St. Vincent Street. Dublin—Messrs. Wm. Geo. Dupre & Sons, Foster Place.

TEMPORARY OFFICES—4 Coleman Street, Bank E. C.

Secretary pro tem.—S. Leith Tomkins, Esq.

Prospectuses may be obtained from the Bankers, Hon. R. W. Scott, Q.C., Ottawa, or from the undersigned,

B. BATSON,

30 Ottawa, Ont.

THE BANK OF TORONTO.

DIVIDEND No. 53.

NOTICE IS HEREBY GIVEN THAT A Dividend of **FOUR** per cent. for the current half-year, being at the rate of eight per cent. per annum upon the paid-up Capital of the Bank, has this day been declared, and that the same will be payable at the Bank and its Branches on and after

Friday, the First day of December Next.

The Transfer Books will be closed from the 16th to the 30th day of November, both days inclusive.

By order of the Board,

D COULSON, Cashier.

Toronto, 24th October, 1882. 44-5W

Canadian Pacific Railway Company.

The Company offer For Sale about
2,500,000 ACRES OF LAND

— IN —

**SOUTHERN MANITOBA,
WITHOUT CONDITIONS OF SETTLEMENT OR CULTIVATION.**

Valuable sections will be offered in the PEMBINA MOUNTAIN DISTRICT and along the SOUTH WESTERN BRANCH of the CANADIAN PACIFIC RAILWAY. Also in the well settled districts of the

Souris, Pelican and Whitewater Lakes, and the Moose Mountain.

These lands will be sold at moderate prices, based on the valuations made by the Company's Land Examiners

Terms of payment: ONE-SIXTH IN CASH ON THE EXECUTION OF THE CONTRACT; BALANCE PAYABLE IN FIVE ANNUAL INSTALMENTS WITH INTEREST AT 6 PER CENT. PER ANNUM. A deed will be granted on payment being made in full.

PAYMENTS MAY BE MADE IN

LAND GRANT BONDS

which will be accepted at 10 PER CENT. PREMIUM on their par value, and accrued interest. Bonds can be obtained on application at the Bank of Montreal here, or at any of its Agencies.

For further particulars apply to JOHN H. McTAVISH, Land Commissioner, Winnipeg, to whom all applications should be addressed.

By order of the Board,

CHARLES DRINKWATER, Secretary.

MONTREAL, November, 1882.

45

BALANCE OF THE YEAR FREE.

THE WEEKLY MAIL will be sent to new subscribers free for the balance of this year. Subscribe now and get the best weekly newspaper in America for 15 months for ONE DOLLAR.

THE WEEKLY MAIL

Toronto.

ONE DOLLAR A YEAR.

1883.

Contains more Cable and Telegraphic News than any other Weekly in the Dominion.
Contains during the year 200 Columns of New and Interesting Stories.
Contains over 200 Columns of Agricultural matter by the best writers on Dairying and Cheesemaking, the care of Horses and Cattle, Fruit Raising, General Agriculture, etc.

NOTED FOR RELIABLE-MARKET REPORTS?

NOTED FOR CABLE NEWS?

NOTED FOR SPORTING NEWS?

NOTED FOR ITS LEGAL QUESTIONS AND ANSWERS?

Questions involving Points of Law and of Interest to the Agricultural Community are replied to and explained by a qualified practitioner, and the replies published by THE WEEKLY MAIL.

FIFTEEN MONTHS FOR \$1.

No extra charge for sending THE MAIL to any Post-office address in Great Britain or the United States.

Every Subscriber to THE WEEKLY MAIL for 1883 will receive a valuable Supplement entitled

"CHART OF THE AGE OF DOMESTIC ANIMALS,"

By A. LIAUTARD, M.A., V.S.,

Containing 42 Engravings of the Mouth and Teeth of Domestic Animals at various ages, with Descriptive Letter Press.

THE DAILY MAIL, The LEADING CANADIAN NEWSPAPER, Price \$7 A YEAR.

Address all communications to "THE MAIL," Toronto.

45

MONEY TO LEND.

THE SUN

LIFE INSURANCE COMPANY OF CANADA

LEND MONEY on first-class City Property on reasonable terms. No commission charged.

R. MACAULAY,

Manager.

47

HURON AND ERIE LOAN & SAVINGS CO. LONDON, ONT.

INCORPORATED A.D. 1864.

PAID-UP CAPITAL.....\$1,000,000
RESERVE FUND.....300,000

This Company is prepared to issue Debentures in sums of \$500 and upwards, payable to order and bearing five per cent. interest, payable half-yearly.

EXECUTORS and TRUSTEES are authorized by Act of Parliament to invest in the Debentures of this Company.

SAVINGS BANK DEPARTMENT.
Depositors either of large or small amounts will be allowed the highest current rates. For further particulars apply to.

R. W. SMYLLIE, Manager,
Huron & Erie Buildings,
London, Ont.

47

THE GREAT NORTH - WESTERN Telegraph Co, OF CANADA.

THE ANNUAL GENERAL AND SPECIAL MEETING of the Shareholders of this Company will be held at the Company's Head Office, Wellington and Scott Streets, in the City of Toronto, on

Wednesday, November
29th, 1882,

AT TWELVE O'CLOCK NOON,

For the purpose of electing Directors and Inspectors of election for the ensuing year, and also for the purpose of providing means, by the issue of bonds or otherwise, as may be deemed advisable, for the laying of a cable in Lake Superior, under the provision of the Co.'s Charter, and extending the facilities and system of the Co. and other purposes, and for the transaction of such other business as may be brought before the meeting.

By order of the Board,

T. ROPER,
Secretary.

Toronto, October 24th, 1882.

45-3W



NORTH SHORE R.Y. TENDERS WANTED.

SEALED TENDERS addressed to the undersigned will be received at the office of the North Shore Railway Company, Place d'Armes, Montreal, until

Friday, 1st December, at Noon,

FOR THE CONSTRUCTION OF ABOUT
2 1/4 MILES OF RAILWAY,

WITH

Crib Work Protection,

from the Quebec Station to a point near St. Sauveur.

Plans, specifications and all information may be obtained at the office of the Superintendent, at Quebec.

The Company does not bind itself to accept the lowest or any of the tenders.

By order of the Directors,

W. E. BLUMHART,
Secretary.

47-2w

SPLENDID OPPORTUNITY FOR INVESTMENT.

THE FINE PROPERTY BELONGING TO

C. J. BRYDGES, ESQ.,

Corner of Sherbrooke and St. Urbain Streets,

Is offered for sale at \$25,000.

The lot contains 42,600 feet, with a frontage on Sherbrooke Street of 150 feet, and about 230 feet on St. Urbain Street

The price asked for this lot is about 58¢. per foot.

A vacant lot directly opposite recently sold for 70c. per foot, and it is estimated that there is sufficient dressed cut-stone and other material in the present building to construct five first class houses.

No commission charged. Apply to
L. MUNRO,

48 Hudson's Bay Co. Land Office,

THE MINING WORLD AND

Engineering Record,

LONDON, ENGLAND.

A Weekly Journal of

Mining, Railway, Banking, Assurance and

Joint Stock Enterprises.

Annual Subscription for the United States, including postage, \$6.25.
Subscriptions received at the office, 241 & 242
Graham House, London.



THE HARBOUR COMMISSIONERS of Montreal invite tenders for the supply of about 750 toises Banc Rouge Macadamizing Stone (hand broken), according to specification, to be obtained at the office of Mr. JOHN KENNEDY, Chief Engineer.

Tenders addressed to the undersigned will be received until WEDNESDAY, 29th November, at 12 o'clock noon.

The Commissioners do not bind themselves to accept the lowest or any tender.

