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"NOTHING IN MALICE."

Vol. IV.—No. 39.

MONTREAL, FRIDAY MORNING, SEPTEMBER 29, 1882.

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For Rates and Fares apply to Agents of
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Superior Pale and Brown Malt, India Pale
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Collections made in all parts of the Dominion and returns promptly remitted at lowest rates of exchange.

Letters of credit issued, available in all parts of the world.

THE SHAREHOLDER.

MONTREAL, FRIDAY MORNING, SEP. 29, 1882.

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NEW ENGLISH SHIP-CANALS.

IN our last number, under the heading "New English Ports," some contemplated additions to present ports were pointed out. Co-existent with this movement we also find attention now largely directed in England to the canal system of the mother-country, with projects for its improved usefulness. These schemes, which at first blush seem rather ambitious, begin to put on a more practicable aspect the more closely they are examined. Local railway extortion, especially in freight rates, appears to have first started the notion that enough had not hitherto been made out of the canals. This deficiency was not meant to imply only that the carriage capabilities of the existing canals had not been taken advantage of so fully as they might have been, but that the canal system as a national whole was conspicuously imperfect. The Manchester Port scheme, which appears to have taken a strong hold on the public mind, has set people thinking out the whole question. It is no wonder, then, that it is now asked why, in this age of a Suez Canal accomplished and a Panama artificial water route under construction, England and Wales should not make a far better use of their inland water-system than they have ever done, or ever hitherto contemplated? The talk now is of converting the present inland waterways throughout the Kingdom into ship-canals, and to substitute steam for the present horse-hauling. The great object is to set up a powerful and enduring competition to the present railway monopoly, especially as regards heavy freight and that of a character where speed in delivery is a matter of indifference. It is also under contemplation to overhaul the entire system, river and canal, and to ascertain the fullest extent to which both can be made available. The railway corporations have only themselves to blame for this formidable agitation. Not only have the rates imposed by them been sometimes excessive, but partial discriminatory tariffs have vexed and injured a large portion of their enforced patrons. To add effectively to an already heavy bill of indictments against the railway corporations, it appears that they have contrived to purchase, here and there, small connecting links of the canal system, and by putting up toll-bars in a spirit of hostility, and by other means of hindrance and annoyance,

have largely destroyed its utility. The whole matter has been often before Parliament incidentally, and it has invariably been noticeable that the sympathies of that august body have been with the canal proprietors. The advantage to the trading community of having a steady and powerful competitor to the railway monopolists was, too, at once recognised there. Now the subject is to come up before the Legislature as one of direct discussion, and it is anticipated that no parliamentary aid that can be properly rendered will be withheld. Climatic considerations of course have a great bearing on the question, and it has to be remembered that winter does not close the canals for months in that country as it does here, nor even for weeks. In the more northern section a semi-closing by frost for a day or so might possibly be looked for, but farther south navigation need not necessarily be interrupted at all at any period throughout the entire year.

OUR EXPORTS.

OFFICIAL returns of the export trade of Canada for the fiscal year ending June 30 last have just been published, but not in all cases inclusive of British Columbia. They are, taken together, of the most satisfactory character, though in the item "produce of the forest" an unexpected falling-off appears, the amounts for 1881 and 1882 being \$24,797,000 and \$23,596,000 respectively. These returns are exclusive of coin and bullion, which fell off about \$500,000. We give the comparison of the last two fiscal years:—

	1880-81.	1881-82.
Produce of Canada.....	\$78,689,825	\$86,921,568
Not Produce of Canada.....	13,350,918	7,636,741
Total.....	\$92,040,743	\$94,558,289

Supposing the British Columbia exports and the returns at inland ports to be the same as last year we have the following total exportation:—

Before given.....	\$ 94,558,289
British Columbia.....	2,255,763
Short Returns.....	3,023,312
Coin and Bullion.....	373,057
Total.....	\$100,210,421
1880-81.....	98,290,823
Increase.....	\$ 1,919,598

Comparing the exports of the past two years in the various departments, leaving out British Columbia again, we have in round numbers:—

	1880 81.	1881-82.
Produce of the mines....	\$ 1,451,000	\$ 1,634,000
Produce of the fisheries..	6,467,000	6,633,000
Produce of the fur-st....	24,797,000	23,596,000
Animals & their products.	21,010,000	20,163,000
Agricultural products....	21,268,000	31,300,000
Manufactures.....	2,977,000	5,295,000

That the past year has been a most profitable one for farmers is seen by the item "agricultural products," in which the enormous increase of over ten million dollars is shown! No wonder this class of the community almost unanimously sustains the N.P. policy. The total increase in exports, the produce of Canada alone, is no less than \$8,230,000. We understand that the figures of the import trade will exhibit a still larger expansion, but so far we have no precise

data on that point. In the meantime everybody will be fully satisfied with a study of our export statistics.

LIFE INSURANCE OF FELONS.

THE recent trial, conviction and execution in London of the murderer, Dr. LAMSON, all will remember. It appears that the assassin, before he came within the clutches of the law, insured his life in the Scottish Widows' Assurance Office for £1,000; but only one premium had been paid prior to the arrest of the assured on a charge of poisoning his brother-in-law. Immediately before LAMSON'S conviction, the policy was assigned absolutely to Mr. A. W. MILLS, the solicitor by whom he had been so zealously defended, to cover the balance of the costs of the defence. On the strength of a decision in the House of Lords—that, under such circumstances as those in the case of LAMSON, a policy of insurance is void, even though such policy provide that death at the hands of justice shall not vitiate it—the company might have successfully resisted payment. They have, however, declined to avail themselves of any advantage on this ground, and have just paid to Mr. MILLS the full amount for which his client's life was insured—£1,000. This is one of the cases in which the law is "more honored in the breach than in the observance," at the same time reflecting great credit on the Scottish Widows' Life Assurance Company.

BANK OF ENGLAND RETURNS.

LONDON, September 16.—The following table shows the Bank of England returns, the rate of discount, price of consols and wheat, and the leading exchanges, during a period of three years, corresponding with the present date:—

At Corresponding dates with present week	Sept. 15, 1880.	Sept. 14, 1881.	Sept. 13, 1882.
	£	£	£
Circulation.....	26,654,205	26,724,825	26,194,980
Public deposits.....	6,219,884	4,996,615	4,652,866
Other deposits.....	24,940,429	25,659,897	23,569,849
Government securities.....	15,420,851	14,537,619	11,682,206
Other securities.....	17,619,541	22,067,608	23,981,935
Reserve.....	16,673,286	15,569,549	11,156,714
Coin and Bullion.....	28,327,485	23,044,374	21,601,694
Bank rate.....	2½ p. c.	4 p. c.	5 p. c.
Price of Consols.....	97½	99½	99½
Average price of Wheat	42s. 2d.	54s. 5d.	45s. 9d.

THE PROPOSED FLOATING EXHIBITION.

The idea of holding a floating commercial exhibition to the principal ports of the world has been abandoned. It will be remembered that the promoters proposed to despatch a large steamer so arranged as to contain a number of sample rooms for the display of any variety of goods, with ample open space for showing large samples, such as agricultural machinery, and that the trip was to last twelve months.

CONFEDERATE BONDS AGAIN.

—The Richmond, Va., people who have again been buying confederate bonds doubtless have their motives for the acquisition of this species of property. It is safe to say that those who part with it for solid cash are well content with the operation,

CANADIAN LOAN AND BUILDING COMPANIES.

THE official statement of the affairs of the loan companies and building societies of the Dominion, as made by them to the Canadian Department of Finance, has been published. There are 73 companies classified under the above titles existing in the Province of Ontario, 24 in Quebec, 2 in Manitoba, 2 in New Brunswick, and 1 in Nova Scotia. Reports were evidently received only from those in Ontario and Quebec, for none others are given. Out of a total of 102 building and loan companies the affairs of 97 are made public. The 73 concerns in Ontario report a total authorized capital of \$67,503,616.65, of which \$43,602,675.39 has been subscribed and \$22,151,246.05 paid up. The liabilities to stockholders are given at \$29,285,948.20, and those to the public at \$36,685,990.98, or total liabilities amounting to \$65,971,939.18 in the year 1881, as against \$60,916,772.65 total liabilities in 1880. The total sum loaned on real estate, securities, etc., in 1881 by Ontario companies was \$60,877,876.65, and the total value of property owned by them was \$7,049,458.78. This places the total assets at \$67,927,335.45 in 1881, against \$62,378,960.76 in the year before. Out of the 24 Quebec building and loan companies, those whose authorized capital was limited aggregated about \$5,000,000; but five companies were unlimited in amount of capital stock to be issued, so that the total amount of capital subscribed in the whole number of Quebec companies in 1881 was \$6,397,400, of which \$3,294,393.77 was paid up. The liabilities to stockholders amounted to \$4,254,139.43, and those to the public to \$1,738,938.43, giving total liabilities of Quebec companies in 1881 \$5,993,077.86, against \$5,847,526.87 in 1880. The total loans of Quebec companies in real estate, etc., were \$3,620,965.73, and value of property owned was \$2,358,636.94, giving total assets in 1881 \$5,979,302.67, against \$5,884,436.20 in 1880. The dividends declared by 59 of the 73 Ontario companies ranged from 4 to 12 per cent. per annum, and 6 out of the 24 Quebec companies reported this item from 4½ to 8 per cent. The companies had, at the end of 1881, invested in real estate \$60,548,994, against \$56,612,200 in the preceding year, and the value of real estate under mortgage was \$132,986,695, against \$116,368,289 in 1880. But although the amount of mortgages was increasing the condition of the farmers seems to have been improving, and it appears that the amount overdue was only \$3,044,091 in 1881, against \$4,130,557 in 1880, a decrease during the year of more than one million dollars; and that the number and amount of mortgages upon which compulsory proceedings were taken during the year was 835, representing \$4,320,609 in 1881, against 1,155, representing \$2,096,956 in 1880, showing a substantial decrease last year. A Toronto contemporary shrewdly remarks that these so-called freeholders, with their lands heavily mortgaged, are merely, for a time at all events, tenants

under another name. The only difference is that in one case they have loan companies to which to pay their periodical tribute and in the other *bonâ fide* landlords. Before they get quite through with their engagements, borrowers sometimes wish that they had had flesh and blood to appeal to in financial straits instead of corporations, which have admittedly "no souls."

SUBMARINE TELEGRAPHY.

It has long been understood that all the existing submarine telegraph companies are more or less identified with each other and have interests more or less in common. The following list will exhibit the real situation more quickly and thoroughly than much writing:—

Anglo-American—Viscount Monck, chairman; Henry Weaver, managing-director; Sir James Anderson, Sir Daniel Gooch and Marquis of Tweeddale, directors.

Brazilian Submarine—Viscount Monck, chairman; Sir James Anderson, vice-chairman.

Direct United States Cable—John Pender, M. P., chairman; William Ford, director.

Eastern and South African—John Pender, M. P., chairman; Sir James Anderson, managing-director; Sir Daniel Gooch, director.

Eastern Extension Australasia and China—John Pender, M. P., chairman; Viscount Monck, Sir James Anderson and Marquis of Tweeddale, directors.

Eastern—John Pender, M. P., chairman; Marquis of Tweeddale, vice-chairman; Sir James Anderson, managing-director.

German Union Telegraph and Trust—Sir James Anderson and Henry Weaver, directors.

Globe Telegraph and Trust—John Pender, M. P., chairman; Sir James Anderson, Sir Daniel Gooch, Marquis of Tweeddale and William Ford, directors.

London Platino-Brazilian—John Pender, M. P., chairman.

West India and Panama—Sir James Anderson, William Ford and Henry Weaver, directors.

Submarine Cables Trust—John Pender, M. P., Viscount Monck, Sir James Anderson, Sir Daniel Gooch and Marquis of Tweeddale, trustees.

Telegraph Construction and Maintenance—Sir Daniel Gooch, chairman.

If the above does not form a nice little family party it would be hard to find one. The Viscount MONCK so often alluded to above is, of course, the ex-Governor-General of Canada, under whose reign the Dominion as such came into political existence and Confederation was proclaimed. He is now a leading member of a telegraphic confederacy with more extended boundaries than are possessed by the political union he took so prominent and honorable a part in initiating. To Mr. PENDER, however, he and the others above named are but as minnows to a whale. Mr. PENDER is unquestionably the dominant spirit of this band of

monopolists, and it was he who commenced and has continued the policy of breaking down financially each competitor as it arises. The mode of operation is truly beautiful in its simplicity and success. It is merely to put down cable-rates, so soon as opposition shows its head, to prices which must necessarily involve pecuniary loss both on the old established companies and the would-be rival. This goes on until the intruder sees bankruptcy staring it in the face. Negotiations for surrender in some shape, either by absorption or by federation, soon follow, and the old monopoly goes on jubilant and strengthened. The public is of course utterly at the mercy of this band, and will continue so to be until one or more of the Governments—say those of the United Kingdom and of the Dominion—break down the monopoly by establishing cable communications themselves. This we have long advocated, and each succeeding week forces on us the conviction of the necessity of such a policy only the more strongly.

WINNIPEG PROGRESS.—The Winnipeg assessment returns for the current year indicate that the real estate of that city has increased in value during the past twelve months from \$9,196,435 to \$30,432,270. Personal property was assessed last year at three quarters of a million; this year it amounts to a million and three quarters. The population is put at 25,000, which would be an increase of nearly 15,000 during the year. The more sanguine of the Winnipeggers talk of being ahead of Montreal and Toronto in ten years. "Hope grows eternal in the human breast!"

NEW FRENCH ISSUE.—The Bank of France is having printed 60,000,000 of 100-franc (\$20) bank notes at the printing office attached to the bank building. The new note has been drawn by the painter BEAUDRY and engraved by ROBERT, and will, it is reported, be a marvel of beauty and elegance of its kind. The original drawing was three metres long by one and a half deep, and when completed was photographed on a reduced scale to the size of a bank note. ROBERT was engaged on the work of engraving it for several weeks in the strictest seclusion, in an inner chamber in the bank.