H. D. WHITNEY,
Secretary.

Harbour Commissioner's office, }
Montreal, 22nd Nov., 1882. } 47-1w

Richelieu & Ontario Navigation COMPANY.

NOTICE TO SHAREHOLDERS.

ANNUAL DIVIDEND.

A Dividend of THREE per cent. has been declared this day, and will be payable to the Shareholders on and after the

20th December next,
at their office here.

The transfer Books will be closed from the 1st to the 20th of December next, both days inclusive.

By order,

J. N. BEAUDRY,
Secretary and Treasurer.

Office of the
Richelieu & Ontario Navigation Co. }
Montreal, 22nd November, 1882. } 47-4w

Blank Books!

LARGE STOCK always on hand.

Special patterns to order on short notice.

JOSEPH FORTIER,

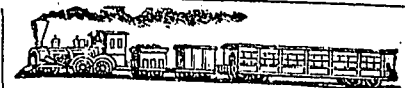
[Late Akerman, Fortier & Co.,]

BLANK BOOK MANUFACTURER,

Printer, Commercial and Law Stationer,

258 and 258 St. James Street,

MONTREAL.



Grand Trunk R'y

OLD RAILS FOR SALE.

The Grand Trunk Railway Company of Canada have now on hand from 2,000 to 3,000 tons of old rails (principally T), and are ready to receive tenders for the same.

Terms, cash on delivery.
Delivery will be made at Montreal, Portland, Kingston, Toronto, Hamilton, Point Edward or Detroit Junction.

Tenders addressed "Tender for Old Rails" will be received by the undersigned up to

November 30th, 1882.

JOSEPH HICKSON,
General Manager.

Montreal, 10th November, 1882.

46-1w

To Farmers and others wishing to Sell Improved Lands.

The Department of Agriculture and Public Works request persons desirous of selling improved Farms should communicate with W. S. Desbarats, Esq., Province of Quebec Immigration Agent, P.O. Box 175, Quebec.

They are requested at the same time, to give full particulars, when writing, as to the price conditions of payment, dimensions, resources, &c., of the Farms, and the locality where they are situated.

To Immigrants and Canadian Farmers desiring to purchase Improved Farms.

The Department of Agriculture and Public Works, in order to give greater inducements to settlers, request that Immigrants and Canadian Farmers desirous of purchasing lands, should apply to W. S. Desbarats, Esq., Province of Quebec Immigration Agent, P. O. Box 175, Quebec, from whom they will receive all the necessary information.

IF YOU

desire, without charge, the new drought-resisting potato—THE BLUSH—the GIANT WHEAT, BLACK-BEARDED CENTENNIAL for Spring or Fall sowing—the RURAL GARDEN TREASURES—seed of the great white grape NIAGARA, subscribe for the

RURAL NEW-YORKER.

the great American journal for the farm, garden and home. It is original from beginning to end—500 original illustrations yearly—the best writers in the world. Send for free specimen copies.

3 PARK ROW, N.Y.

SOCIETE POSTALE FRANCOISE DE L'ATLANTIQUE.

CANADIAN AND BRAZILIAN DIRECT MAIL STEAMSHIP LINE.

Under contract with the Canadian and Brazilian Governments, for carrying of their Mails.

Railway connections with the Grand Trunk Railway of Canada, the Intercolonial Railway, the Boston & Albany Railway, and their connections the Merchant's Despatch Co., Nickerson Boston Line and the Cromwell Line from Newfoundland to New York.

DATES OF SAILING.

The splendid new steamships of this Line are appointed to sail, as under, for St. Thomas, W. I., Para, Maranhão, Ceara, Pernambuco, Bahia, and Rio de Janeiro, Brazil, calling at Quebec and Gaspé, leaving Montreal and Halifax, on arrival of the Mails, as follows:—

	Montreal.	Halifax.
Ville de Para	Aug. 28	Aug. 31
Ville de Ceara	Sept. 28	Sept. 30
Ville de Montreal	Oct. 28	Oct. 31
Ville de Quebec	Nov. 28	Nov. 30
Ville de Halifax	Dec. 28	Dec. 31

TROUGH BILLS OF LADING granted on merchandise from all stations in Canada or the United States to all ports in the West Indies, Brazil and the River Plate.

For Tickets and State-room Berths, apply to W. D. O'BRIEN, St. James St. For Freight and other information apply to WM. DARLEY BENTLEY, Agent General, 317 St. Paul Street, Montreal, West India Wharf, Halifax.

MONTREAL LOAN & MORTGAGE CO'Y. TRUST COMPANY.

INCORPORATED 1868.

CAPITAL, \$1,000,000 00
TOTAL ASSETS, \$1,288,143 07

LOAN MONEY ON REAL ESTATE AND PURCHASE MORTGAGES.

This Company is authorized to act in any position of Trust, either as Executor Administrator, Guardian, Trustee or Receiver.

Registrars and Transfer Agents of the Stocks and Bonds of Incorporated Companies Trustees of Mortgages executed by Railroad and other Corporations.

Every facility offered in matters of a fiduciary character.

INTEREST ALLOWED ON DEPOSITS. DEBENTURES.

Issue Sterling Debentures payable in London; also Currency Debentures, payable in Canada, bearing five per cent. interest.

BOARD OF DIRECTORS.

- M. H. GAULT, Esq., M.P., President, President Exchange Bank of Canada.
 - Hon. A. W. OGILVIE, Vice-President, Senator.
 - ROBT. ESDAILE, Esq., of Messrs. J. & R. Esdaile.
 - G. W. CAMPBELL, Esq., M.D., Vice-President Bank of Montreal.
 - THEODORE HART, Esq., Director Liverpool & London & Globe Insurance Company.
 - A. F. GAULT, Esq., of Messrs. Gault Bros. & Co.
 - THOMAS CRAIG, Esq., Managing Director Exchange Bank.
- GEORGE W. CRAIG,**
Manager,
Office: 181 St. James Street, Montreal.
March 1st, 1882.

Envelopes! Envelopes!
JUST OPENED

A Large Consignment of Commercial Envelopes,

From 75c. per 1,000 upwards.

JOSEPH FORTIER,
(Late Akerman, Fortier & Co.,)

Stationer.

Blank Book Manufacturer & Printer.

286 & 288 St. JAMES ST.
(SUTHERLAND'S OLD STAND.)

MONTREAL.

QUEBEC CENTRAL RAILWAY.

RAILWAY.

CHANGE OF TIME.

COMMENCING MONDAY, OCT. 16, 1882. Trains will run as follows:

	Express.	Mixed.
Lv. Sherbrooke for Beauce Jct., Levis and Quebec.	8.20 A.M.	7.00 A.M.
Arrive Beauce Junction.	1.05 P.M.	3.15 P.M.
" Levis.	3.10 "	6.15 "
" Quebec Ferry.	3.30 "	.....
Leave Quebec for Beauce Jct., Sherbrooke and New England points—Ferry.	11.30 A.M.	.....
Leave Levis.	12.15 P.M.	5.00 A.M.
Arrive Beauce Junction.	2.05 "	7.30 "
" Sherbrooke.	7.00 "	3.15 P.M.
Leave Levis for St. Joseph.	.....	4.00 "
Arrive St. Joseph.	.....	7.20 "
Leave St. Joseph for Levis.	.....	7.00 A.M.
Arrives Levis.	.....	10.20 "

Trains run on Montreal Time. The Quebec Central affords the only Rail communication with the celebrated Chaudiere Gold Mines, and connecting at Sherbrooke with the Grand Trunk and Passumpsic Railways, forms the most direct route between Quebec, Boston and all New England points.

JAS. R. WOODWARD,
General Manager.

General Ticket Offices,
Opposite St. Louis Hotel, Que.
October 12, 1882.



Notice to Contractors.