MEXICO MOVING.—The revenue of Mexico for the last fiscal year was \$30,000,000, while from 1867 to 1877 it averaged only \$16,000,000. If that country continues to progress as at present, the coming generation will celebrate the centennial of independence in 1921 with the same just pride as did the Americans in 1876. There is room here for Canadian enterprise.

SMALL LOANS DISCOURAGED.—After November 1 next all bills of sale for less than £30 are to be absolutely void in England, one of the chief objects of the new act of Parliament on this subject being the discouragement of borrowing small sums of money.

THE HOP FAMINE.

JOHN BULL has just gained Egypt and lost his hop crop. In the mind of the almost universal beer-drinker at home the one will hardly compensate for the other. The two incidents make together a sort of bitter-sweet mixture. The failure of the hop crop is indeed a most serious matter, involving as it does not only great financial loss to a large number of cultivators, but interfering seriously with the supply of an article which has become, in spite of teetotalers' sneers, a great national necessity. The falling-off this year has been pretty closely calculated by those most interested, and from such we learn that this will be the shortest crop per acre ever grown, and will not produce more than an average of 1 cwt per acre. The same unfavorable report comes from Kent, Sussex, Herefordshire, Worcestershire and Hants. In fact it is general throughout the hop-growing region, where it is represented that poles are for the most part bare of a single hop and almost leafless. The English brewers are vainly looking abroad for a supply, but the result is not cheering. They say that the continents of Europe and America will not produce more than two-thirds of last year's yield, and then last year, with only a small demand from England, they consumed all that crop. It is a fallacy to suppose they can send England heavy consignments this year, even if the prices are extremely high; they have a home consumption that must be satisfied before any export business of any magnitude can be entered into; and if they should ship any they will be re-buyers before Christmas. English consumption is 600,000 cwts.; England may produce 65,000 cwts.; America may send 50,000 cwts.; and the Continent 100,000 cwts.; stocks of all kinds do not exceed 35,000 cwts., making a total of 250,000 cwts., which will give a deficiency of 350,000 cwts. which cannot be filled up. These quantities are said to be calculated on an extremely liberal estimate; and it is probable that the result will be one-third less, as the latest reports from America say the new crop will be at least 20,000 bales less than their own consumption. Already the London press is teeming with complaints of the rapidly growing inferiority of the ale being at present supplied, and it is an established fact that lager beer direct from Germany is being imported in enormous abundance. It is further announced that lager breweries are about to be established in London, on a scale worthy of the extent of the expected demand, and the supremacy of BASS and ALSOPP is undoubtedly threatened, though probably only temporarily. In such a condition of the hop market it is not surprising that a number of odious chemicals have been resorted to as a substitute for the genuine and wholesome hop. A list of these appears, too, in the London papers. The alternative seems thus to be presented either of giving up beer-drinking altogether during the hop-famine or to be poisoned with a mixture made of

numberless vile compounds. It is a case, indeed, where Nature herself has set seriously and successfully to work "to rob the poor man of his beer."

ARABI AND FINANCE.—Some time ago, says the Cincinnati *Enquirer*, we printed an interview with a prominent banker in New York, in which the statement was made that ARABI Bey was the most daring speculator of the age, not excepting GOULD, KEENE or VANDERBILT, and that his war was but a stock-jobbing scheme to depress the value of Egyptian securities, of which he was short to a large amount, and was being squeezed by European holders. The ridiculous ending of the war gives the color of truth to this statement.

NICKEL COINAGE.—The use of nickel for coinage purposes is spreading. A committee appointed by the French Government to consider the question of substituting nickel for the bronze coins now in circulation has reported favorably. As it is estimated that not far from one hundred millions of dollars of bronze coins will have to be superseded, the New Caledonia mines will be kept busy for many years to come.

INSTALMENTS.—The system of selling goods on instalments, with the proviso that the seller may seize the articles whenever a single payment has been neglected, and that without refunding anything, has received a blow in an English County Court. The Judge described the agreement in common use as most infamous, and ordered a non-suit declining to hear the plaintiff's solicitor or to grant a case of appeal.

THE FIRST MONEY ARTICLE.—It is not generally known that JOSEPH SAILER, who has recently retired from the financial editorship of the Philadelphia *Ledger*, was not only the oldest editor in that position in the United States, but the first to write a regular money article for any daily paper, as the *Ledger* was the first in that country to print a money article.

A HEAP OF MONEY.—The United States Treasurer reports that there is in cash in the Treasury \$242,960,518.46; gold certificates outstanding, \$4,992,040; silver certificates outstanding, \$69,440,210; certificates of deposit outstanding, \$12,000,000; refunding certificates outstanding, \$7,032,066.77; cash balance available \$141,629,211.22.

BANK OF MONTREAL AGENCIES.—The Winnipeg *Times* states that agencies of the Bank of Montreal are to be immediately established at Portage la Prairie and Regina. The plans for a wooden building at the former place have been prepared by Mr. MOBERLEY. The agency will be in charge of Mr. PLUMMER, formerly of Ottawa.

P. O. SAVINGS BANKS.—The balance at the credit of depositors' accounts in the Post-office Savings Banks at the end of August was \$9,915,218; deposits during the month, \$488,657.

WHOLESALE HOUSES AND HIGH RENTS.

IN the business centres of all large cities rents are simply enormous, and, what is worse, they are periodically augmenting with fatal certainty. Some of the rentals paid by the great wholesale houses even in this city amount to what, not so long ago, would have been considered a splendid private income. In still larger places, prices go up with an appalling speed. Of course the revenue so derived is by no means all profit to the landlord. He has had to pay fabulously for his land before he could build on it. Then, the necessities or whims of to-day require the erection of buildings of dimensions which, added to the purchase of the freehold itself, only a millionaire or a powerful company would dare to contemplate taking in hand. In London we hear of small lots in the heart of the City being sold at a million an acre, and a few weeks ago this was even exceeded at a corner lot on Wall Street, New York. This item of rent makes a big inroad on the profits of even gigantic wholesale houses, and it is no wonder means are being sought to avoid them. New York has started the innovation, and there the method of doing business is gradually changing. In wholesale lines the merchants are accommodating themselves to the growing scarcity and increased cost of big stores, and are getting to do business on a finely furnished floor or in a suite of rooms, where they sell their wares by sample. In these days of telephones and private telegraphs, big warehouses and factories may be situated in the suburbs or out of the city near a shipping point, while the concern's buying and selling may be done in a suite of rooms as effectively by sample as though all of the stock was stored in the place of business. The pleasure and advantage of doing business in a modern well-appointed establishment, instead of in a dingy, poorly lighted, and badly ventilated warehouse, is apparent with trustworthy houses. It is as safe to buy by sample as it is to inspect mountains of goods. The new method makes business easier, and has the further advantage of saving time. It is not likely that New York will long have to itself the very perceptible financial advantages offered by this revolution, for such it is. Common sense invites its adoption everywhere, and the only wonder is, as usual, that it was never thought of before.

C. P. R. DISBURSEMENTS.—The stimulus which the construction of the Canadian Pacific Railway is giving to all branches of trade may be inferred from the fact that during the month of August the disbursements of the Company amounted to \$2,200,000.

LA BANQUE NATIONALE has decided to pay no dividend on the stock for the current half year. The usual payment would have been on the first of November next.

THE STOCK MARKET.

THE Stock Market continues to show a falling-off in the number of transactions, so far as the Banks are concerned. A large volume of business, however, still goes on in City Passenger and City Gas, the latter sales amounting this week to 38,110. There has been on the whole a fall in Bank quotations during the month ending to-day, with the exception of Merchants', which has well held its own steadily all through, and closed at 129½. The following are some of the Bank variations during the month:—Montreal ranged between 208½ and 213½, closing at 210½, with 608 sales for the week. Merchants', between 129 and 130½, closing at 129½; sales, 146. Commerce ranged between 141½ and 145½, closing at 142½, with 1,963 sales. Ontario steady between 126½ and 127½, with few buyers. Toronto fluctuated between 190 and 195½, closing at 190½, with 441 transactions during the week. The Federal, which has opened a branch here, under the able management of Mr. W. J. INGRAM, is now regularly quoted, as will be seen by our report. The action of the Directors of the Banque Nationale in deciding to withhold the semi-annual dividend for the current half year, noticed in another column, is variously commented on. A local daily contemporary is informed that the true reasons which have guided those charged with the management of the institution are that the profits of this half year, which are said to be greater than last, are to be employed in placing the affairs of the Bank on a sound financial basis in covering the losses which the Bank may be called upon to suffer in realizing upon the paper and other securities now in its possession. It is thought, says the same authority, that this realization of assets, which for so long a period have been profitless to the Bank, will permit the Directors to actively employ an hitherto unproductive capital. Montreal Telegraph ranged during the month between 128½ and 133, closing at 129, the demand being throughout insignificant. Richelieu went as high as 75½ and as low as 70½, closing at 72½, with very little demand. City Passenger proved one of the most speculative of stocks during the month, reaching on occasions 162½, receding to 152½, and closing at 153½; the total sales during the month were 7,793, and for the present week 2,052. City Gas, however, has held prominence far above all others this month as a speculative stock, as has been duly recorded each week. The total sales during the month reached the unequalled number of 38,110, while prices ranged between 186 and 198½, closing as we go to press at 193½, and 186 ex-div. As we predicted a fortnight ago would be the case the fall in this stock is as rapid as was the rise, which was wholly artificial and forced, and by no means representing anything like true value. The continued success in Europe and America of the electric light will soon have the effect of bringing Gas stock down

to its proper level. St. Paul, M. and M. has also seen a great advance during September, the minimum of 147 having been exchanged for a maximum of 161, and closing at 160, while the sales have been unusually extensive each report, and for the present week reaching 1,400. Cotton has been inactive throughout.

The stringency so perceptible in the Money Market last week has relaxed. The accommodation to commercial borrowers is plentiful, and good trade bills are discounted at 6 to 7 as to name and date, and 6 to 6½ on call and short-dated loans. The market for sterling exchange rules dull at 8½ for 60-day bills between banks, and 8½ to 9 over the counter. Demand drafts are firm at 9½, and currency on New York ¼ premium. There is a good deal of diversity of opinion as to the effect which will be produced on the money market here by the redemption of \$6,000,000 of 5 per cent. stock by the Dominion Government to-morrow. Such proportion of this stock as is held in Canada is mostly in the hands of insurance companies and like corporations, and the effect will be to compel them to purchase other securities as investment for reserve funds. Before our next issue the financial effect of this redemption will have passed beyond the field of speculation.

A MONEY SQUEEZE IN NEW YORK.

THE city papers of New York have so fearfully delivered themselves over to the demon of exaggeration that it is hard to receive any fact as a fact until it is fully authenticated. According to some accounts, Wall Street has but narrowly escaped another Black Friday. The New York Post in its comments on the money stringency there, says:—"The sale of mercantile paper has been practically stopped by the manipulation of Call loan rates. Before the Kiernan law the same pressure that is now bearing on the money market would have given us rates like ¼ of 1 per cent. per day, or 45 per cent. per annum, or possibly higher. The money market has at last been worked up to a condition of stringency, the low reserves of the banks having afforded an opportunity for such work. The low reserves of the banks are due to the fact that at this season of the year there is a full demand for money to transact the legitimate business of the country, also to the fact that the Treasury has been and is taking in much more money than it pays out, and also to the fact that the foreign exchanges have not run in our favor of late. The condition of the bank reserves has tempted stock speculators of means and influence to work rates up to alarming figures—this for the purpose of breaking down the stock market. The new law which permits lenders of money to take any rate for call loans which they could agree upon with borrowers proved to be an obstacle to a successful manipulation of money rates for stock-jobbing purposes, and yesterday a desperate effort was made by the stock-jobbers to

break down the new method of quoting money by the rate *per annum* and to restore the old method of quoting it *per diem*. It cannot be said that this effort was entirely successful, although *per diem* rates were made for a few moments. It should be said that large lots of money were yesterday borrowed at fancy rates, which money was not used; that is to say, no collaterals were put up, and the money was not taken—all that was done by the borrowers being to pay one day's interest for the money and leave it in the hands of the lenders. The same thing is being done to-day, and it puts in a clear light the fact that a good part of the present stringency is artificial." The U. S. Treasurer is in the happy position—perhaps the only mortal on earth who is—of a man who has more money than he knows what to do with. Now, this gentlemanly official threatens to let loose the dogs of war, in the shape of greenbacks, on Wall Street, in sufficient quantities to totally "bust" the destructive and immoral machinations in progress.

WHEN A NOTE FALLS DUE.—On Wednesday judgment was rendered in the Court of Appeal by Chief Justice DORION and Justices MONK, RAMSAY, TESSIER and CROSS, in the case of STE. MARIE vs. STONE. Mr. STONE sued Mr. STE. MARIE for the amount of a promissory note, and the action was taken on the 28th of the month. The defendant pleaded that the note was proscribed; that an action could not be taken more than five years after the note had become due; and that five years from the date of becoming due had elapsed on the 26th. The Superior Court, however, decided that the note was not really due till the three days' grace had expired, and that consequently the five years were not up till the 29th. This judgment was now confirmed by the Court of Appeals.

BUSINESS FAILURES IN ENGLAND.—According to Kemp's Mercantile Gazette, the number of failures in England and Wales gazetted during the week ending Saturday, September 9, was 189, against 196 in the corresponding week of last year, showing a decrease of seven, or a net decrease in 1882, to date, of 686. The number of bills of sale published in England and Wales was 778, against 888, showing a decrease of 110, being a net decrease to date of 1,326. The number published in Ireland for the same week was 25, against 66, a decrease of 41, or a net decrease to date of 278.

UNDERGROUND TELEGRAPHS.—The telegraph system in England will ultimately be all underground. The plan has been successfully introduced in France, and a line on this plan is being laid from Paris to Marseilles. The pipes are laid at a depth of more than a metre and a half, and chambers for facilitating repairs are placed at about every 500 metres; they resemble large cast-iron caldrons with covers, and have apertures for receiving the ends of the

two pipes which they connect. The nuisance of telegraph poles will not be permitted to exist much longer in cities.