SEALED TENDERS, addressed to the undersigned will be received at this office until

FRIDAY, the 1st December next, inclusively, for the construction of a NEW PARLIAMENT HOUSE AT QUEBEC.

The Plans and Specifications of the work may be seen at this Office, every day, after the 1st October next, between the hours of 10 a.m. and 4 p.m.

The Tenders must be endorsed:—

"TENDER FOR NEW PARLIAMENT HOUSE,"

The Department will not be bound to accept the lowest or any of the tenders.

By order,

ERNEST GAGNON,
Secretary.

Department of Agriculture and Public Works,
Quebec, 14th June, 1882.

N.B.—No reproduction unless by special written order.

MANITOBA AND THE NORTHWEST.

FARMING LANDS FOR SALE.

THE HUDSON'S BAY COMPANY have very large tracts of land in

THE GREAT FERTILE BELT FOR SALE.

and now offer 500,000 ACRES

In the Townships already Surveyed.

They own two sections in each township, and have in addition large numbers of farms for sale on the Red and Assiniboine rivers.

Splendid Prairie Farms, Grazing Lands and Wood Lots.

Prices range from \$3 to \$6 per acre, according to location, &c.

Terms of payment remarkably easy. Pamphlets giving full information about the country, and the lands for sale, can be had on application at the Company's offices in Winnipeg and at Montreal.

C. J. BRYDGES,
Land Commissioner Hudson's Bay Co.



SOUTH-EASTERN RAILWAY

AND Montreal and Boston Air Line

THE DIRECT AND BEST ROUTE TO BOSTON, Concord, Manchester, Nashua, Lowell, Worcester, Providence,

and all points in NEW ENGLAND; also to the EASTERN TOWNSHIPS; NEWPORT, LAKE MEMPHREMAGOG, &c., and

THE ONLY LINE RUNNING THROUGH THE WHITE MOUNTAINS TO PORTLAND.

Winter Arrangements.

Trains leave Montreal as follows:—

9.00 A.M.—Day Express, with Parlor Car attached, for Boston, via Concord, Manchester, Nashua and Lowell; also for Portland, via White Mountains.

5.00 P.M.—Local Train for Stanstead, Waterloo, Bedford, Frelighsburg and all intermediate stations, with through connection for Springfield and all points on the Connecticut River line.

6.30 P.M.—Night Express for Boston and New England Points, with Pullman Palace Sleeping Car attached.

This train will stop only at principal stations.

Baggage checked through and passed by the Customs at Bonaventure Depot.

For Tickets and all information, apply at 202 St. James Street, Windsor Hotel or Bonaventure Station.

T. A. MACKINNON, BRADLEY BARLOW, Asst. Manager. Pres. & Gen. Mgr. November 6th, 1882.

North Shore Ry. CHANGE OF TIME.

COMMENCING ON Monday, Sept. 25th, 1882.

Trains will run as follows:—

	Mixed.	Mail.	Expr's	Lightning Expr's
Lv Hochelaga for Quebec.	4.00AM	8.00PM	10.00PM	.....
Arrive at Quebec.	7.00PM	9.50 "	6.30AM	.....
Leave Quebec for Hochelaga.	5.20AM	9.10AM	10.00PM	.....
Ar at Hochelaga.	8.30PM	4.00PM	6.30AM	.....
Lv Hochelaga for St. Felix de Valois	5.15PM	.....	.....	.....
Ar at St. Felix de Valois	8.20 "	.....	.....	.....
Lv St. Felix de Valois for Hoch.	5.20AM	.....	.....	.....
Ar at Hochelaga.	8.50 "	.....	.....	.....

Trains leave Mile-End Station Ten Minutes later than Hochelaga.

Magnificent Palace Cars on all Passenger Day Trains and Sleeping Cars on Night Trains.

Sunday Trains leave Montreal and Quebec at 4 p.m.

All Trains run by Montreal time. Sure connections with the Canadian Pacific Railway to and from Ottawa.

GENERAL OFFICES—QUEBEC.

TICKET OFFICES:

13 PLACE D'ARMES; MONTREAL.

202 ST. JAMES STREET, QUEBEC.

OPPOSITE ST. LOUIS HOTEL, QUEBEC.

CANADIAN PACIFIC R'Y, OTTAWA.

A. DAVIS, Gen'l Supt.

The Royal Canadian (FIRE AND MARINE) INSURANCE CO.

President ANDREW ROBERTSON.

Vice-President: Hon. J. R. THIBAudeau

JAMES DAVISON, Manager.

ARTHUR GAGNON, Secretary-Treasurer.

HEAD OFFICE:

160 ST. JAMES ST. MONTREAL

CANADA SHIPPING COMPANY.

BEAVER LINE OF STEAMSHIPS. SUMMER ARRANGEMENTS

SAILING BETWEEN

Montreal and Liverpool.

And Connecting by Continuous Rail at Montreal for all important places in Canada and the West.

The following Steamers of this Line will sail from MONTREAL as follows:—

LAKE MANITOBA, G. B. Scott	Sept. 27
LAKE HURON, W. Bernson	Oct. 4
LAKE NEPIGON, H. Campbell	Oct. 11
LAKE WINNIPEG, W. Stewart	Oct. 18
LAKE CHAMPLAIN, P. A. Jackson	Oct. 25
LAKE MANITOBA, G. B. Scott	Nov. 8
LAKE HURON, W. Bernson	Nov. 15

Rates of Cabin Passage from Montreal to Liverpool, \$50.00; Return, Cabin Passages, \$90.00

For Freight or other particulars, apply in Liverpool to R. W. Roberts, Manager Canada Shipping Co., 21 Water street; in Quebec, to Hy. H. Sewell, Local Manager, St. Peter street; or to

H. E. MURRAY, General Manager, 1 Custom House Square, Montreal

ESTABLISHED 1818.

WALTHAM WATCHES.

SAVAGE & LYMAN,

219 St. James Street,

have now in Stock a large assortment of the Celebrated

WALTHAM WATCHES,

IN GOLD AND SILVER CASES,

direct from the Manufactory.

Notwithstanding the Company turn out 250 a day yet they are THOUSANDS behind their orders. This enormous demand places them in front rank as producers, and establishes also the fact that their WATCHES are the BEST, CHEAPEST, and the most reliable time-keepers in the market.

TENDERS FOR DEBENTURES.

Tenders wanted for the purchase of

Debentures of the City of Winnipeg,

To the amount of

\$250,000.00,

Bearing interest at the rate of SIX PER CENT. PER ANNUM, and maturing in twenty years, being payable at the option of purchaser in Great Britain, Canada, or elsewhere, interest payable half-yearly; proceeds of debentures to be applied to purchasing and building bridges, and in general improvements. Assessment of Winnipeg for 1882 is OVER THREE MILLIONS, and the total indebtedness six hundred and seventy thousand dollars.

Tenders will be received up to twelve o'clock noon, NOVEMBER 11th next, being addressed to the undersigned, marked "Tender for Debenture." A marked cheque for ten thousand dollars required with each tender, to be returned should tender not be accepted. A further deposit of fifteen thousand dollars to be made on acceptance of tender.

Any further information can be obtained from the City Chamberlain, or the undersigned.

WM BATHGATE,
Chairman pro tem, Finance Committee,
Winnipeg, Man.

October 21, 1882.

R. H. TEMPLE & CO.,
STOCK BROKERS,
 (Members of Stock Exchange),
 Canadian and American Stocks, Hudsons Bay Co's shares, &c., bought and sold for Cash or on Margin.
52 ADELAIDE STREET EAST,
 TORONTO. 29

GEO. W. HAMILTON,
 STOCK BROKER,
13 HOSPITAL STREET.
 Member Montreal Stock Exchange. Stocks and Bonds bought and sold.
 AGENT
NORWICH UNION FIRE INS. SOCIETY,
 OF NORWICH, ENGLAND. 28-1r

W. MACKENZIE
 STOCK BROKER,
 Member of the Montreal Stock Exchange
98 ST. FRANCOIS XAVIER ST.

PELLATT & PELLATT,
 HENRY PELLATT. HENRY MILLS PELLATT.
STOCK BROKERS,
40 KING STREET EAST,
 [Members of Toronto Stock Exchange.]
 Canadian and American Stocks. Hudson Bay Co.'s Shares, &c., &c., bought and sold for cash or on margin.
 Orders by letter or to cograph receive prompt attention. 35-1r

JACKSON RAE,
 Office: ROYAL INSURANCE CHAMBERS,
 NOTRE DAME STREET.
 General Financial, Investment and Commission Agent. Municipal and other Bonds and Stocks Bought and Sold. Loans on Mortgage or other Securities effected. Advances on Stocks, Merchandise or Commercial Paper negotiated. Represents in Canada the INTERNATIONAL MARINE INSURANCE COMPANY, Limited, of Liverpool, and is prepared to insure Cargoes of Merchandise Inwards or outwards at current rates. 21-1r

THE Marine Insurance Co
 (LIMITED.)
 Old Broad Street, London.
 Established 1836.
 Capital and Reserve over - \$8,500,000

The undersigned have been appointed Agents for this well-known and old-established Company, and are now prepared to write
Ocean Marine Risks
 at CURRENT RATES, and beg leave to solicit a share of the patronage of the shipping public.
OPEN POLICIES ISSUED.
 LOSSES PAID PROMPTLY at any of the Company's Agencies in any part of the world.
J. F. NOTT & Co.,
 AGENTS,
119 ST. FRANCOIS XAVIER STREET,
 MONTREAL,
 Telephone communication. 4

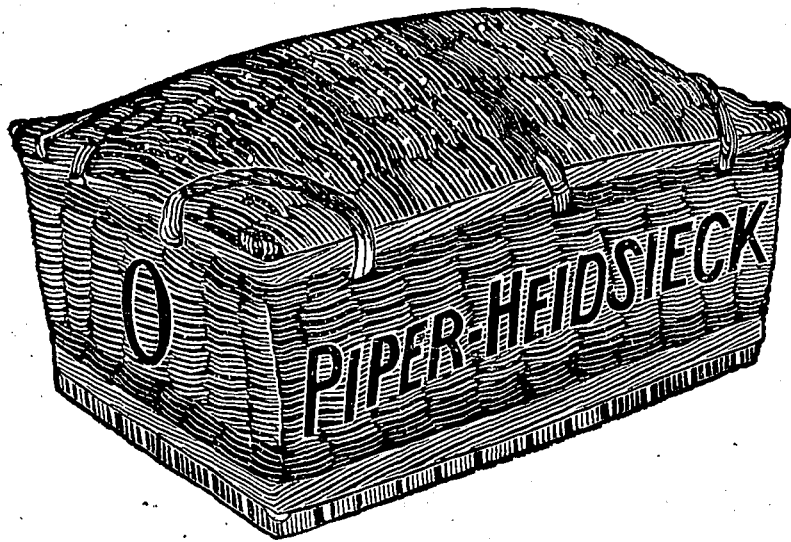
BANK OF HAMILTON.
 DIVIDEND No. 20.

NOTICE IS HEREBY GIVEN THAT A Dividend of THREE AND ONE-HALF per cent. for the current half year upon the paid up Capital stock of this institution has this day been declared, and that the same will be payable at the Bank and its Agencies on and after
Friday, the First day of December Next.
 The Transfer Books will be closed from the 16th to the 30th November next, both days inclusive.
 By order of the Board,
E. A. COLQUHOUN, Cashier.
 Hamilton, October 25th, 1882. 48-6v

INSURANCE.

CONFEDERATION LIFE ASSOCIATION.
 Incorporated by Special Act of the Dominion Parliament.
 Guarantee Capital, \$500,000. Government Deposit, \$86,300.
 Capital and Assets, 31st Dec., 1879, \$906,337.
HEAD OFFICE, TORONTO, ONT.
 President: Sir W. P. HOWLAND, C.B., K.C.M.G.
 Vice Presidents: Hon. WM. McMASTER. WM. ELLIOT, Esq.
 Directors:
 Hon. JAS. MACDONALD, M.P., Halifax.
 Hon. T. N. GIBBS, Esq.
 ROBT. WILKES, Esq.
 Hon. ISAAC BURPEE, M.P.
 W. H. BEATTY, Esq.
 EDWARD HOOPER, Esq.
 J. HERBERT MASON, Esq.
 JAS. YOUNG, Esq., M.P.P.
 F. A. BALL, Esq.
 M. P. RYAN, Esq., M.P.
 S. NORDHEIMER, Esq.
 W. H. GIBBS, Esq.
 A. McLEAN HOWARD Esq.
 Actuary: C. CARPMAEL, M.A., F.R.A.S., late Fellow of St. John's College, Cambridge.
 Managing Director: J. K. MACDONALD.
 Manager for the Province of Quebec: H. J. JOHNSTON.

WESTERN ASSURANCE COMPANY.
FIRE AND MARINE. Incorporated 1851.
 CAPITAL AND ASSETS.....\$1,637,553 10
 INCOME FOR YEAR ENDING 31st DECEMBER, 1879..... 1,001,052 20
HEAD OFFICE, TORONTO, ONT.
 HON. J. McMURRICH, President. J. J. KENNY, Managing Director. 24-1r
 JAS BOOMER, Secretary.



"Old Reliable" Piper-Heidsieck.
 FOR SALE EVERYWHERE.

The Mercantile Agency.
Dun, Wiman & Co.,
 114 ST. JAMES STREET, - - - MONTREAL.
 WM. W. JOHNSON, Manager.

WE respectfully call the attention of Manufacturers and Whole sale interests to our unrivalled facilities for furnishing thorough information in regard to their Customers' General Business Standing and Credit, also to our complete and successful Collection Department. Now in active operation eighty distinct offices located at all chief points.

WEDDING PRESENTS.
HENRY BIRKS & Co.,
 Have a large stock of NOVELTIES in
ELECTRO-PLATE,
 OF THE FINEST QUALITY AT LOWEST PRICES. ALSO
SOLID SILVER, IN BEAUTIFUL CASES

INSURANCE.

THE
LIVERPOOL & LONDON & GLOBE
 Insurance Company.

CANADA BOARD OF DIRECTORS
 The Hon. HY. STARNES, Chairman.
 THOS. CRAMP, Esq., Deputy Chairman.
 THEODORE HART, Esq.
 ANGUS C. HOOPER, Esq.
 EDMOND J. BARBEAU, Esq.
 CAPITAL.....\$10,000,000
 AMOUNT INVESTED IN CANADA, 900,000
 TOTAL INVESTMENTS..... \$1,000,000
 Mercantile Risks accepted at the lowest current rates.
 Dwelling Houses and Farm Properties insured at reduced rates.
 G. F. C. SMITH,
 Chief Agent for the Dominion.

NORTH BRITISH AND MERCANTILE
FIRE AND LIFE INSURANCE CO.
 ESTABLISHED 1809.