THE BUSINESS TAX.—The provincial treasurer has withdrawn the suit of \$600 each for business tax under the new Act against the following insurance companies, finding them untenable, the companies being only winding up their business in Canada, having withdrawn from the field: Commercial, Mutual, of New York, Phoenix, of Hartford, New York Life, and a few others.

ANSWERS TO CORRESPONDENTS.

A SUBSCRIBER.—The paper in question, Professor ATWATER on "Bank Panics," has not yet been issued in separate form. It will, however, appear at length in a few days in the published "Proceedings" of the late Bankers' Convention at Saratoga. This pamphlet will contain all the Addresses, many of which can at once be had by procuring the September No. of *Rhodes' Journal*, to which, by the way, all Canadian bankers and financiers would do well to subscribe.

TWO WAYS OF SAVING.

There are two ways in which men with plenty of work and fair pay can save something every year; two ways in fact in which they ought to save something. The effort will cost the giving up of personal pleasures here and there, it may be, but the result will more than make amends for the self-denial experienced. One of the first duties that a young man should be taught is that of spending less money than he earns. Half of the mistakes in life result from defective training concerning expenditures. The general method of saving is well understood in every prosperous community. The day laborer who saves a small sum of money from his earnings every week understands it, and the chances are that in a dozen years or so he will own the house in which he lives. The mechanic who makes it a rule to save one day's wages from his week's income, understands the method, and there would be no hazard in predicting for him the possession of a comfortable property by the time he is forty years old. The hard-working farmer at the West who commences with a few acres of land and adds something every year to his surroundings, besides paying taxes and debts, is on the road to a prosperous old age. The richest men in the country began life poor. The amassing of wealth with them has not been what people call luck. On the contrary, it has been the outgrowth of prudence, foresight, and economy.

The other is a second method of saving which also commends itself to prudent and thoughtful men. It is not always so direct a way as the accumulation system, but it offers an element which that does not possess. The second method is through legitimate life insurance. Properly, life insurance guarantees the payment of a specific amount to a man's family or legal representatives in case of his death. Savings banks can pay back to a man's family only the amount of his deposit with interest. An insurance company on the other hand is held for the full amount of its contract, even when the policy holder may have paid only one premium. In case that an endowment plan is adopted, the insured will find at the end of his term that his premium payments have been a first-class investment, besides having given him all of the time assurance for his family or representatives at law in case of his death, even before the contract on his side can have been completed. In addition, if a man is insured, he is far more certain of reaping what he has sown than would be the case were he saving from month to month, or from year to year, such sums as he might conveniently spare for his bank account. He will make a greater effort to pay his premium than he will to make his bank deposit regularly. Both methods, however, should be followed, if a man expects to make the most of his opportunities in life. The best business man, the best mechanic, and the best laborer will have his bank book, notwithstanding the fact that the deposit must be small, and his insurance policy in a sound and reliable company.

PROMPT PAYMENTS.—The UNION MUTUAL pays its death losses promptly, upon their approval, by the loss committee, without waiting the customary ninety days, and without rebate of interest.

CHEAP INSURANCE.—Do you know that at the age of 26 three payments of \$26.57 or \$79.71 in all will pay for seven years' insurance for \$1,000 at an average annual cost of \$11.39 per year, and that policies on all ages and amounts are issued at proportionately low rates, by the Union Mutual of Maine.

The traffic returns of the Northern and North-Western Railways for the week ending September 22nd, 1882, and the corresponding week of 1881, was:—1882, \$24,350.61; 1881, \$29,437.12; decrease, \$5,086.51

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 28th Sept, 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 Traded.
				L.	H.	No. Sold.		L.	H.	L.	H.	L.	H.	L.	H.	
Bank of Montreal	\$200	\$11,999,200	\$5,500,000	200½	210			200	200½	109	209½	200½	210	210½	210½	608
Merchants Bank	100	5,614,570	525,000	130	130											146
Canadian Bk of Com.	50	6,000,000	1,400,000	142	142			142	142½			141½	142	142	142	1903
Bank of Toronto	100	2,000,000	600,000	191	191			100	190½	180	190	180½	190	190½	190½	441
Ontario Bank	40	2,000,000	100,000	127	127							127	127	127		40
Banque du Peuple	50	1,600,000	240,000									87½	87½			59
Bank British North	£50	1,800,000	1,210,000													160
Molson's Bank	50	2,000,000	140,000									128	120			160
Dominion Bank	50	870,250	415,000													150
Federal Bank	100	1,367,260	300,000	150½	150½											150
Imperial Bank of C.	100	1,175,558	400,000													
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	1,392,787	220,000													
Union Bank	100	1,895,510	18,000													
Exchange Bank	100	500,000	200,000													
Banque d' Hochelaga	100	880,000														
Maritime Bank	100	697,800														
Montreal Tel. Co.	40	2,000,000	171,432					120	130	128½	129		129			602
Dominion Tel. Co.	50	711,709														
Rich. & Ont. Nav. Co.	100	1,565,000	21,704							71	72		71	72	73	380
City Pass. Ry. Co.	50	6,000,000		155½	157½			152½	155½	153	151	153½	153½	153	153	2052
City Gas Co.	40	1,800,000		195	197			193½	195	192½	193	186½	192	193	193½	7516
Canada Cotton Co.	100															
Royal Canadian In. Co	50															
Dominion S. p. c.																
Mont. S. p. c. Stock																
Ont. Investment Ass.		100,000	100,000													
Loan & Mortgage	100	612,532	64,000							106½						11
Mont. Building Ass.	50	481,027														
St. Paul M. & M. Ry. way	100			157½	158			160	160½		160½	160	161	160	160½	1400
Graphic Printing Co.																
Canada Shipping Co.																
Montreal Cotton Co.																
Dundas Cotton Co.								110		115		117				130
Canada Paper Co.																
Canada Central Bonds																
Champlain & St. L.																

WHAT ENGLAND HAS DONE FOR INDIA.

England has converted an immense amount of jungle land into fertile land; she has drained malarious swamps; joined the interior to the seaboard by railways; spanned great rivers; constructed canals; irrigated barren lands; made native races live peaceably; stopped the raids of Afghans, Persians and Tartars; put down predatory castes; substituted justice for oppression, police for soldiers, schools for idolatrous temples. She has further erected great trading cities, introduced manufactures, opened mines, made a beginning in teaching the people, and revived the literature of the country. Five thousand native books were published in India in the year 1878, and there are 250 native journals. The family life of the Hindoo has been touched by the modern intellectual movement; there are some signs of an uprising from the degradation of the Zenana; and the establishment of municipalities on the ruins of old village guilds point to the awakening of a new political life. There is, however, a great deal yet to be done. India is in parts over-populated; irrigation must be extended; there must be an equitable land law; and we must consider in whatever we undertake the fact of the frightful poverty of the vast majority of the people.

A HEAVY MORTGAGE.

The largest mortgage ever executed in Pennsylvania was filed in Philadelphia on Thursday. It is for \$160,000,000 and is made by the Philadelphia and Reading railway company and Philadelphia and Reading coal and iron company to the Pennsylvania company for insurances on lives, and granting annuities as trustee to secure the new five per cent consolidated mortgage bonds which Mr. C. Owen is now trying to place in Europe. The document fills nearly 300 pages printed matter, quarto size. The names run in so many different localities that the mortgage will have to be recorded in twenty-three counties of Pennsylvania, New York and Virginia. The total value of the company's property of all kinds is estimated at \$161,258,070.59. The total liabilities are \$145,320,668.94, leaving a surplus value of \$15,937,401.65. This new mortgage was made to secure an issue of \$150,000,000 of five per cent. obligations for the purpose of retiring all the company's existing obligations as fast as they mature, and it has been said that an arrangement has been made by which all those obligations will be converted into the new five per cent. consols as fast as the terms of the loans will permit.

HE'D 'GOT 'EM ON.—In one of the Parisian Bureaux de Police Correctionnelle, a few days ago, a hardy son of toil, accused of stealing a pair of trousers, was discharged by the sitting magistrate, after a long and patient investigation of his case, on the ground that the evidence brought forward against him was insufficient to establish his culpability. He continued, however, to keep his seat on the prisoner's bench after his acquittal had been formally pronounced. The lawyer who had conducted his defence, observing that he did not move, informed him that he was free to go about his business, if he had any. He shook his head slightly, but did not budge. By this time, no other cases being on hand, the court was nearly empty. Again addressing him, his defender inquired with some irritation, "why the deuce he did not get up and go?" "Step this way a moment, please," replied the steadfast sinner, "and let me whisper in your ear. I can't go till all the witnesses for the prosecution have left the court." "And why may I ask?" "Because of the stolen trousers—don't you understand!" "Most assuredly I do not understand. What about the trousers?" "Only this. I've got 'em on!"—*Telegraph*.

A \$20.00 Biblical Reward.

The publishers of *Rutledge's Monthly* offer ten valuable rewards in their *Monthly* for October, among which is the following: We will give \$6.00 in gold to the person telling us which verse in the Old Testament Scriptures contains the greatest number of words by October 10th, 1882. Should two or more correct answers be received, the reward will be divided. The money will be forwarded to the winner, October 15th, 1882. Persons trying for the reward must send 20 cents in silver (no postage stamps taken) with their answer, for which they will receive the November *Monthly*, in which the name and address of the winner of the reward and the correct answer will be published. This may be worth \$20.00 to you; cut it out. Address RUTLEDGE PUBLISHING COMPANY, Easton, Penna.

CORONERS ABOLISHED.—Coroners' jury in Massachusetts has been abolished. "Inquests," says the *Springfield Republican*, "are held by medical examiners and police courts in the following manner:—The law provides for about 75 medical examiners, to be appointed by the governor for suitable districts over the State, for terms of seven years. They must be able and discreet men, learned in medicine; they receive a fee of four dollars for a 'view' and thirty dollars for a 'view and autopsy,' except at Boston, where the examiner has a fixed salary. When a dead body is found under suspicious circumstances, the medical examiner is sent for by the police. He takes charge of it and thoroughly collects all the medical evidence of the manner of death. If he deems it to have been caused by violence, he is required to notify the police court, or justice within whose district it was found, and also the district-attorney, and to file with the court his report. The court thereupon holds an inquest, bringing out all the facts so far as accessible. This system, which is now in its fifth year, gives general satisfaction and is not expensive.

PRESERVATION OF FOOD.—On Wednesday an experiment was made on the premises of Messrs. Brooks, Lydenhall Market, with cold-compressed air as a means of preserving uncooked food. The motor used was a gas engine, the piston of which passed through the air-compressing cylinder. By simply turning a gas-jet the machine is set in motion, and revolves at a speed of about 140 to 160 revolutions per minute, discharging cold air in a constant current at the rate of about 5,000 cubic feet per hour. This is first sent into a portion of the chamber, divided off so as to form a freezing department in which the thermometer, soon coated with frost or fine powdery snow, is seen, on being scraped, to register 40 deg. below zero. In ten minutes a glass of milk was frozen to a solid mass, and the necks of plucked poultry were frozen to the brittleness of glass. The larger division of the chamber is kept at a temperature just above freezing point, by the machine working say twelve hours a day, and a degree of coolness is thus obtained which will keep butcher's meat or poultry in good condition for weeks, without actually freezing it.—*London Times*.

The Traffic returns of the Midland Railway of Canada for the week ending Sept. 23rd, 1882, was as follows:—Passengers and Mails, \$8,535.36; Freight, \$17,766.88; total, \$26,302.24, as compared with \$24,723.84 for the corresponding week of 1881, being an increase of \$1,578.40; and the aggregate traffic to date is \$744,800.81, being an increase of \$160,698.55 over 1881.

A REMARKABLY TOUGH STORY.

A party of four persons returned yesterday from a trip to the Yellowstone National Park. Joe V. Longdon, C. E. Kantner, J. E. Montgomery and Walter Watson are the names of the persons, and they profess they have had, with one exception, a most delightful time. They were examining the crater of a geyser about two and a half miles from the Fire Hole River. Notwithstanding it is forbidden to carry specimens away from the Park, or despoil in any way the formations, these gentlemen were desirous of securing some mementoes of their trip, and, seeing in the crater some beautiful formations, Watson volunteered to attempt a descent and secure a piece of the beautiful colored work on the interior for each member of the party. He carefully descended a distance of probably twelve feet, taking care that each time his hold was secure. He reached the formations, secured what he desired, and attempted to ascend. Reaching overhead he grasped a projection, and, putting his entire weight upon it, it gave way, and he was precipitated into the seemingly yawning abyss. His companions, who were watching his movements, shrieked as they saw him fall. They immediately procured a light and lowered it into the crater for as great a distance as they could with the means at their command. Nothing could be seen; but by dropping pebbles and bits of wood they discovered that at a depth of about fifty feet the crater was filled with water. In their consternation at the disappearance of their comrade they had not heard his body strike the water. They gave him up as lost, and with sad hearts left the scene. Going to the river they made camp, but, as may well be imagined, were not in a mood to either converse or enjoy themselves as they had on previous occasions when their number was complete. They were each debating in their minds whether or not they had better return to where their comrade had met his death, or proceed at once to a settlement and notify his friends of his decease. Night came and they camped where they were intending to start for Bozeman at daybreak. Next morning they made preparations to start, but were delayed by Mr. Longdon becoming suddenly sick. They then concluded to remain where they were until Mr. L. should be in a condition to travel. About noon another party from the geyser basin came in sight, and seeing the camp of the gentlemen at once approached.