Subscribed Capital - - £2,000,000 Stg.
FINANCIAL POSITION OF THE CO'Y.
 1.—FUNDS AS AT 31ST DEC., 1878.
 Paid-up Capital..... £350,000 Stg.
 Fire Reserve Fund..... 704,577 "
 Premium Reserve..... 305,005 "
 Balance of Profit and Loss Account..... 57,048
 Life Accumulation..... 2,852,567 "
 Annuity Funds..... 30,080 "
 2.—REVENUE FOR THE YEAR 1878.
 From Fire Department:
 Fire Premiums and Interest..... £976,160
 From Life Department:
 Life Premiums and Interest..... £438,787
 Int'eat, &c. on Annuity Funds..... 12,040
 Total Revenue..... £1,426,987 "
 or, \$6,044,426.73

WILLIAM EWING, Inspector.
 GEORGE N. AHERN, Sub-Inspector.
 Head Office for the Dominion in Montreal
MACDOUGALL & DAVIDSON,
 19-ly General Agents.

WILLIAM WINGFIELD-BONNYN,
 A. M. I. C. E., LONDON.
 M. A. S. C. E., NEW YORK,
 HON. M. C. C. I., MILAN.
Consulting Civil Engineer,
 Inspector, Surveyor and Valuer of Railway Works.
 IMPORTING AGENT OF ALL KINDS OF
British Made Machinery,
 Railway Springs,
 Buffers, Axles, Wheels,
 Weldless and Lap-Welded
 Steel and Iron Tubes for
 Locomotive & Marine Boilers,
 Steel and Iron Rails,
 Patent Fish-Joints,
 Bolts and Nuts, &c., &c.
 FILES, SPRING and SHEAR STEEL,
 STEAM and HYDRAULIC PACKING
 STEEL PLATES and BARS,
 BEAMS and ANGLES,
 ANGLE IRON GIRDERS,
 PATENT, LATHES,
 General SHOP FITTINGS
 AND MACHINE TOOLS.
 STEEL & IRON LAUNCHES & YACHTS
 for shallow Lake and River navigation.
 IRON and ZINC ROOFS, IRON BUILDINGS,
 FIRE PROOF STORES, MARKETS &c.
 SILICATE and other PAINTS.
 BOILER, BRIDGE and SHIP PLATES, &c.
26 HOSPITAL STREET (up stairs)
 MONTREAL. 36-5m

IMPERIAL BANK OF CANADA.

Capital, \$1,500,000
Capital paid-up, \$1,472,000
Rest, \$503,000

DIRECTORS.

H. S. HOWLAND, Esq., President.
T. R. MERRITT, Esq., Vice-President.
Hon. Jas. R. BENSON, Wm. RAMSAY, Esq.,
T. R. WADSWORTH, Esq., P. HUGHES, Esq.,
JOHN FISKEN, Esq.
D. R. WILKIE, Cashier.
B. JENNINGS, Inspector.
HEAD OFFICE: TORONTO.
BRANCHES:
St. Thomas,
Welland,
Woodstock,
Winnipeg, Man.
Brandon, Man.

Drafts on New York and Sterling Exchange bought and sold. Deposits received and interests allowed. Prompt attention paid to collections.

La Banque Jacques-Cartier.

HEAD OFFICE, - MONTREAL.

Capital Authorized, \$500,000
Capital Subscribed, 600,000

DIRECTORS:

ALPH. DESTARDINS, Esq., M.P., President,
L. H. MASSUE, Esq., Vice-President,
I. L. CASSIDY, Esq., Ol. FAUCHER, Fils, Esq.,
La. S. MOHAT, Esq., J. B. RENAUD, Esq.,
Lucien HUOT, Esq.
A. L. DEMARTIGNY, Cashier.

Branch at Beauharnois, A. Clomont, Manager.
Branch at St. Hyacinthe, S. A. Durocher, Manager.
Branch at St. Remi, P. Q., C. Bedard, Agent.
Branch at Valleyfield, C. F. Irish, Agent.
Agents in New York: National Bank of the Republic.
Agents in London, Eng.: Glynn, Mills, Currie & Co.

THE FEDERAL BANK.

Capital Paid-up, \$1,500,000.
Rest, 600,000.

HEAD OFFICE, - TORONTO.

BOARD OF DIRECTORS:

S. NORDHEIMER, Esq., President.
J. S. PLAYFAIR Esq., Vice-President.
Edward Curney, Jun. Esq., John Kerr, Esq.
William Galbraith, Esq., G. W. Torrance, Esq.
Benjamin Ormyn, Esq.

H. S. STRATHY, Cashier.
Branches—Aurora, Chatham, Guolph, Hamilton,
Kingston, London, Montreal, Newmarket, Petrolia,
Simcoe, St. Marys, Strathroy, Tilsonburg, and
Yorkville.

Agents—London, Eng.—The National Bank of
Scotland.
New York—American Exchange National Bank.
Collections made in all parts of Canada and the U.S.
Drafts on New York bought and sold.
Interest allowed on Deposits according to agree-
ment.

MONTREAL BRANCH:

Cor. Notre Dame and St. Helen Streets,
W. J. INGRAM, Manager.

BANK OF OTTAWA,
OTTAWA.

Authorized Capital, \$1,000,000
Subscribed Capital, 942,000
Paid-up Capital, 680,180

JAMES MACLAREN, Esq., President.
CHARLES MAGEE, Esq., Vice-President.

DIRECTORS:

O. T. Bate, Esq., R. Blackburn, Esq., Hon. Geo.
Bryson, Hon. L. R. Chiu ch, Alex. Fraser,
Esq., Geo. Hay, Esq., John Mather, Esq.
GEORGE BURN, Cashier.

BRANCHES:—Arnprior, Pembroke, Winnipeg, Man.
Agents in Canada, Canadian Bank of Commerce.
Agents in New York, Messrs. A. H. Goadby and B.
E. Walker. Agents in London, Eng., Alliance Bank.

GRAND TRUNK RAILWAY.

CHANGE OF TIME IN LOCAL TRAIN SERVICE,

Commencing Monday, Nov. 6th.
The mixed train for St. Hyacinthe
and local stations will leave Mon-
treal at 5.00 p.m.
A passenger car will be attached to
the freight train for Vaudreuil,
leaving Bonaventure Depot at 6.15 p.m.
An additional train for St. Lambert
will be run, leaving Montreal at 9.15 a.m.
Returning from St. Lambert at 10.20 a.m.
JOSEPH HICKSON,
General Manager.

Montreal, November 3rd, 1882.

CANADA PERMANENT
LOAN & SAVINGS CO.

Incorporated, A.D. 1855.
Paid up Capital, \$2,000,000
Reserve Fund, 1,000,000
Total Assets, 6,850,000

THE COMPANY

Receives money on Deposit at current rates of
interest, payable half-yearly, the principal be-
ing repayable on demand or on short notice.

ALSO

Receives money for more permanent invest-
ment, for which Debentures are issued with
interest coupons attached.

TO EXECUTORS AND TRUSTEES.

The laws of Ontario authorize the invest-
ment of Trust Funds in the Debentures of this
Company.

For further information apply to

J. HERBERT MASON,
Manager.

Office
Company's Buildings,
Toronto.

Kilby & Abbott
RAILWAY SUPPLIES.

Agents for

TREDEGAR STEEL & IRON CO., Wales,
STEEL RAILS, &c.

GEORGE FISHER & CO., Sheffield
STEEL AND FILES,

IMPERIAL TUBE CO., Birmingham,
BOILER TUBES, TUBES & FITTINGS.

WILKES & SONS, Birmingham,
BRASS & COPPER WIRE, SHEET, &c.

SILICATE PAINT CO.,
CHARLTON & SILICATE PAINTS, &c.

SAMPLES AND CIRCULARS AT
10 St. Sacramento Street,
Montreal.

N. Y. PIANO CO.,
MONTREAL.

MONTREAL.

AGENTS FOR THE PIANOS OF

WEBER, DECKER & SON.
DUNHAM, J. P. HALE.
VOSE & SON - N. Y. PIANO Co.
HUNTZMONS & Co. - WILLIAM & SON.
BELL ORGANS.

Economy of Purchasing a Good Article.