Imagine the joy and surprise of Longdon, Kantner and Montgomery when they saw among the newcomers their friend Watson, alive and well. They could not believe it was he, until he had repeatedly taken the hand of each one and assured them that it was none other than he, and, to convince them, gave each the promised specimen from the crater of the geyser. How he escaped is best told in his own words:

"When the projection upon which I had placed my weight gave way, I felt that I was indeed lost. I was not wholly conscious when I commenced falling. When I struck the water, feet first, I experienced a feeling of relief. I seemed to sink thousands of feet, but of course sank but a short distance. I grasped around wildly, but nothing but the water could be felt. I was rising to the surface, and knew it, and a feeling suddenly came over me that I was to be saved. How, I knew not, but still I was certain that I was not to be left in the crater. On coming to the surface I reached out, and a friendly rock gave me support. I heard the shouts of my friends, but could see nothing and was unable to call out in reply. After what seemed to me ages, the shouts ceased, and I realized that my friends had given me up for lost. It was just after noon when we reached the crater; I suppose it was nearly five o'clock when I heard what sounded like distant thunder. The noise grew more and more distinct, and the water around me began to be troubled. I then realized that I was in the crater of an active geyser, and that in a short time the entire space would be filled with water. I attempted to raise myself, but could find no support for my hands which would bear my weight. The walls of the crater were rough, and while in the water I could easily keep my head out by clinging to them. Suddenly I discovered that the water was rising. This gave me the hope that I might be able to keep afloat until the surface was reached. The water continued to rise more rapidly, and I at last found myself at the point from which I had fallen. Although well nigh exhausted, I exerted my remaining strength in climbing to the surface. This reached, I managed to crawl some distance away from the mouth of the crater, when I lost consciousness. When I recovered I was being cared for by strangers, the men who conducted me to my comrades."

Upon being questioned further, Watson said that as near as he could judge the crater at the point he struck the water was about twenty-five feet in diameter. The water was warm, but not uncomfortably so until a few moments before he left, when it began to be decidedly hot and to boil more furiously. He was found by the party who rescued him about 7 o'clock in the evening.—*Inter-Mountain, Montana.*

A MASSIVE SAFE DEPOSIT VAULT.

The safe deposit vault for the Nassau Bank, corner of Beckman and Nassau streets, is said to be the largest steel vault ever constructed. It is made of welded chrome steel, iron, and Franklinitic, and is, to all appearances, thoroughly fire and burglar proof. Entrance to the vault is effected through the bank proper. A staircase of marble and iron leads down into a well lighted and ventilated basement, about 12 feet high. The floor is paved with tile, mosaics and marble. The vault, which is 35 feet long, 22 feet wide, and 9 feet high, is built clear of the walls of the building, and rests upon a thick foundation of concrete and granite. The sides, bottom, and top of the structure are very thick, and comprise inner and outer walls of welded iron, chrome steel, and Franklinitic, between which is a solid layer of fireproof cement, 9 inches thick. There

are two massive iron doors at each end of the vault, and the outer ones are the largest single doors ever made for this purpose. The doors are built of the same material used in the construction of the vault. The inner doors are about 6 inches thick and the outer are of the same thickness, but larger and hung on central hinges. Their locks are doubled dial time locks of the very best make. It will require two persons to get into the vault, for one will have the combination of the inner doors and the other the combination of the outer doors. Outside of the heavy steel doors are electric burglar alarm doors, which cannot be tampered with without sounding a loud alarm. There are now nearly 1,400 safes in the vault, but that number is to be increased to 4,000. These safes are 24 inches deep, of various sizes, and are made of half-inch chrome steel. The door of each is provided with a double key lock, and some of them have combination locks. No customer can unlock his own without the help of the attendant, who has a key with which he sets each lock. Neither the customer nor the attendant can get in singly. The vault is lighted by the electric light.

TURKEY INVADES IRELAND!

LONDON, September 19.—A startling rumor, says *Vanity Fair*, comes from Constantinople. It is said that the grand old Turk, seized with a sudden enthusiasm for order, and horrified by the tales of massacre and outrage which have reached him from Ireland, has countermanded the forces destined for Egypt, and has directed them to proceed at once to Dublin Bay. The ships on their arrival will take up positions within easy range of the formidable Martello towers which guard the Irish coast, and their instructions are, on the first appearance of hostile symptoms, to lay Dublin in ashes. Prompt measures, the Turk feels, are absolutely necessary to curb the rebellious spirit of the Irish and to restore the authority of Lord Spencer, who now finds himself unable to trust even the Praetorian guards assigned for his protection. It is satisfactory to learn that in all this there is no unfriendly intent toward this country. So far from it, England is to be invited to send a contingent to assist in restoring order in Ireland, the only condition being that such contingent must place itself under the orders of the Pacha in command. When Ireland has been thoroughly cowed, and Mr. Parnell executed, the future destinies of the country will be arranged by a conference of the indifferent Powers, to be held in London.

FANATICAL TEETOTALLERS.

That even so stern an institution as total abstinence has its humorous side is demonstrated by the recent family experiences of a young Palatinato German, who emigrated in order to join his uncle, aunt and cousins, prosperous settlers near Lancaster, Pennsylvania. During his first meal at his kinsman's table, he observed that wine and beer were conspicuous by their absence, while teeming water-bottles were, so to speak, plainly visible to the naked eye. An attempt on his part to comment upon this unconventional circumstance was cut short by the remark, "We are all temperance folk here; no spirituous liquors enter this house!" After dinner the "old man" went up stairs to take a snooze, the girls started off to Sunday school, and the boys lounged away to smoke in the stable. As soon as "aunty" found herself alone in the kitchen, she summoned her youthful nephew thither, extracted a bottle of cherry-bounce from a dark nook in one of the cupboards, and held it out to him, saying, "Here, sonny, take a drink, my old man is such a strict teetotaler that I don't dare to let him know I keep a drop of the right sort to use medicinally." A few minutes later the head of the family called his nephew up to his bedroom, where he promptly produced a gallon-jar of whiskey from a port-manteau under the bed, and pouring out a handsome dram, observed, "Teetotaling don't prevent me from keeping some decent stuff in case of illness; but mind you don't let on to the old woman!" Strolling into the stables shortly after this second surprise, his cousins beckoned the ingenuous immigrant into a barn, where, after fumbling about in the straw for a few seconds, they handed him a black bottle, with the encouraging words, "Take a pull at that, cousin; right Bourbon it is; but not a word to the old folks, for two more infatuated teetotalers don't live!"—*London Times.*

WHAT IS AGENCY?—Here is the tangle that was presented to the Supreme Court of Michigan to straighten out:—A debtor of a firm made a chattel mortgage of his stock of goods to them, and put it on record. He then informed a member of the firm of what he had done, and, by agreement, the firm's name was put over the store, as though they were the proprietors. But the debtor really continued the business, and contracted new debts, upon one of which the firm was sued. The court affirmed a judgment against the firm, saying:—"The debt was a partnership debt. The mortgage had authority to take goods in payment, and to create an agency for the purpose of selling off the goods so taken. Secret instructions to the agent under such circumstances cannot avail. It would be a reproach to the law if it could suffer a principal to escape responsibility for these acts of the agent which, according to the usual course of the business in which he was engaged, the public had a right to understand were authorized."

IS MORE SILVER WANTED?—The question of the further coinage of silver is more pressing than ever, in view of continued substitution of silver for gold in the Treasury and the banks. The example of France is used at every opportunity by the advocates of silver, to prove that a nation may have a large amount of silver in circulation without losing its gold thereby. So far they are right. But why not go a little further in the same direction, and notice how France stopped the free coinage of silver so as

to prevent the increase to such an extent, as to drive out the gold. This is the example that this country needs to follow. Men often argue as if there was a plot to demoralize silver; whereas, all that is desired is to merely stop where we are at present, and not walk with open eyes into a hole which every other nation has been careful to avoid.—*Boston Economist.*

THE SACRED FLAG.—The danger that Arabi Pasha would precipitate a holy war was not great. The sacred flag of Mohammedanism or the Sandjak-f-Sherif, as it is called, which would in that event be necessary, and which is said to have been brought down from heaven by Gabriel, is carefully kept in the seraglio at Constantinople. It is faded and so much injured by age that it would fall to pieces if an attempt were made to unroll it. It is twisted twice around its staff, has a green satin cover, and is packed away in a gilded box. It was once covered with inscriptions, but the only word still legible is 'Alem—world—' which appears on one of the outer folds. When brought out it is carried in its satin cover, and every Moslem is bound to follow it, under pain of being declared an infidel and being put to death. It has not thus been displayed for many years. The sultan, during the late war with Russia, made some talk of producing the sacred banner, but wisely concluded not to do so. It is in his possession still, and even if Arabi should get hold of it he would have no right under Moslem law to make use of the ensign.

RAINING ON ONE SIDE OF THE STREET ONLY.—One of those queer kind of showers which once in a while happen along struck Baltimore, or at least some portions of it, yesterday afternoon, and the rather singular spectacle of people walking on one side of the street with umbrellas raised to guard them from the rain, while on the other side it was dry as a bone, was witnessed in some parts of the city. Those portions of the city which caught the storm had it right lively for a few minutes, the rain falling at times in torrents. The storm was accompanied by a violent wind. There was also some lightning, and one of the bolts struck the chimney of No. 157 Preston Street, and greatly alarmed the inmates of the house. At Newington Park, a short distance away, a very few drops of rain fell.

A LONELY WAIT FOR A TRAIN.

A crowd waiting for a train at an up-country railroad station had a heap of fun the other day. An old man came there with a small tin can which he set down on the platform. There was quite a crowd present, and among the gang a farmer with a big yellow dog, and a boy with his satanic majesty in his heart. The boy set out to have what he considered fun. While the farmer and the owner of the can were talking, he inveigled the unsuspecting canine over by the can. Then he produced a cord and tied the can to the dog's tail. These proceedings were watched by many of the bystanders with keen interest. When the job was done, the boy drew away to give the dog a chance to run. But the dog didn't. It just stood and looked miserable. The crowd whooped to start him. The commotion attracted the notice of the farmer and the owner of the can. The farmer was awful mad. He wanted to wallop whoever tied the thing to his dog, and was about to release him. But the old man interposed. "Run for your lives," he cried. "There's dynamite in that can, and the minute the dog starts things will be scattered about here like an earthquake had called." A great change came over the crowd. Their looks of mirthful interest faded. They turned and fled. The dog saw them going and started after them. The farmer was nearly frantic. He wanted to save the dog, but, after hesitation, turned and fled, too. After him went the dog on a gallop, dragging the can. It didn't explode at first, but they knew it was liable to at any minute, and they ran like deer. The train came to the station, and the old man, who had not fled, boarded it and left. Finally the can became detached from the dog's tail. Then the terror of the mob subsided. They returned to the station. Somebody discovered that the cover of the can contained two eggs. Half the crowd had intended to take the train, but by fleeing had lost it. They were the maddest men alive. They couldn't get at the old man, for he had gone on the train. But they took hold of the boy, and while two held him the others took turns with the shingle. His yells were heard two miles away, and the hide on certain parts of him is all tired out. He won't try to amuse a crowd again.

EXTENSIVE TREE PLANTING.—The Duke of Athole is one of the most extensive tree-planters in the world. There are already vast woods and plantations in Athole and Dunkeld, and as, of course, they exist for use as well as ornament, large numbers of trees have to be planted annually to maintain the woods. Indeed, every year the Duke plants from 600,000 to a million trees. During this season a plantation covering 2,000 acres has been completed. It may be remembered that the Duke of Athole's plantations were thinned of 80,000 trees by the gale which destroyed the Tay Bridge. When the Planter Duke began operations on a large scale, in 1774, the Dunkeld hills were almost bare. During his life the Duke, who may be described as a true benefactor to his country, planted 27,000,000 trees, covering 15,000 acres.

U.S. CENSUS.—The Census Bureau has issued a bulletin classifying the population of the United States in 1880 by nativity. The native-born were:—Whites, 36,843,291; colored, 6,632,549; foreign-born, 6,679,943; total population, 50,155,783. Of the foreign born, 2,722,169 were natives of Great Britain and Ireland, 1,966,742 of the German Empire, 717,084 of British America, 194,337 of Norway, 181,729 of Sweden, 106,971 of France, 104,541 of China, and the remainder represent all the countries of the earth.

MY FRIGHTS.

(From Chambers's Journal.)

There are some people who aver that they have never frightened. As I am far from being a strong-minded woman, I cannot say as much. Perhaps I am too easily alarmed. I am, for instance, afraid of a cow. It may be silly; but I cannot help it. All the pleasure of a country walk through a fine landscape has been often spoilt for me because of cattle in the field. If I pass through them without being tossed or gored the recollection that I have got to come back again remains with me for the rest of the day. As for a bull, I would rather never see the country than run the chance of meeting with such a creature. A dog is thought to be a very harmless animal—a domestic animal—and the 'friend of man.' He is not, however, the friend of woman—or at least of a nervous woman like me: I should be afraid to write down how often I have been prevented from calling at a friend's house by the presence of a little poodle or terrier upon their doorstep. I should as soon have thought of disturbing an adder. The Romans (a people quite remarkable for their courage) used, I am told, to paint *Cave canem*, 'Beware of the Dog,' at their front doors; but such a warning would have been unnecessary in my case. I am always fully 'Beware' of it. Every farmyard in the country has a dog, and that is why I don't like farmyards.

My widowed sister-in-law (the fat one) and myself once lived in such a place a whole summer, during which I lost more flesh than if I had been all the time in a Turkish bath. From sunset to sunrise I was in a perpetual fright, from fear of robbers; and when the days grew shorter, and the nights longer, the place became insupportable, and I fled from it. The usual nightly programme was as follows: My sister-in-law, who occupied the same apartment as myself, would fall asleep as soon as her head touched the pillow, and leave me, as it were, alone, a prey to my terrors. She always reminded me of the irritating bed-fellow described in ghost-stories, who will not walk while the apparition is peeping through the bed-curtains, and who, when all the dreadful things are over, cannot be persuaded that they actually occurred. Next to ghosts themselves, I dislike people of this cast, and would almost as soon have no companion at all. If the wind was up, I at once began to picture to myself a band of ruffians effecting a forcible entry into all the rooms below-stairs, and giving shouts of triumph at the ease with which they accomplished their purpose. We could not afford to keep a man-servant, and even if we had done so, I should have always imagined him the accomplice of the burglars, or coming up-stairs, upon his own account with a carving-knife concealed in a skuttle of coals, as I had once read of in a book. Our house pretended to no means of escape, and I always placed the plate-basket and its contents upon the landing of the stairs, in hopes that the gang might take what they came for, and go away without asking for my money or my life. On a particular occasion, being unable to sleep, I fancied that I heard the approach of robbers up the stairs. Being no longer able to contain myself, I with an effort roused Charlotte, who, however, pooh-poohed the whole affair and dropped to sleep again, leaving me to my fears.