A piano dealer in Montreal advertises a
second-hand Weber piano at \$325. The num-
ber of this instrument indicates that it was
made 8 years ago. The usual rental of a
" Weber " Piano of the cheaper class in New
York city is \$8 per month, in Montreal there
are none rented under \$7 per month. Taking
the rental at the lowest figure for 8 years, and
add it to the price now asked, it would leave a
grand total of \$907, or more than double the
cost of the instrument.

A Steinway Grand, costing the owner over
\$1,000 was sold at Mr. Hunter's House on
Dorchester Street a few days ago for \$355.
While a SECOND HAND WEBER SQUARE, which
cost only about ONE HALF THAT SUM, was sold by
the same Auctioneer for \$515. Showing a very
remarkable difference in favor of the WEBER
pianos.

For Illustrated Catalogues of all the above
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N. Y. PIANO CO.,
MONTREAL.

TO SHAREHOLDERS IN JOINT

Stock Companies and Speculators in Stock.—
THE SHAREHOLDER, 709 Craig Street, Montreal,
now in its fourth year, is a valuable journal for all
interested in Money matters. Buyers and Sellers
of Stocks recommended to first-class brokers, who
buy and sell only on orders received, and do not
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HOLDER, guaranteed by the Proprietor
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STEAMSHIPS.



CUNARD LINE.

LANE ROUTE.

THE
CUNARD STEAMSHIP

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between NEW YORK and LIVERPOOL, call-
ing at CORK HARBOR,

FROM PIER 40 N. E. NEW YORK.

BOHINIA, Wednesday, 22nd Nov.
CATALONIA, 29th Nov.
GALLIA, 6th Dec.
SERVIA, 13th Dec.
CEPHALONIA, 20th Dec.
BOHINIA, 27th Dec.
CATALONIA, 3rd Jan.
GALLIA, 10th Jan.

and every following Wed'sday from New York.

RATES OF PASSAGE: \$60 \$80 & \$100, according
to accommodation.

Steerage at very low rates. Steerage tickets
from Liverpool and Queenstown and all other
parts of Europe at lowest rates.

Through Bills of Lading given for Belfast,
Glasgow, Havre, Antwerp and other Ports on
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VERNON H. BROWN & Co.

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Aug. 12 6-1r

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OF STEAMSHIPS.



RUNNING in connection with the
GRAND TRUNK RAILWAY OF CANADA.

Tons. Tons.
Montreal 3,284 Toronto 3,284
Dominion 3,176 Ontario 3,176
Texas 2,700 Teutonia 2,700
Quebec 2,700 Sarnia (build'g) 3,850
Mississippi 2,680 Oregon 3,850
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DATE OF SAILING.

Steamers will sail as follows from Quebec:—
ONTARIO, 7th Oct.
BROOKLYN, 14th Oct.
TORONTO, 21st Oct.
DOMINION, 28th Oct.
MISSISSIPPI, 4th Nov.
SARNIA, 11th Nov.
ONTARIO, 18th Nov.

RATES OF PASSAGE.

Cabin.—Quebec to Liverpool, \$50 and \$60;
Return, \$90 and \$110. Pre-paid Steerage
Tickets is sued at the lowest rates.

* Sarnia carries neither cattle or sheep.
Through Tickets can be had at all the prin-
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Canada, and Thorough Bills of Lading are
granted to and from all parts of Canada.

For Freight or Passage, apply, in London,
to Bowring, Jamieson & Co., 17 East India
Avenue; in Liverpool, to Flinn, Main & Mont-
gomery, 24 James street; in Quebec, to W. M.
Macpherson; at all Grand Trunk Railway
Offices; or to

DAVID TORRANCE & CO.,

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May, 1882. 8-1r

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THIS COMPANY'S LINES ARE
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Full-powered Clyde-built, Double-engine Iron
Steamships:

VESSELS. TONNAGE. COMMANDERS.
Numidian, 6,100, Building.
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Sardinian, 4,650, " J. E. Dutton.
Polynesian, 4,100, " R. Brown.
Sarmatian, 3,600, " John Graham.
Circassian, 4,600, Lt. W. H. Smith, R.N.R.
Moravian, 3,650, Lt. F. Archer, R.N.R.
Peruvian, 3,400, Capt. Joseph Ritchie.
Nova Scotian, 3,300, " W. Richardson.
Hibernian, 3,434, " Hugh Wylie.
Caspian, 3,200, Lt. B. Thomson, R.N.R.
Austrian, 2,700, Lt. R. Barrett, R.N.R.
Nestorian, 2,700, Capt. James.
Prussian, 3,000, " Alex. McDougall.
Scandinavian, 3,000, " Parks.
Hanoverian, 4,100, " J. G. Stephen.
Buenos Ayren, 3,800, " Neil McLean.
Corean, 4,000, " McDougall.
Grecian, 3,600, " Le Galais.
Manitoban, 3,150, " Macnicol.
Canadian, 2,800, " C. J. Menzies.
Phoenician, 2,800, " James Scott.
Waldensian, 2,600, " Moore.
Lucerne, 2,200, " Kerr.
Newfoundland, 1,500, " Mylins.
Acadian, 1,350, " F. McGrath.

The shortest sea route between America and
Europe being only five days between
land to land.

The Steamers of the Liverpool, London-
derry and Quebec Mail Service, sailing from
Liverpool every THURSDAY, and from Que-
bec every SATURDAY, calling at Lough Foyle
to receive and land Mails and Passengers to
and from Ireland and Scotland, are intended
to be despatched

FROM QUEBEC:

Sarmatian, Saturday, Oct 21
Polynesian, Saturday, Oct 28
Sardinian, Saturday, Nov 4
Circassian, Saturday, Nov 11
Parisian, Saturday, Nov 18
Peruvian, Saturday, Nov 26

RATES OF PASSAGE FROM QUEBEC.

Cabin, \$70 and \$80
According to accommodation.
Intermediate, \$40
Steerage, 25

The Steamers of the Glasgow and Quebec
Service are intended to sail from Quebec for
Glasgow as follows:—

Buenos Ayren, about Oct 14
Nestorian, about Oct 21
Lucerne, about Oct 28
Hanoverian, about Nov 6

The Steamers of the Liverpool, Queenstown,
St. Johns, Halifax and Baltimore Mail Service
are intended to be despatched as follows:—

FROM HALIFAX:

Austrian, Monday, Oct 9
Nova Scotian, Monday, Oct 23
Hibernian, Monday, Nov 6
RATES OF PASSAGE BETWEEN HALIFAX & ST. JOHNS:
Cabin, \$20
Intermediate, 15
Steerage, 6

FROM BOSTON:

Phoenician, about Oct 21
Scandinavian, about Nov 4

Persons desirous of bringing their friends
from Britain can obtain Passage Certificates
at lowest rates.

An experienced Surgeon carried on each
Vessel.

Berths not secured until paid for.

Through Bills of Lading granted in Liver-
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werp; Ruys & Co., Rotterdam; C. Hugo, Ham-
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Behmer, Schusselkorb No. 8 Bremen; Charley
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Chicago; H. Bourlior, Toronto; Leve & Alden,
207 Broadway, New York, and 5 State Street,
Boston. Or to

H. & A. ALLAN,

80 State Street, Boston, and

Cor. Youville and Common Sts.,

Sept 18, 1882.

Montreal

INTERCOLONIAL RAILWAY.