However, one very wet and dark night she got a pretty fright herself. It was a little past midnight. The drip, drip, drip, of the rain was ceaseless, but for all that, as I lay awake, I could hear men's steps without, splashing in the pools it made, as the wretches walked round the house looking for the most convenient point of entry. Then I heard the back-door 'go'—it burst open with a sort of muffled violence, like the sudden outpour of a waste-pipe—and then that 'pit-a-pat' I knew so well, of feet coming up the stairs. Then a pause of frightful significance.

'Charlotte,' cried I, in an agony, 'they are really here. They really are this time. Wake, wake!'

'Rubbish,' cried she. 'I am wide awake, and I hear nothing.'

'They are just outside the door,' whispered I; 'they are listening at the key-hole. Hark!'

'I certainly hear eaves dropping,' was her heartless answer (she was a woman who enjoyed a joke, and her fat sides wobbled with mirth at this one); but it's only the rain from the roof.'

'I tell you,' said I solemnly, 'there are robbers in the—'

Here something fell in the drawing room beneath us with a hideous crash. In an instant, and before I could recover from the sort of collapse into which this shock had thrown me, Charlotte had flopped out of bed, seized the lamp, and was about to hurry from the room. 'No,' said she, pausing in the door-way; it is better that they should not see me, but that I should see them.'

It was certainly much better, considering Charlotte's very slight attire, that the robbers should not see her; but why she should want to see the robbers was quite unintelligible to me.

'Stop!' cried I; but the fatal deed was done, and I was left in darkness.

Dreadful as it was to accompany her upon such an expedition, it seemed a thousand times worse to remain in the room alone, and trembling in every limb, I hurried after her.

To reach the drawing-room, it was necessary to pass through the dining-room. It was pitch dark, but I could hear her breathing hard (for her stoutness made her very short of breath) as she made her way round the table that occupied the centre of the room. Fear lent me wings, and I hurried round the other way to meet her, and rushed into her arms just as she was feeling for the drawing-room door-way. Directly I did so, she uttered a shrill scream, and

fell on the floor in a dead faint. I had forgotten that the poor dear did not know I was pursuing her, and she very naturally took me for the robbers. I suppose I fainted too, for the first thing I remember was hearing a loud purr close to my ear, which proceeded from our favorite cat, who, having knocked down the fire-irons in the next room (which was the noise we had heard), had come, as it were, to assure us that there was nothing the matter. That was the last night we spent in our country-house; and I remained in town for three whole summers afterwards. Though fresh air and 'change,' I was told, were indispensable, I resolved to do without them, since one might just as well die as be frightened to death.

In the July of the fourth year, however, I received an invitation to the sea-side, which I really thought it safe to accept. My host and hostess lived at Disney Point in Cornwall, a very lonely spot, it is true, but one in which no burglary had ever been committed within the memory of woman. 'There were no bad people,' wrote my friends, who were aware of my nervous peculiarities, 'within a hundred miles of them.' When I reached their house, I was readily inclined to believe that this was the case. A more beautiful and retired spot than the little village in which they dwelt, or one inhabited by a more simple and innocent set of people, it was impossible to imagine. It was situated in a wooded ravine, through which a trout-stream ran down to the sea; and upon the hill-top, between it and the ocean, where the most picturesque church and churchyard I, or anybody's eye, ever beheld. From the house we could only hear the distant whisper of the waves, like the murmuring hum of bees, but they were giant waves, and the rocks were torn and split with their fury into weird and horrid shapes. It was the grandest sea-coast I had yet visited, and all the day long I sat beside it with my sketch-book, or merely watching the white wrath of the breakers, and listening to the thunder in the caverns at my feet. I was not at all afraid of the sea—when I was upon the land. Indeed, I am not alarmed at anything (notwithstanding what some people say to the contrary) unless there is a reasonable cause for fear. For instance, I am not afraid—at least, I was not, until the terrible catastrophe occurred which I am about to relate—of supernatural apparitions. When I announced my intention, one evening, of going up the hill to sketch the churchyard by moonlight, there arose quite a rude titter in the drawing-room. 'Surely not alone, Mary Anne? Let one of the girls go with you,' said my hostess.

'What is there to be afraid of in a churchyard? No, I thank you,' replied I proudly. 'The miserable superstitions of the country do not affect me, I do assure you.'

'But it is so lonely up there, my dear!'

'What of that? Solitude and stillness are the fit accompaniments of such a solemn scene. I had much rather go there by myself.'

I was resolved to exhibit my independence, as well as to do away with any false impressions my excellent hostess might have received from Charlotte or others with respect to my courage; but at the same time she need not have reminded me that it was 'so lonely up there.' I did not expect to find Disney churchyard the centre of fashion, or the scene of an excursion picnic at ten o'clock at night, of course; her remark was officious and unnecessary, and at the same time it made my blood run cold. However, when the moon rose, so did I, and, sketch-book in hand, toiled up to the old church, which was also, from its prominent position, a landmark used by sailors, which taught them to avoid the rocks at Disney Point. Whatever might be the matter, there was always a wind up there, and even in that still summer night it was wandering about the grasses of the graves, and whispering into the ears of the stone gargoyles of the church, which seemed to grin in malice at its news of storm and wreck to come.

I seated myself on my camp-stool, just in front of the porch, and began what I intended to be a hasty sketch, just a few strokes, to be filled in at my leisure, for I felt the situation to be 'uncanny,' and already wished myself at home. My fingers shook a little, certainly not with cold, and, though the architecture was said to be a 'fine specimen of the perpendicular,' it did not appear so in my sketch-book.

Suddenly I heard a subdued sob; the utterance, as it seemed to me of some poor creature of my own sex in distress. It came from an obscure corner of the churchyard, where the graves were not so well cared for and tended as the others were—a spot, I had been told, where those were laid whom the pitiless sea had drowned. When a ship was cast upon the rocks yonder, it was rare even for one of its crew to reach that rock-bound shore alive; and after a great storm, whole ships' companies were sometimes buried at once in the churchyard of Disney Head.

I listened with beating heart, and the sound was repeated; and this time I felt sure it was as I had supposed. Doubtless, some woman had come to weep in secret over the grave of her sailor son or husband: there was no need to be frightened in such a case. It might be that I should be able to give her comfort. I rose, and moving towards the wreck-corner (as it was called), could dimly make out a woman's figure kneeling at the head of a grave. In the presence of so great a sorrow, I seemed to lose all selfish fear, and ventured softly to address her. She did not reply, nor even so much as turn her head, though I felt certain she must have heard me; and since she was a woman, and did not speak, I felt there must be something very wrong with her. As I drew nearer, I beheld a spectacle that overwhelmed me with pity. The unhappy creature before me was naked to the waist, and with her arms straight down by her side, was gazing on the grave beneath her with a look of indescribable despair. She shed no tear,

but her eyes wore a look of hopeless woe and yearning beyond all ordinary sorrow.

'You are killing yourself, my poor woman,' reasoned I, 'to kneel there in such a plight. The dead you mourn can ask no such sacrifice as this that you should join them.'

But again she answered me nothing; and then, to my horror, I observed that she had dug another grave at the head of that she was watching, and was already buried in it up to her waist! Was she then bent upon committing suicide, or was she herself an inhabitant of the tomb, like those around her, and were the graves giving up their dead at that witching hour of night, as I had read of; but had not believed?

In an agony of terror, such as even I had never before experienced, I flung down my sketch-book, and rushed from the churchyard and down the hill.

'What is the matter, Mary Anne?' cried my amazed hostess, who was sitting up for me with her husband in the parlor, as I tore into the room shrieking for help.

'Matter!' cried I. 'There is a poor young woman, with nothing upon her, half-buried alive in the wreck-corner of the churchyard. She has already lost her sight and hearing, for she took no notice of me at all.'

'Impossible!' cried my hostess.

'But I've seen her,' shrieked I. 'Not a moment is to be lost.'

'Ah, bless you! we've seen her too,' said my host, laughing. 'It's the figurehead of the *Bella*. When the ship came ashore, we stuck it up at the captain's grave, by way of headstone—poor fellow! She has not got much on her, it's true; but I don't think she'll hurt.'

ROUSED AT LAST.

Under the heading "1882" "Ouida" contributes the following lines to the London *Times*:—

Great England put her armour by, and stretch'd
Her stately limbs to slumber in the sun.
The nations, seeing then how long she slept,
Commun'd together, and in longish said:
"Lo! She is old and tired; let us steal
The crown from off her brows. She will not know!"
And Gornil and Regan, over seas,
Mocking her, cried: "Her time is past Her blood
Is sluggish, and her rusted sword from out
Her scabbard she will draw no more!" And so,
Thus gibing, flung with cruel hands the seeds
Of discord and of hate amidst her sons,
But from the East there came a blast too loud,
As from the West there came a taunt too much;
And she, awaking, rais'd her head, and saw
Around her all her faithless friends, and all
Her sisters and her children jeering her,
And crying: "She is old!" and meeting out
Her lands amongst themselves, and parcelling
Her honour. Than, swift as lightning flashes
From the blue skies her glance of scorn fell on them,
And they crouch'd, like wolves that are o'er-mastered,
England stretch'd out her hand, and touch'd the
world—
England arose, and spake, and calmly said:
"Nay! I am mistress still."

A STRANGE WILL.

Of all eccentric bequests, perhaps the most remarkable is the one alleged by a widely distributed circular to have been made by a recently deceased citizen of Connecticut. "A retired banker," so the story goes, "whose life was a thoroughly successful one, but whose character was at all times eccentric, but consistent, is the donor." The circular then tells how this man, in early years, was a defaulting bank cashier for \$85,000 and was rescued from his terrible position by a wealthy, aged and eccentric friend, who gave him the money required to rectify his accounts and "to save him to a life of usefulness" on condition, however, that the young man would be honest, save one-third of his income in cash, and, in after life, do to other unfortunates as he himself had been dealt with. All this was faithfully done. The young man made good his accounts, and was never even suspected of irregularity by the bank officers. He grew rich, and finally died, leaving \$780,000 in the hands of a trustee for the benefit of other repentant defaulters. This trustee has now sent circulars to all the banks in the country, inviting incipient defaulters to avail themselves of the benefits of the bequest. "To this end," he says, "the applicant will come to my home, a personal interview being imperative, bringing this circular as an evidence of his identity, and this can be arranged promptly by addressing—" etc. It will be an interesting sight to see some erring bank officer accept the invitation, and run the risk of "giving himself away" to some adroit swindler, who would use the knowledge of his defaulting as a lever by which to squeeze from him his last remaining dollar.

AHEAD OF THE INSURANCE Co.—When Amos Teaberry went to his home on Bissell avenue the other day, and told his wife that he had taken a life insurance policy, she said: "Now, Amos, that's just like your extravagant ways; throwin' money away for insurance. You know that when you had the house insured they valued it at only \$2,000 when it is worth \$3,000 if it's worth a cent. Now if you should die I'd only get two thirds value. How big an insurance did you get?" "A thousand dollars," "A thousand dollars!" exclaimed Mrs. Teaberry, "well you got ahead of the insurance company that time, Amos."

The traffic returns of the Northern and North-Western Railways for week ending 15th September, 1882, and the corresponding week of 1881 are as follows:—1882, \$34,106.32; 1881, \$32,993.28; increase, \$1,113.04.

THE MARITIME BANK
OF THE Dominion of Canada.
Head Office, ST. JOHN, N.B.
Paid-up Capital, \$870,800.
BOARD OF DIRECTORS.
THOS. MAOULLAN, President.
LEB. BOTSFORD, M.D., Vice-President.
ROBT. CRUIKSHANK, (of Jardine & Co., Grocers).
JER. HARRISON (of J. & W. F. Harrison, Flour Merchants).
JOHN H. PARKS (of Wm. Parks & Son, Cotton Manufacturers).
JOHN TAPLEY (of Tapley Bros., Indiantown).
H. D. TROOP (of Troop & Son, Shipowners).
CASHIER, ALFRED RAY.
AGENCIES.
FREDERICTON—A. S. Murray, Agent.
WOODSTOCK, N.B.—G. W. Vanwart, Agent.
A general Banking Business transacted. Correspondence solicited. Business transacted for Banks and Mercantile Houses in Quebec and Ontario, on favorable terms.

Grand Trunk Railway Co.,
OF CANADA.
Special Arrangement Saturday Night Express Train for the West.
COMMENCING ON SATURDAY, the 23rd of SEPTEMBER, AND ON EVERY FOLLOWING SATURDAY, until further notice, the Express Train for the West will leave MONTREAL at 11 P.M. instead of at 10 P.M. On other days the train will leave at 10 P.M.
JOSEPH HICKSON, General Manager.
Montreal, Sept. 20, 1882.

Montreal Telegraph Company.
DIVIDEND No. 73.
NOTICE is hereby given that a Quarterly Dividend of (2) per cent. on the Capital Stock of the Company, has been declared this day, and will be payable at the Company's Office here, on and after Thursday, the 5th day of October next.
The Transfer Books will be closed from the 15th inst. to the 6th proximo, both days inclusive.
By order of the Board,
DONALD R. ROSS, Secretary.
Montreal, Sept. 20, 1882.

Grand Trunk R'y,
ON AND AFTER
Monday Next, the 11th Instant,
the Pullman Car attached to the train leaving Montreal at 7.30 a.m.
For Old Orchard Beach,
WILL RUN ONLY TO PORTLAND.
JOSEPH HICKSON, General Manager.
Montreal, September 7th, 1882.

THE RICHELIEU & ONTARIO NAVIGATION COMPANY.
Notice to Shareholders.
AN INTERIM DIVIDEND OF THREE PER CENT.
on the Capital Stock of this Company has been declared this day, and will be payable at the Company's office here on and after the 1st of OCTOBER next.
The Transfer Books will be closed from the 15th instant to the 1st October proximo, both days inclusive.
By order,
J. N. BEAUDRY, Secretary-Treasurer.
Montreal, 1st September, 1882.

Grand Trunk R'y
OF CANADA.
Changes in Train Service.
AFTER 30th SEPTEMBER, 1882, the 2.00 p.m. train for Lachine and 2.30 p.m. return train, on Saturdays; also, 2.00 p.m. train for Vaudreuil on SATURDAYS, will be DISCONTINUED.
On and after MONDAY, OCTOBER 2nd, the following trains will be DISCONTINUED:
Local from Montreal for St. Hyacinthe, at 5.10 p.m.
And return train from St. Hyacinthe, at 7.25 a.m.
Local from Montreal for Vaudreuil, at 6.15 p.m.
And return train from Vaudreuil, at 7.35 a.m.
Day Express from Montreal to Portland and Quebec, at 7.30 a.m.
Commencing MONDAY, OCTOBER 2nd, trains will leave Montreal as follows:
Night Express for Quebec and Portland, at 10.00 p.m.
Local Passenger Train for Island Pond and intermediate stations, at 3.15 p.m.
Mixed Train for Island Pond, Point Levis and intermediate stations, at 7.00 a.m.
Mixed for St. Hyacinthe, at 5.30 p.m.
JOSEPH HICKSON, General Manager.
Montreal, 20th Sept., 1882.

ALLAN LINE.
The well-known double-ended Clyde built Iron Tug
Steamer Rocket,
Length 149 feet 11 in., breadth 25 feet 11 in., depth 12 feet 5 in., with cylinder 35 inches in diameter and 8 feet stroke.
— ALSO —
THE IRON LIGHTER CYCLOPS,
with a carrying capacity of about 21,000 bushels grain or about 500 tons dead weight,
— AND —
THE IRON LIGHTER VULCAN,
with capacity of about 12,000 bushels of grain or about 320 tons dead weight.
The whole, with their stores and appurtenances, as they now lie at the Port of Sorel, will be sold by
PUBLIC AUCTION,
at TEN a.m. on THURSDAY, the 5th OCTOBER, at the Auction Room of
THOMAS J. POTTER,
195 St. James Street, Montreal.
TERMS:—One-third cash, balance in two equal annual instalments, with interest at six per cent.
H. & A. ALLAN, Agents.

WELLAND CANAL.
Notice to Contractors.
SEALED TENDERS addressed to the undersigned and endorsed "Tender for Welland Canal" will be received at this office until the arrival of Eastern and Western mails on FRIDAY the 6th day of OCTOBER next, for forming, at the water line, a stone facing or protection to the banks of the canal, on the summit level between Thorold and Humberstone.
Specifications of the work to be done can be seen at the offices of the Resident Engineers at Thorold and Welland, who also furnish of Tender, and general information on subject, can be obtained on and after MONDAY the 25th inst. Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms. This Department does not, however, bind itself to accept the lowest or any tender.
By order,
A. P. BRADLEY, Secretary.
Department of Railways & Canals,
Ottawa, September 20th, 1882.

PATENTS
We continue to act as Solicitors for Patents, Caveats, Trade Marks, Copyrights, etc. for the United States, Canada, Cuba, England, France, Germany, etc. We have had **THIRTY-FIVE YEARS EXPERIENCE.**
Patents obtained through us are noticed in the **SCIENTIFIC AMERICAN.** This large and splendid illustrated weekly paper, \$8.00 a year, shows the Progress of Science, is very interesting, and has an enormous circulation. Address **MUNN & CO., Patent Solicitors, Publishers of SCIENTIFIC AMERICAN, 37 Park Row, New York.** Hand book about Patents sent free.

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.

Kilby & Abbott
ORDERS SOLICITED FOR IMPORTATION.
RAILS.
STEEL AND IRON,
BOILER TUBES, PLATES, &c.,
AXLES, WHEELS AND TYRES,
SPIRAL AND ELLIPTIC SPRINGS,
CRUCIBLE BESSEMER SIRMENS
CAST STEEL,
STEAM HAMMERS,
BRASS AND COPPER TUBES WIRE, &c.,
SILICATE PAINTS, VARNISH, &c.
ALL MATERIAL USED ON RAILROADS.
SAMPLES AND CIRCULARS AT
10 St. Sacramento Street.

THE Canadian Pacific Railway Company.
NOTICE.
The second half-yearly payment of interest on the FIVE per cent. FIRST MORTGAGE LAND GRANT BONDS of the Company will be made on presentation of coupons, on and after the 2nd day of October next, the 1st being Sunday, at the office of the Company, Place d'Armes Square, Montreal, or at the office of Messrs. J. S. Kennedy & Co., Agents of the Company, 63 William Street, New York, or at the office of the Company, Bartholomew House, London, England.
CHARLES DRINKWATER, Secretary and Treasurer.
30 4w

Pure Air! Pure Air!
THE IROQUOIS HOUSE,
Belœil Mountain St. Hilaire, P.Q.
This magnificent Hotel has been greatly enlarged and refurnished throughout, and can accommodate now 300 guests. Only one hour by Grand Trunk Railway from Montreal.
Will be open Wednesday, 24th May,
Queen's Birthday.
CAMPBELL BROS.,
St. Hilaire Station.

PROVINCE OF QUEBEC,
Revenue District of Montreal.
Office of the License Inspector,
Montreal, September 20, 1882.

Notice to Chemists & Druggists
Wholesale and Retail.
SPECIAL NOTICE IS HEREBY GIVEN that Licenses, in virtue of the "Quebec License Act of 1878," will be granted to Wholesale Chemists and Druggists for the sale of Alcohol and Spirits for use in trade in quantities of not less than two gallons; Imperial measure, or one dozen bottles of not less than one pint each, Imperial measure, and that Retail Chemists and Druggists shall not be obliged to take out a License in virtue of the said law, but shall be limited in the exercise of their profession, to the sale of the said Spirits in quantity not exceeding one pint, Imperial measure, at a time.
Any violation of this law will be prosecuted.
(By order of the Treasury Department),
W. B. LAMBE,
License Inspector.

PELLATT & PELLATT,
HENRY PELLATT, HENRY MILL 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 telegraph receive prompt attention.

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.
T. J. Reeves, Esq., (Messrs. Dent, Palmer & Co.), London.
P. Sechiari, Esq., (Messrs. Sechiari Bros. & Co.), London.
H. T. Stanes, Esq., (Messrs. Stanes, Watson & Co.), London.
James Somervell, 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, Straith & Co., 4 Coleman Street, E. C.
BROKERS—London—Messrs. Laurence, Sons & Gardner, 18 Copthall Court, E. C. Liverpool—Messrs. George Irvine & Son, Queen Insurance Buildings, Manchester—J. S. Pixton, Esq., 12 Half-Moon Street, Glasgow—Messrs. Auld & Guild, 65 St. Vincent Street, Dublin—Messrs. Wm. Geo. Duhepat & 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,
Ottawa, Ont.

ST. LOUIS HOTEL,
THE RUSSELL HOTEL CO., PROPRIETORS.
WILLIS RUSSELL, President, Quebec.
THIS HOTEL, WHICH IS UNRIVALLED for size, style and locality in Quebec, is open throughout the year for pleasure and business travel.

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 Merchants' 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 Gaspe, leaving Montreal and Halifax, on arrival of the Mails, as follows:—

Table with columns for destination (Montreal, Halifax), ship name (Ville de Paris, Ville de Ceara, etc.), and departure dates.

THROUGH 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.

PROVINCIAL EXHIBITION, MONTREAL, September 14th to 23rd.

Agricultural and Industrial \$25,000 in Premiums.

Ample grounds and magnificent buildings for the display of Live Stock, Manufactured Articles, Agricultural Implements and Machinery in motion.

The Exhibition will be open on the 14th September; Cattle and Live Stock will come in on the 18th, on and after which date the Exhibition will be complete in every detail.

Reduced rates are offered by all the principal Railway and Steamboat Companies. Exhibitors will please make entries as early as possible.

For Prize Lists, Blank Forms of Entry and all information, apply to the undersigned.

GEO. LECLERE, Joint Secretary. S. C. STEVENSON, Joint Secretary. 76 St. Gabriel Street, Montreal.



Notice to Contractors.

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

MONDAY, the 16th October next, inclusively, for the construction of a NEW PARLIAMENT HOUSE AT QUE.

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.

STEAMSHIPS.

ALLAN LINE.



Under contract with the Governments of Canada and Newfoundland for the conveyance of

CANADIAN AND UNITED STATES MAILS.

1882—Summer Arrangements—1882.

THIS COMPANY'S LINES ARE composed of the undernoted First-class, Full-powered Clyde-built, Double-engine Iron Steamships:

Table listing steamships with columns for VESSELS, TONNAGE, and COMMANDERS. Includes ships like Numidian, Parisian, Sardinian, etc.

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 Quebec every SATURDAY, calling at Lough Foyle to receive and land Mails and Passengers to and from Ireland and Scotland, are intended to be despatched

Table showing departure dates from Quebec for various steamships like Sarmatian, Polynesian, etc.

RATES OF PASSAGE FROM QUEBEC.

Table showing rates for Cabin, Intermediate, and Steerage.

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

Table showing departure dates from Quebec for Glasgow for various steamships like Lucerne, Hannoverian, etc.

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

Table showing departure dates from Halifax for various steamships like Nova Scotian, Hibernian, etc.

Table showing rates of passage between Halifax & St. Johns for Cabin, Intermediate, and Steerage.

Table showing departure dates from Boston for various steamships like Scandinavian, Waldensian, etc.

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 Liverpool and Glasgow, and at Continental Ports, to all points in Canada and the Western States.

For Freight, Passage or other information, apply to John M. Currie, 21 Quai D'Orleans, Havre; Alexander Hunter, 7 Rue Scribe, Paris; Aug. Schmith & Co., or Richard Berns, Antwerp; Ruys & Co., Rotterdam; C. Hugo, Hamburg; James Moss & Co., Bordeaux; Fischer & Behmer, Schusselkorb No. 8 Bremen; Charley & Malcolm, Belfast; J. Scott & Co., Queenstown; Montgonerie & Workman, 17 Gracechurch Street, London; James & Alexander Allan, 70 Great Clyde street, Glasgow; Allan Bros., James street, Liverpool; Allans, Rae & Co., Quebec; Allan & Co., 72 La Salle street, Chicago; H. Bourlier, 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., Montreal.

Sept 16, 1882.

DOMINION SALVAGE AND WRECKING COMPANY.

HEAD OFFICE: No. 26 HOSPITAL STREET, MONTREAL.

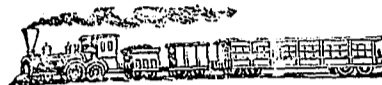
The powerful wrecking steamer "Relief," with Wrecking Cables, Anchors, Steam Pumps, Hydraulic Jacks, Surf Boats, etc., fully equipped with a skilled crew of Wreckers and Divers, is stationed, with her Pontoons, at Murray Bay, ready, DAY OR NIGHT, to proceed at once on any vessel that needs assistance,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

This Company has also, on the Upper Lakes, the tugs "Mixe," and "Folger," 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. HERRIMAN, President. JAS. G. ROSS, Vice-Pres., Quebec. F. W. HENSHAW, Sec.-Treas.



NORTH SHORE R'Y. NOTICE.

On and after the 30th instant, the sale of SATURDAY EXCURSION TICKETS will be DISCONTINUED.

A. DAVIS, Superintendent.

SUPERINTENDENT'S OFFICE, Montreal, September 27th, 1882.

NORTH SHORE R'Y COMPANY. NOTICE.

On and after MONDAY, the 15th instant, the Lightning Express train which leaves Montreal at 9.30 A.M. and Quebec at 4.00 P.M., will be DISCONTINUED.

Note alteration of trains on that date.

A. DAVIS, Superintendent.

La Banque Jacques-Cartier.

HEAD OFFICE, - MONTREAL.

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

DIRECTORS:

- ALPH. DESJARDINS, Esq., M.P., President. L. H. MASSUR, Esq., Vice-President. J. L. Cassidy, Esq., Ol. Faucher, Esq., J. S. Monat, Esq., J. B. Renaud, Esq., Lucien Huot, Esq. A. L. DEMARTIGNY, Cashier.

Branch at Beauharnois, A. Clement, Manager. Branch at St. Hyacinthe, S. A. Durouchet, Manager. Branch at St. Romé, 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.

1882 SEA BATHING. 1882

Tadouzac, - Saguenay.

The TADOUSAC HOTEL will be open for reception of Sportsmen, Tourists and Families on and after

JUNE 16.

To Families and Tourists the Hotel offers all the comforts of home. To the rod and gun man there is no place on the St. Lawrence where he can get more sport, especially that of Trout Fishing. Telegraph communication direct from the office. Address,

JAMES FENNEL, Lessee and Manager, Tadouzac.

22



Canadian Pacific RAILWAY.

EASTERN DIVISION.

On and after MONDAY, JUNE 26th, trains will run as follows:—

LEAVE MONTREAL.

For Ottawa, Pembroke, Mattawa and intermediate stations... 8.30 a.m. For Ottawa, Brockville and Toronto... 5.40 p.m. For Ottawa, (Mixed)... 7.40 " For St. Jerome... 6.00 "

ARRIVING IN MONTREAL.

From Toronto, Brockville and Ottawa... 12 noon. From Mattawa, Pembroke, Ottawa and intermediate stations... 9.00 p.m. From Ottawa—Mixed... 7.40 a.m. From St. Jerome... 9.00 a.m.

Four trains daily each way between Aylmer Hull and Ottawa.

The time given above for leaving Montreal is from Hochelaga Station. Trains leave Mile End ten minutes later.

Palace Cars between Montreal, Ottawa and Pembroke.

Palace Cars between Montreal and Toronto. Trains run on Montreal time. Baggage Checked through.

W. C. VAN HORNE, Gen. Manager. ARCHER BAKER, Gen. Supt. Montreal, June 1, 1882. 26-1r

MONTREAL LOAN & MORTGAGE CO'Y.