1882 SUMMER ARRANGEMENT, 1882
Commencing 3rd July, 1882.

THROUGH EXPRESS PASSENGER TRAINS RUN DAILY (Sunday excepted), as follows:—

Leave	Point Levi	7.30 A.M.
Arrive	Riviere-du-Loup	11.55 "
	Cacouna	12.22 P.M.
	Trois Pistoles	1.10 "
	Rimouski	2.49 "
	Little Metis	3.58 "
	Metapedia	6.58 "
	Campbellton	7.23 "
	Dalhousie	8.00 "
	Bathurst	9.50 "
	Newcastle	11.22 "
	Moncton	2.05 A.M.
	St. John	6.00 "
	Halifax	10.00 "

These Trains connect at Chaudiere Curve with the Grand Trunk Trains leaving Montreal at 10 o'clock p.m., and at Campbellton with the Steamer St. Lawrence, sailing Wednesday and Saturday mornings for Gaspe, Percé, Paspébiac, &c., &c.

The Trains to Halifax and St. John run through to their destination on Sunday.

The Pullman Car leaving Montreal on Monday, Wednesday and Friday runs through to Halifax, and the one leaving on Tuesday, Thursday and Saturday to St. John.

THROUGH TICKETS at EXCURSION RATES may now be obtained via rail and steamer to all points on the Lower St. Lawrence, Metapedia, Restigouche, Bay Chaleur, Gaspe, Prince Edward Island and all points in the Maritime Provinces.

For tickets and all information in regard to passenger fares, rates of freight, train arrangements, &c., apply to

G. W. ROBINSON,
Eastern Freight and Passenger Agent,
136 St. James Street,
(Opposite St. Lawrence Hall), Montreal.
D. POTTINGER,
Chief Superintendent,
Moncton, N.B., 1st July, 1882.



Notice to Contractors.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Immigrant Shed, Hamilton, Ont." will be received at this office until TUESDAY, the 28th instant, inclusively, for the erection of

IMMIGRANT SHED, HAMILTON, ONT.

Plans and specifications can be seen at the Department of Public Works, Ottawa, and at the Immigrant Office, Hamilton, Ont., on and after Tuesday, the 14th instant.

Tenders must be made on the printed forms supplied. Each tender must be accompanied by an accepted bank cheque, made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned. The Department will not be bound to accept the lowest or any tender.

By order,
F. H. ENNIS,
Secretary.

Department of Public Works,
Ottawa, November 7th, 1882. } 46-2W



SHERIFF'S SALES.

No. 962—The City of Montreal, Petitioner, for the sale of lot number 29 of the official plan and book of reference of the East Ward, City of Montreal, to wit:—

A lot of land situate in the East Ward of the City of Montreal, being numbered twenty-nine (29) of the official plan and book of reference of the said East Ward, containing 5901 feet, English measure, more or less; bounded in front by Barrack street, (formerly St. Gilles street), with the buildings thereon erected.

PIERRE J. O. CHAUVEAU,
Sheriff.

Sheriff's Office,
Montreal, 16th November, 1882. } 46

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56 ST. FRANCOIS XAVIER STREET.

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WM. McCABE, F. L. A.,
Managing Director.
HON. ALEX. MORRIS, M.P.P.,
Ex-Lieut.-Gov. of Manitoba, Vice-President.
JOHN L. BAKIE,
Pres. Can. Landed Credit Co., Vice-President.

Guarantee Fund, - - - - - \$100,000
Deposited with Dominion Government - - - - - \$ 50,000

The TONTINE INVESTMENT POLICY of this Company combines in one form the greatest number of advantages attainable in a Life Insurance Policy. It appeals at once to the intelligence of all who understand the principles and practice of Life Insurance, and the same system is used by such first-class Mutual Life Companies as the New York Life and the North-Western.

All policies on Life or Endowment plans are subjected to NO HIGHER PREMIUM RATES in taking the Tontine Investment form. The extra benefits of this class are conditioned only upon continuance of the Policy for a certain specified term or Tontine Period of 10, 15, or 20 years, selected by the insurer himself.

Two things most desired in Life Insurance are the CERTAINTY of PROTECTION in EARLY DEATH and PROFIT in long life.

These are combined in this Company's Tontine Investment Policy, which is the only system which effectually answers all objections offered to Life Insurance. It distributes the advantages of insurance equitably between those who die early and those who live long and is the only plan that does so. This Company issues Annuities and all the ordinary approved forms of Life Policies. Its Policy is Plain, Simple, Liberal, and Free from the usual onerous conditions.

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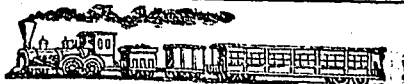
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COAL TRADE JOURNAL.

PUBLISHED EVERY WEDNESDAY. Established April 21st, 1869. It is the only paper in the United States entirely devoted to the interests of the coal trade. Subscription price, \$3.00 a year.

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Central Vermont R.R. Line.

OLD RELIABLE SHORT ROUTE.

Three Express Trains daily to New York, with Pullman and Wagner Sleeping and Parlor Cars attached.

Three Express Trains daily to Boston with Pullman's elegant Parlor and Sleeping Cars attached.

TRAINS LEAVE MONTREAL.

7.15 a.m. DAY EXPRESS for Troy, Albany, New York, Springfield, New London and Boston, via Fitchburg, also to Waterloo.

9.00 a.m. LIMITED EXPRESS for Boston, via Concord, Manchester, Nashua, Lowell, arriving in Boston at 7 p.m. and New York via W. R. Junction and Springfield at 10.30 p.m.

3.20 p.m. For Waterloo and Montreal.

3.20 p.m. NIGHT EXPRESS for New York via Troy, arriving in New York at 6.45 next morning.

6.30 p.m. NIGHT EXPRESS for Boston via Lowell, and Fitchburg; New York via Springfield.

GOING NORTH.

FAST TRAIN FROM The night Express via Troy leaves New York at 8.30 p.m. and arrives in Montreal at 8.25 a.m.

DAY EXPRESS leaves New York at 8 a.m., arriving in Montreal at 10.15 p.m.

Day Express leaves Boston, via Lowell, at 9.00 a.m., arriving in Montreal at 7.20 p.m. Leaves Boston via Fitchburg at 8 a.m., and Troy, at 1.30 p.m., arriving in Montreal at 10.15 p.m.

Night Express leaves Boston at 7.00 p.m., via Lowell, 6 p.m., and via Fitchburg, and New York at 4.30 p.m., via Springfield, arriving in Montreal at 8.25 a.m.

For Tickets and Freight Rates, apply at the Central Vermont Railroad Office, 136 St. James street.

A. C. STONEGRAVE,
Canadian Passenger Agent.
Boston Office, 260 Washington street.
New York Office, 271 Broadway.

S. W. CUMMINGS, J. W. HOBART,
General Passenger Agent. General Supt.
St. Albans, Vt., July, 1882.

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We continue to act as Solicitors for Patents, Caveats, Trade Marks, Copyrights, etc., for the United States, and to obtain patents in Canada, England, France, Germany, and all other countries. THIRTY-SIX YEARS' PRACTICE.

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Notice to Contractors.

SEALED TENDERS, addressed to the undersigned, will be received at this office until MONDAY, the 20th instant, at noon, for the Clearing and Removal of Snow, &c., from the Public Buildings Ottawa; and also for the Removal of Snow, &c., from the roofs of buildings, out-buildings, walks, avenues or roads; &c., &c., at Rideau Hall.

Forms of Tender and specifications can be had at this office, where all necessary information can be obtained.

Separate Tenders will be required for each work, and must be endorsed "Tender for Removal of Snow, Public Buildings" and "Removal of Snow, Rideau Hall," respectively.

Each tender must be accompanied by an accepted bank cheque, made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department will not be bound to accept the lowest or any tender.

By order,
F. H. ENNIS,
Secretary
Department of Public Works,
Ottawa, 13th Nov., 1882. } 46-1W

CITY OF LONDON
FIRE INSURANCE COMPANY, Limited,
 OF LONDON, ENGLAND.

CAPITAL. . . . \$10,000,000.