TRUST COMPANY.

INCORPORATED 1858.

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. OGLVIE, Vice-President, Senator. ROBT. ESDAILE, Esq., of Messrs. J. & R. Esdaille. 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. CRAIC, Manager.

Office: 181 St. James Street, Montreal. March 1st, 1882. 20-1r

The Royal Canadian

FIRE AND MARINE INSURANCE CO.

President

ANDREW ROBERTSON, Esq.

Vice-President:

HON. J. R. THIBAUDEAU.

JAMES DAVISON, Esq.,

Manager Canada Fire Department.

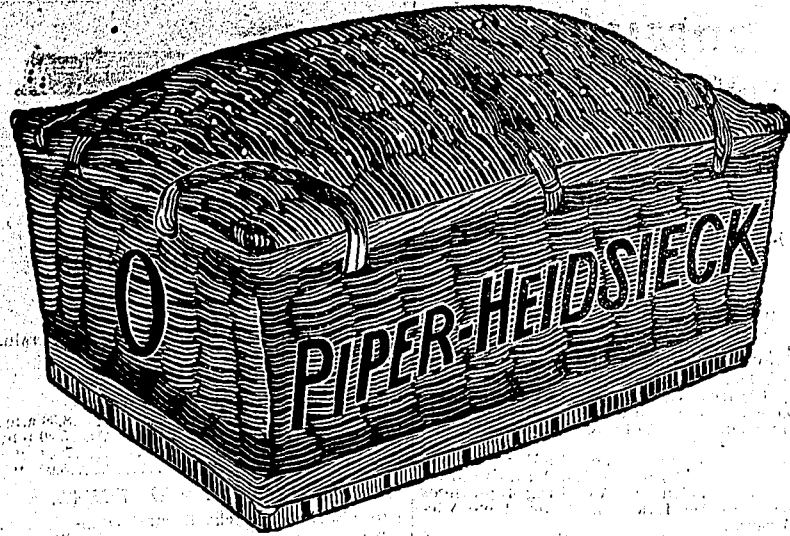
HENRY STEWART, Esq.,

Manager Marine Department.

HEAD OFFICE:

160 ST. JAMES ST., MONTREAL.

18-22



"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 Wholesale 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.

QUEBEC CENTRAL RAILWAY.

SUMMER ARRANGEMENTS.

COMMENCING MONDAY, 10 JULY, 1882. Trains will run as follows:

	Express.	Mixed.
Lv. Sherbrooke for Beauce Jct., Levis and Quebec.	8.15 A.M.	7.00 A.M.
Arrive Beauce Junction.	12.15 P.M.	3.35 P.M.
Levis.	1.15 "	6.45 "
Quebec Ferry.	2.00 "	7.00 "
Leave Quebec for Beauce Jct., Sherbrooke and New England points—Ferry.	1.45 P.M.	6.30 A.M.
Levis.	2.10 "	7.00 "
Arrive Beauce Junction.	3.45 "	9.30 "
Sherbrooke.	8.00 "	5.45 P.M.
Leave Levis for St. Joseph.	4.15 "	4.15 "
Arrive St. Joseph.	7.45 "	7.45 "
Leave St. Joseph for Levis.	6.30 A.M.	6.30 A.M.
Arrive Levis.	10.00 "	10.00 "

Drawing Room cars run on all Express Trains between Quebec and Newport, Vermont, arriving at Newport at 10.05 p.m., and leaving Newport at 5.40 a.m.

Trains run on Montreal Time. The Quebec Central affords the only Rail communication with the celebrated 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.

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.

256 & 258 St. JAMES ST.
(SUTHERLAND'S OLD STAND),
MONTREAL.

THE STANDARD

Life Assurance Company.

(ESTABLISHED 1825.)

HEAD OFFICES:

EDINBURGH, SCOTLAND, AND MONTREAL, CANADA.

Subsisting Assurances, - about \$95,000,000

Invested Funds, - - - - - 27,500,000

Annual Revenue, - - - - - 4,000,000

Over \$10,000 a day.

Claims paid in Canada - - - - 1,300,000

Investments in Canada - - - - 1,400,000

Total amount paid in Claims during the last eight years, over \$16,000,000, or about \$6,000 a day.

Bonus Distributed, - - - - - \$17,000,000

W. M. RAMSAY,

Manager.

THE RUSSELL
OTTAWA.

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. GOUIN,
Proprietor.

OTTAWA February 18th, 1882.

IMPERIAL BANK OF CANADA.

Capital, - - - - - \$1,500,000
Capital paid up, - - - \$1,175,558
Rest, - - - - - \$400,000

DIRECTORS:

H. S. HOWLAND, Esq., President.
T. R. MERRITT, Esq., Vice-President.
(St. Catharines.)

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.



North Shore Ry.

CHANGE OF TIME.

COMMENCING ON

Thursday, June 1st, 1882.

Trains will run as follows:—

	Mixed.	Mail.	Expr'ss	Light- ning Expr'ss
Lv Hochelaga for Quebec.	6.10 P.M.	8.00 P.M.	10.00 P.M.	9.30 A.M.
Arrive at Quebec.	8.00 A.M.	9.30 "	6.30 "	2.10 P.M.
Leave Quebec for Hochelaga.	5.30 P.M.	10.10 A.M.	10.00 P.M.	4.00 P.M.
Ar at Hochelaga.	8.15 A.M.	4.40 P.M.	6.30 A.M.	9.10 P.M.
Lv Hochelaga for Joliette.	5.15 P.M.			
Arrive at Joliette.	7.40 "			
Lv Joliette for Hochelaga.	6.20 A.M.			
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, 13 PLACE D'ARMES

TICKET OFFICES:

13 PLACE D'ARMES, MONTREAL.

202 ST. JAMES STREET, QUEBEC.

OPPOSITE ST. LOUIS HOTEL, QUEBEC.

CANADIAN PACIFIC R'Y, OTTAWA.

L. A. SENECAI,
Gen'l Supt.



SOUTH EASTERN RAILWAY

AND
Montreal and Boston Air Line

On and after MONDAY, 29th MAY, trains will run to and from Bonaventure Station as follows:

LEAVE:

No. 2—9.00 A.M.—THROUGH DAY EXPRESS with Parlor Car for Boston.

No. 6—5.00 P.M.—[Except Saturdays] LOCAL TRAIN for Knowlton and Richford and Intermediate Stations.

No. 4—6.30 P.M.—THROUGH NIGHT EXPRESS, with Pullman Sleeping Car for Boston.

No. 18—2.00 P.M.—[Saturdays only], LOCAL TRAIN for Newport, Knowlton and Intermediate Stations.

ARRIVE:

No. 1—8.20 A.M.—[Except Mondays] NIGHT EXPRESS from Boston, with Pullman Sleeper.

No. 5—9.15 A.M.—[Except Mondays] LOCAL TRAIN from Richford, Knowlton and Intermediate Stations.

No. 3—3.25 P.M.—DAY EXPRESS from Boston and Portland with Parlor Car.

No. 17—8.50 A.M.—[Mondays only] LOCAL from Newport and Knowlton.

No. 1 stops only at Chambly, Cantin, Marleville, West Parham and Cowansville between Montreal and Richford, except Saturdays, when it will stop at all Stations.

H. P. ALDEN, Supt. Traffic.

BRADLEY BARLOW, Pres't and Gen. Mg'r.

May 27th, 1882.

THE English Loan

COMPANY,

(LIMITED).

HEAD OFFICE:

LONDON, - CANADA.

Subscribed Capital, - \$2,044,100.

HON. ALEX. VIDAL, Senator, President
GEORGE WALKER, Esq., J.P., Vice-President

DIRECTORS.

JAMES FISHER, Esq., J.P.
I. F. HELLMUTH, Esq., Barrister.
JNO. BROWN, Esq., Treasurer City of London
DAVID GLASS, Esq., Q.C.
JOHN MILLS, Esq., Merchant.

Money lent on the security of Real Estate at lowest rates of interest. Mortgages, Municipal and School Debentures purchased on liberal terms.

Parties having mortgages on their farms will find it to their advantage to apply at the Head Office of this Company.

D. J. CAMPBELL,
Manager.

HON. ALEX. VIDAL,
President.

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 WINNIPEG, W. Stewart	Oct. 11
LAKE CHAMPLAIN, P. A. Jackson	Oct. 18
LAKE NEPIGON, H. Campbell	Nov. 1
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,

20 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 50 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.

D'ARCY HEATH,
EXCHANGE COURT,
12 HOSPITAL STREET, MONTREAL,
STOCK BROKER.
Member of the Montreal Stock Exchange.)
Stocks, Bonds, &c., bought and sold for cash
or on margin. 20-1r

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. 26-1r

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

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 Com-
pany, 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



To Farmers and others wishing to Sell
Improved Lands.

The Department of Agriculture and Public
Works request persons desirous of selling im-
proved Farms should communicate with W.
S. Desbarats, Esq., Province of Quebec Im-
migration 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, re-
sources, &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 Ca-
nadian Farmers desirous of purchasing lands,
should apply to W. S. Desbarats, Esq., Pro-
vince of Quebec Immigration Agent, P. O.
Box 175, Quebec, from whom they will re-
ceive all the necessary information.

Blank Books!

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,
256 and 258 St. James Street,
MONTREAL.

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, \$506,337.
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., W. H. BEATTY, Esq. M. P. RYAN, Esq., M.P.
Halifax. EDWARD HOOPER, Esq. S. NORDHEIMER, Esq.
Hon. T. N. GIBBS, J. HERBERT MASON, Esq. W. H. GIBBS, Esq.
ROBT. WILKES, Esq. JAS. YOUNG, Esq., M.P.P. A. McLEAN HOWARD
Hon. ISAAC BURPEE, M.P. F. A. BALL, Esq. 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.
JAS BOOMER, Secretary. 24-1r

CANADIAN PACIFIC RAILWAY COMPANY.

The CANADIAN PACIFIC RAILWAY COMPANY offer lands in the FERTILE BELT of
Manitoba and the North-West Territory for sale on certain condition as to cultivation, at

\$2.50 PER ACRE.

Payment to be made one-sixth at time of purchase, and the balance in five annual instalments,
with interest at Six per cent.

A REBATE OF \$1.25 PER ACRE

allowed for cultivation, as described in the Company's Land Regulations.

THE LAND GRANT BONDS

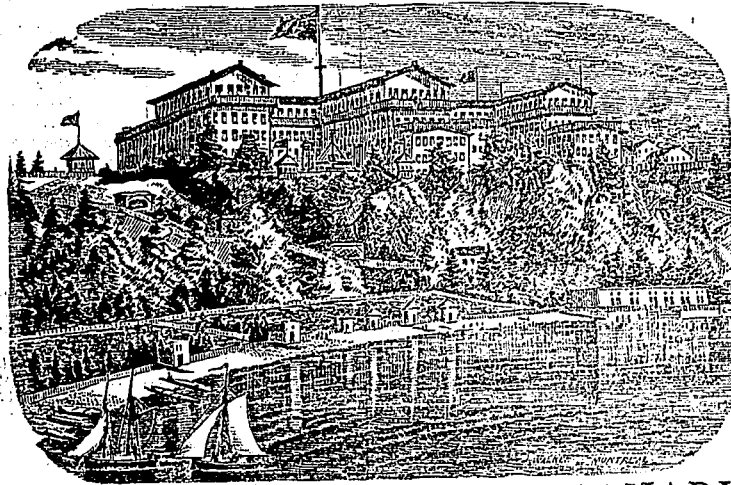
of the Company, which can be procured at all the Agencies of the Bank of Montreal, and other
Banking Institutions throughout the country, will be

RECEIVED AT TEN PER CENT. PREMIUM

on their par value, with interest accrued, on account of and in payment of the purchase
money thus further reducing the price of the land to the purchaser.
Special arrangements made with Emigration and Land Companies.
For copies of the Land Regulations and other particulars, apply to the Company's Land
Commissioner, JOHN McTAVISH, Winnipeg; or to the undersigned.
By order of the Board,

CHARLES DRINKWATER, Secretary.

MONTREAL, December 1st, 1881.



**THE FAR-FAMED POPULAR CANADIAN
SUMMER RESORT,
St. Lawrence Hall, Cacouna.**

The above Hotel will be opened for the season of 1882 on the TWENTIETH of JUNE,
under the management of last season.
The Manager will aim to promote the comfort and amusement of the guests, and with
long and successful experience in the Hotel business, feels confident that he can make the
Hotel the home of the tourists, and their stay one of health and pleasure.
For rates, &c., address JOHN KENLY, P.O. Box 2151, Montreal, up to the 1st of June,
afterwards at Cacouna. 22

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, 800,000
TOTAL INVESTMENTS.....\$1,000,000

Mercantile Risks accepted at the lowest cur-
rent rates.

Dwelling Houses and Farm Property's In-
sured at reduced rates.

G. F. C. SMITH,
Chief Agent for the Dominion.

**NORTH BRITISH AND MERCANTILE
FIRE AND LIFE INSURANCE CO.**

ESTABLISHED 1806.

Subscribed Capital - - £2,000,000 Stg.

FINANCIAL POSITION OF THE CO'Y.

1.—FUNDS AS AT 31ST DEC., 1878.
Paid-up Capital.....£850,000 Stg.
Fire Reserve Fund.....794,577 "
Premium Reserve.....305,005 "
Balance of Profit and Loss
Account.....57,048

Life Accumulation.....2,852,567 "
Annuity Funds.....301,080 "

2.—REVENUE FOR THE YEAR 1878.
From Fire Department:
Fire Premiums and In-
terest.....£976,160
From Life Department:
Life Premiums and
Interest.....£438,737
Inte'st, &c., on An-
nuity Funds....12,040

Total Revenue.....£1,426,937 "
or, \$6,044,426.73

WILLIAM EWING, Inspector.
GEORGE N. AIHERN, 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 BUILD-
INGS, FIRE PROOF STORES, MARKETS
&c.

SILICATE and other PAINTS.
BOILER, BRIDGE and SHIP PLATES, &c.
26 HOSPITAL STREET, (up stairs)
MONTREAL.

THE SHAREHOLDERS OF THE
MOLSONS' BANK

Are hereby notified that a Dividend of
Three and one-half per cent.
upon the Capital Stock has been declared for
the current half year, and that the same will
be payable at the office of the Bank, in
Montreal, on and after

The 1st day of October next.

The Transfer Books will be closed from the
16th to the 30th September, both days inclu-
sive.

The Annual General Meeting
of the Shareholders of the Bank will be held
at its Banking House, in this city, on

Monday, 9th of October next.
at **THREE** o'clock in the afternoon.

By order of the Board,
F. WOLFERSTAN THOMAS,
General Manager.
Montreal, 24th August, 1882. 31-7W



MAIL CONTRACTS.

TENDERS ADDRESSED TO THE
Postmaster-General, will be received
at Ottawa until **NOON**, on

The 22nd September next,

for the conveyance of Her Majesty's Mails,
on a proposed Contract for four years, in
each case, between the undermentioned
places from the 1st January, 1883:—

- BEAUPRE and ST. FEREOLE**, three times per week;
- CHAUDIERE STATION and R. R. STATION**, six times per week;
- DUDSWELL CENTRE and SOUTH DUDSWELL**, twice per week;
- LES ESCOUAINS and TADOUSAC**, three times per week;
- NEW IRELAND and RICHARDVILLE**, once per week;
- QUEBEC and NORTH SHORE R. R. STATION**, twelve times per week;
- Do. and ST. JOHN SUBURBS**, thirty times per week;
- Do. and ST. SAUVEUR DE QUEBEC**, thirty times per week;
- Do. and STONEHAM**, twice per week;
- STE. FLAVIE and R. R. STATION**, twelve times per week;
- STE. FRANCOIS XAVIER DE VIGER and VIGER**, three times per week;
- ST. RAPHAEL and R. R. STATION**, six times per week;
- ST. SIMON and R. R. STATION**, twelve times per week;

Printed notices containing further information as to conditions of proposed Contract may be seen, and blank forms of Tender may be obtained at the Post Offices above mentioned, or at the office of the subscriber.

WILLIAM G. SHEPPARD,
P. O. Inspector.
Post Office Inspector's Office,
Quebec, August, 1882. 31-5W

REVENUE DISTRICT OF MONTREAL,
LICENSE INSPECTOR'S OFFICE.

Stores for the Sale by Retail of
Intoxicating Liquors.

SPECIAL NOTICE is hereby given, That all persons contravening the provisions of the License Law of Quebec, which forbids any occupant of a store, having obtained a license to sell such liquors in less quantity than one imperial pint at one time, will be thereby subject to the full penalty provided by law.

By order,
WM. B. LAMBE,
License Inspector.
Montreal, September, 1882. 37



SOUTH EASTERN R'Y.

To the holders of the First Mortgage Bonds of the South Eastern Railway Co'y.

Notice is hereby given that a meeting of the holders of the First Mortgage Bonds of the South Eastern Railway Company will be held at the office of the South Eastern Railway Company, 202 St. James street, in this City of Montreal, on

The 3rd day of October, A. D. 1882, at 12 o'clock noon,

agreeably to the provisions of the Deed of Trust and Mortgage executed to secure said Bonds, for the purpose of appointing a Trustee under said Deed of Trust and Mortgage, to fill the vacancy in the Board of Trustees mentioned in said Deed, caused by the death of Lucius Robinson, Esquire, of Newport, in the State of Vermont, and to do any other business deemed proper when met.
Dated at the City of Montreal this 18th day of July, A. D., 1882.

T. MO. P. REDFELD, Surviving Trustee.
WM. F. A. W. BELL, Trustee.

CANADA PERMANENT LOAN & SAVINGS CO.

Incorporated, A.D. 1855.
Paid up Capital..... \$2,000,000
Reserve Fund..... 1,000,000
Total Assets..... 3,350,000

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

ALSO
Receives money for more permanent investment, for which Debentures are issued with interest coupons attached.

TO EXECUTORS AND TRUSTEES.
The laws of Ontario authorize the Investment of Trust Funds in the Debentures of this Company.

For further information apply to
J. HERBERT MASON,
Office Manager,
Company's Buildings,
Toronto.

TO ARTISTS.

The Government of Canada propose erecting in the grounds of the Parliament Buildings, at Ottawa, a bronze statue, nine feet high (9), of the late Sir George E. Cartier.
Parties are invited to submit models, 2 ft. 3 in. in height, which must be accompanied with proposals for the bronze statue complete.
A premium of one thousand dollars will be paid the party whose model and proposal are accepted.
The models must be delivered at the Department of Public Works, Ottawa, on or before the 1st day of January next.
Copies of the conditions, &c., may be obtained on application at the office of the High Commissioner of Canada, No. 10 Victoria Chambers, London, S. W., England, and to the Secretary of the Department of Public Works, Ottawa, Canada.

F. H. ENNIS,
Secretary.
Department of Public Works,
Ottawa, August, 1882. 35-2W

South Eastern R'y.
Suburban Service.

ABOUT the 1st of June a train, especially for this service, will leave Montreal, Bonaventure Station, about 5 p.m. daily (except Saturdays, and run through to Richford.

Returning arrive in Montreal about 9. **SATURDAYS** leave Montreal about 2 p.m. run through to Knowlton and Newport, arrive at Newport about 6.30 p.m. 15

TO SHAREHOLDERS IN JOINT

Stock Companies and Speculators in Stock.—**THE SHAREHOLDER**, 760 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 speculate themselves. The safety of money remitted to brokers, recommended by **THE SHAREHOLDER**, guaranteed by the Proprietor
Subscription, \$2 per annum, in advance.

STEAMSHIPS.

CUNARD LINE.
LANE ROUTE.

THE CUNARD STEAMSHIP COMPANY (Limited),

between **NEW YORK** and **LIVERPOOL**, calling at **CORK HARBOR**,

FROM **PIER 40 N. R. NEW YORK.**

PARTHIA	Wednesday 20th Sept.
GALLIA	" 27th Sept.
SERVIA	" 4th Oct.
SCYTHIA	" 11th Oct.
BOTHNIA	" 18th Oct.
PARTHIA	" 25th Oct.
GALLIA	" 1st Nov.
SERVIA	" 8th Nov.

and every following Wed'sdy from New York.
RATES OF PASSAGE: \$50 \$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 the Continent, and for Mediterranean Ports.

For Freight and Passage, apply at the Company's Office, No. 4 Bowling Green.

VERNON H. BROWN & Co.
Or to **THOS. WILSON,**
58 St. Francois Xavier street.
Aug. 12 6-1r

DOMINION LINE OF STEAMSHIPS.

RUNNING in connection with the **GRAND TRUNK RAILWAY OF CANADA.**

Tons.	Tons.
Montreal.....3,234	Toronto.....3,234
Dominion.....3,176	Ontario.....3,176
Texas.....2,700	Teutonia.....2,700
Quebec.....2,700	Sarnia (bulld'g).....3,850
Mississippi.....2,650	Oregon.....3,850
St. Louis.....2,000	Vancouver.....5,700
Brooklyn.....3,600	

DATE OF SAILING.
Steamers will sail as follows from Quebec:—
BROOKLYN..... 2nd Sept.
TORONTO..... 9th Sept.
DOMINION..... 16th Sept.
MISSISSIPPI..... 23rd Sept.
SARNIA..... 30th Sept.
ONTARIO..... 7th Oct.
MONTREAL.....

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

Through Tickets can be had at all the principal Grand Trunk Railway Ticket Offices in Canada, and Through 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 Filin, Main & Montgomery, 21 James street; in Quebec, to W. M. Macpherson; at all Grand Trunk Railway Offices; or to

DAVID TORRANCE & CO.,
Exchange Court.
May, 1882. 8-1r

FAIRBANKS STANDARD SCALES,
Removed to their New Warehouse.

BUY ONLY THE GENUINE.

FAIRBANKS & CO.,
377 ST. PAUL STREET, MONTREAL.

PROSPECTUS.

Contemplated New Hotel

— ON THE —

DUFFERIN TERRACE!

Capital Stock, \$200,000,
LIMITED LIABILITY,
IN SHARES OF \$100 EACH.

Allotment of Shares for Quebec, - \$100,000

Quarterly Dividends Guaranteed at the Rate of Six per Cent. per Annum.

No Calls till the Company is fully organized, Directors elected, Tenders received for Construction of Building, and a Lease entered with the Russell Hotel Co., which will provide for the Furnishing of the Hotel in a manner equal to the Windsor at Montreal, and full and ample Guarantee for Dividend to Stockholders, with Sinking Fund, &c., &c.

THE NECESSITY OF SUITABLE HOTEL Accommodation in Quebec for the constantly increasing travel which will be augmented yearly by the new lines of communication opening up with our city, has prompted the action of the promoters of the present scheme. The necessary ground for the erection of the building on the site facing the Dufferin Terrace, unsurpassed in the world as to position and grandeur of scenic surroundings, has been obtained from the Government of the Province of Quebec on favorable terms; and it now only remains with the citizens at large, the point coming home to every one who has the advancement of Quebec at heart, to respond to the appeal of the promoters in having the \$100,000 allotted to Quebec subscribed without delay, thus conferring on the city the boon of a truly modern hotel, which, in itself, combined with the location, will result in our city being crowded at all times by travellers, thus resulting in incalculable general benefits.

Conditions of Stock Subscription.
So soon as \$100,000 is taken up, a meeting of the subscribers will be called for the election of five Directors, one of whom shall be chosen president,—three to form a quorum. The Directors will call for tenders, thereby establishing the cost of the building, and forming the basis of proposed arrangements with the Russell Hotel Company for the lease, guarantee of stock dividends and sinking fund, and until such action is had by the Directors in a manner entirely to their satisfaction, no calls will be made on the stock and the organization not considered perfected; it may be proper to state that the proposal to lease the Hotel for a term of 20 years to the Russell Hotel Co., covers the guarantee that about \$100,000 will be expended in furnishing; this item with an insurance for the amount will be held as security for the quarterly dividends, payable to stockholders. In addition, the building is also to be insured at the expense of the Russell Hotel Co., who pay all municipal taxes and ordinary repairs.

The promoters cannot close this outline of the scheme without saying that Quebec, above all cities on this continent which should enjoy modern hotel accommodation, stands in the connection just where she stood twenty-five years ago. This fact, by the travel; is contrasted sadly to our disadvantage, in comparison with American and Canadian cities which have made such vast strides in hotel accommodation during the period referred to.

The Committee on Stock Subscription is composed as follows:—His Worship the Mayor, Messrs. Jas. G. Ross, Hon. P. Garneau, Andrew Thomson, G. R. Renfrew, Owen Murphy, E. Beaudet, M. P. P.; W. A. Griffith, Simon Peters, C. Duquet, Philippe Huot, Willis Russell.

INTERCOLONIAL RAILWAY.

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

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

Leave Point Lévi.....	7.30 A.M.
Arrive Rivière du Loup.....	11.55 "
" Cacouna.....	12.22 P.M.
" Trois Pistoles.....	1.10 "
" Rimouski.....	2.49 "
" Little Metis.....	3.58 "
" Metapédia.....	6.58 "
" Campbellton.....	7.23 "
" Dalhousie.....	8.00 "
" Bathurst.....	9.50 "
" Newcastle.....	11.22 "
" Moncton.....	2.05 A.M.
" St. John.....	5.00 "
" Halifax.....	10.00 "

These Trains connect at Chaudière 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 Gaspé, 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, Metapédia, Restigouche, Bay Chaleur, Gaspé, 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.

ROYAL MAIL LINE

1882.  1882.

—OF—

STEAMERS TO THE SAGUENAY, TADOUSAC, CACOUNA, RIVIERE DU LOUP and MURRAY BAY.

COMMENCING ON THE 25TH INSTANT the well-known first-class Steamers "SAGUENAY," Capt. M. Lecours. "ST. LAWRENCE," Capt. Alex. Barras.

Will leave the St. Andrew's Wharf as follows: **TUESDAYS and FRIDAYS**, at 7.30 a.m., the "Saguenay," for Chicoutimi au Ha! Ha! Bay, calling at Baie St. Paul, Les Eboulements, Murray Bay, Rivière du Loup and Tadousac.

WEDNESDAYS and SATURDAYS, at 7.30 a.m., the "St. Lawrence," for Ha! Ha! Bay, calling at Baie St. Paul, Les Eboulements, Ile aux Coudres, Murray Bay, Cap a l'Aigle (when practicable), Rivière du Loup, Tadousac and L'Anse St. Jean.

Connecting at Quebec with the RICHELIEU and ONTARIO NAVIGATION COMPANY'S Boats, Q. M. O. & O. RAILWAY, and GRAND TRUNK RAILWAY; and at Rivière du Loup with the INTERCOLONIAL RAILWAY for and from the Maritime Provinces and Atlantic States.

Leaving Rivière du Loup: For the Saguenay, at 5.00 P.M. same day; and for Quebec, Wednesdays, Thursdays and Saturdays at 5.00 P.M., and on Sundays at 7.00 P.M.

TICKETS for sale, and State Rooms secured, at the General Ticket Office, opposite the St. Louis Hotel, and at the Office of the ST. LAWRENCE STEAM NAVIGATION COMPANY, St. Andrew's Wharf.

A. GABOURY,
Secretary.
July 12, 1882.

GRAND TRUNK R.Y.

Tickets to Winnipeg and return will be on sale at the principal Ticket Offices of the Company from August 1st to September 30th inclusive, good to return within forty days from date of issue.

First class tickets available via all the usual routes, those by the lake routes include meals and berths on steamer from Sarnia or Collingwood to and from Duluth.

Fare from Montreal.....\$68.30

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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.

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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 Mass.

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 6.30 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.

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

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

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Deposited with Dominion Government - - - - - \$ 50,000

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 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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 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.
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 Steamer CHAMBLY, Capt. FRS. LAMOUREUX, 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, Valrennes and Bout de l'Isle.

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

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