All descriptions of property insured at the lowest current Rates.

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W. R. OSWALD,
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THE BELL TELEPHONE CO.
 OF CANADA.

ANDY. ROBERTSON, C. F. SISE,
 President, Vice President.
 C. P. SCLATER, Secretary-Treasurer.

This Company, which owns the Telephone Patents in Canada of Bell, Blake, Edison, Phelps, Gray and others, is now prepared to furnish, either directly or through its Agents, Telephones of different styles, and applicable to a variety of uses, also to arrange for Telephone lines between Cities and Towns where exchange systems already exist, in order to afford facilities for personal communication between subscribers or customers of such systems. It will arrange to connect places not having telegraphic facilities with the nearest telegraph office, or it will build private lines for individuals or firms, connecting their different places of business or residence.

This Company is also prepared to manufacture Telegraph and Electrical Instruments, Electro-Medical apparatus, Fire Alarm apparatus, Magnets for Mills, Electric Gas-lighting apparatus, Burglar Alarms, Hotel and House Annunciators, Electric Call-Bells, &c. Any further information relating hereto can be obtained from the Company.

No. 12 Hospital St., Montreal.

N.B.—All persons using Telephones not licensed by this Company are hereby respectfully notified that they are liable to prosecution and for damages for infringement, and will be prosecuted to the full extent of the law. 9-1r

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THE "LEADER" COOKING STOVE
 Is known to be so good that some dealers are trying to sell an imitation

WROUGHT-IRON RANGES,
 BEST MATERIAL,
 MOST SCIENTIFIC CONSTRUCTION.

MR. CLENDINNEN'S
 STOVES and RANGES,
 Are made in his own works here.

No Dealer can Sell the same quality of Goods
 CHEAPER THAN THE MANUFACTURER. 15

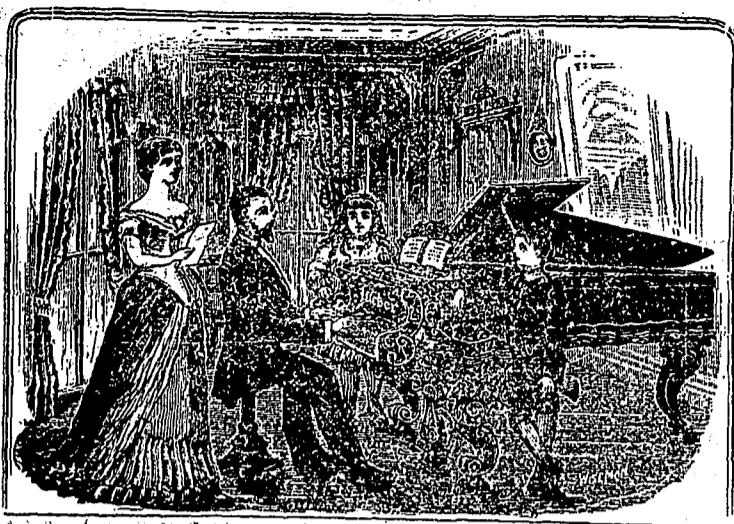
THE RUSSELL
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The Palace Hotel of Canada.

THIS magnificent new Hotel, fitted up in the most modern style, is now open. The RUSSELL contains accommodations for over FOUR HUNDRED GUESTS, with passage and baggage elevators, and commands a splendid view of the city, Parliamentary grounds, river and canal. Visitors to the Capital having business with the Government find it most convenient to stop at the RUSSELL, where they can always meet leading public men. The entire Hotel is supplied with escapes, and in case of fire there would not be any confusion or danger. Every attention paid to guests.

JAS. A. GOVIN,
 Proprietor.

OTTAWA, February 18th, 1882.



THE WEBER BABY GRAND.
 RECEIVED HOME.

"THE WEBER PIANO"

Is generally acknowledged the grandest instrument of music which has ever appeared in the household, or adorned the Lyric Stage. Its tones are pure and beautiful beyond all others. It is sweet, sympathetic and plaintive, or loud, grand and majestic, at the will of the performer. In its capacity to portray feeling, and in its wonderful power of expression, it stands absolutely without a rival. The duration of its tones, quick responsive action, and perfect mechanism, place it, in the estimation of all musical people, above and beyond all its competitors. For many years the "Weber" Piano was used only by the wealthy and musical aristocracy of the United States; but since the Philadelphia Exhibition, where it was first placed before the public in competition with the great makers of the world, the demand for it has been unprecedented.

The first second-hand instrument of this maker, offered at public competition in Montreal, though a square several years in use, realized \$515.00. This was far above the price reached by any other piano, and shows that a good piano, like a good painting, will always command its price.

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The Sun issues also incomparably the most liberal Accident policy in existence No other company in America gives days of grace on Accident policies:

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 Head Office, ST. JOHN, N.B.
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CAPITAL, - \$12,500,000.

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 AND
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373, 376 & 378 St. Paul Street,
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Toronto Branch: 11 Front St., West.

Samples and Prices sent on application,
 Montreal, May 20th, 1881. 20-1r.

RICHELIEU AND ONTARIO
 NAVIGATION CO.

SPRING ARRANGEMENTS.

The Steamers of this Company between
MONTREAL and QUEBEC

run regularly as under:—
 The Steamer QUEBEC, Capt. R. NELSON, on Mondays, Wednesdays and Fridays, and the Steamer MONTREAL, Capt. L. H. ROY, on Tuesdays, Thursdays and Saturdays, at 7 o'clock p. m., from Montreal.

STEAMERS BETWEEN

Montreal and Hamilton
 will commence running about the middle of the week. Due notice will be given when freight can be received.

Steamer BOHEMIAN, Capt. JOHN RANKIN, leaves for Cornwall and intermediate ports every Tuesday and Friday at 12 noon.

Steamer THREE RIVERS, Capt. JOSEPH DUVAL, leaves for Three Rivers every Tuesday and Friday at 2 p. m.

Steamer CHAMBLY, Capt. FRS. LAMOURREUX, leaves for Chambly every Tuesday and Friday at 1 p. m.

Steamer TERREBONNE, Capt. LAFORCE, leaves daily at 3 p. m. for Vercheres and L'Assomption, calling at Boucherville, Varrounes and Bout de l'Isle.

COMPANY'S TICKET OFFICES, where state-rooms can be secured:—From R. A. DICKSON, 183 St. James Street; at the Ticket Office, Canal Basin, and at the Company's Ticket Office, Richelieu Pier, foot of Jacques Cartier Square.

J. B. LAMERIE, ALEX. MILLOY,
 General Manager, Traffic Manager.
 General Office, 228 St. Paul Street,
 Montreal, 1st May, 1882. } 18

DOMINION
SALVAGE AND WRECKING
 COMPANY.

HEAD OFFICE:
 No. 26 HOSPITAL STREET,
 MONTREAL.

The powerful wrecking steamer "Relief," with Wrecking Cables, Anchors, Steam Pumps, Hydraulic Jacks, Surf Boats, &c. fully equipped with a skilled crew of Wreckers and Divers, is stationed, with her Pontoons, at Murray Bay, ready, DAY OR NIGHT, to proceed at once to any vessel that needs assistance, on receipt of a telegram from Head Office Montreal.

This Company has also, on the Upper Lakes, the tugs "Mixer" and "Polger," and steamer "Conqueror," with all Wrecking appliances for service on the Lakes or River above Victoria Bridge.

Apply to HEAD OFFICE, or S. E. GREGORY, Assistant Manager, or Captain JOHN DONNELLY, Wrecking Master, Kingston.

For service on Lower River or Gulf apply to HEAD OFFICE, 26 Hospital street, Montreal.

H. HERLIMAN, JAS. G. ROSS,
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 F. W. HENSHAW, Sec.-Treas. 25

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