

THE CANADIAN MONETARY TIMES

AND INSURANCE CHRONICLE.

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

VOL. III—NO. 13.

TORONTO, FRIDAY, NOVEMBER 12, 1869.

SUBSCRIPTION \$2 A YEAR.

Mercantile.

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

Buntin, Brother & Co.,
WHOLESALE STATIONERS, and Paper, Envelope, and Bank Book Manufacturers, Nos. 3 and 4 Commercial Buildings, Yonge Street, south of King Street, Toronto.

Wm. Croft & Co.,
MANUFACTURERS of Needles, Fish Hooks, Tackle, &c., Importers of Cutlery, Thinblades, Pears and Buttons, Hooks and Eyes, Pins, Combs, and Small Wares in general. 37 Colborne Street, Toronto, Ont.

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

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

Candee & Co.,
BANKERS AND BROKERS, dealers in Gold and Silver Coin, Government Securities, &c., Corner Main and Exchange Streets, Buffalo, Y. N. 21-1v

John Fiskin & Co.
ROCK OIL and Commission Merchants, Wellington Street East, Toronto, Ont.

Gundry and Langley,
ARCHITECTS AND CIVIL ENGINEERS, Building Surveyors and Valuers. Office corner of King and Jordan Streets, Toronto.
THOMAS GUNDRY. HENRY LANGLEY.

Lyman & McNab.
WHOLESALE Hardware Merchants, Toronto, Ontario.

W. D. Matthews & Co.
PRODUCE Commission Merchants, Old Corn Exchange, 16 Front St. East, Toronto Ont.

R. C. Hamilton & Co.
PRODUCE Commission Merchants, 119 Lower Water St., Halifax, Nova Scotia.

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

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

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

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

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

Sessions, Turner & Cooper.
MANUFACTURERS, Importers and Wholesale Dealer in Boots and Shoes, Leather Findings, etc., 8 Wellington St. West, Toronto, Ont

Railway News.

GREAT WESTERN RAILWAY.

Report of the Directors.

The following is the report of the Directors of the Great Western Railway Company, presented at the meeting of the shareholders, held in London, on the 27th ult. :—

1. The receipts on capital account during the half year, amount to £258,050 16s. 6d.; and mainly arise from the first instalment of the issue of 5 per cent. Preference Stock. This includes the proportion of discount thereon, which has been charged against the remission of interest allowed by the Government on the final settlement of the loan.

The aggregate expenditure to the same date amounted to £5,392,593 5s. 2d., leaving a balance to the credit of the Capital Account of £126,284 19s.

In accordance with the resolution of the shareholders, at the special general meeting held on April 28th, the Directors have to announce that the whole of the 5 per cent. preferred stock, amounted to £1,018,000, has been issued at the agreed rate of 80 per cent., the first call of 25 per cent. was payable on the 27th May, 1869, and carries dividend from that date. The remaining instalments are payable, viz:—

£ 16 on each £100 stock on 1st December, 1869	16
16 " " " 1st December, 1870	16
16 " " " 1st December, 1871	16
16 " " " 1st December, 1872	16

An Act of the Canadian Parliament (32 Vic., cap. 62) has confirmed this issue of preference stock, with option of conversion into ordinary shares until the 1st of January, 1880.

2. The outlay on capital account during the half-year, after deducting sales of surplus lands, has been £4,400 6s. 9. as follows:—Cost of extending sidings rendered necessary in consequence of the increased through tonnage and number of trains; additions to Detroit freight shed, Petroleum oil platform at London; proportion chargeable to capital for new windmill tank at Port Credit, and 20 new 8 wheel or platform cars.

3. The receipts and expenditure on Revenue Account, were as follows:—

Gross Receipts.....	£385,067 16 9
Working expenses, including renewals.....	232,767 13 2
	£152,300 3 7
From which there has to be deducted—	
Interest on Bonds, Loan, &c. £40,571 6 8	
Loss on conversion of American Funds.....	53,781 15 0
Loss on working E. & N. Railway.....	924 3 4
Amount set aside for renewal of Ferry Steamers.....	2,000 0 0
	108,507 5 0
	£48,722 18 7
Add surplus from last year... £2,577 17 1	
Less special vote to deputation of Board.....	1,575 0 0
	1,002 17 1
Proportion of half year's dividend on Detroit and Milwaukee Preference Shares.....	7,951 18 3
Profit on working Galt and Guelph Railway.....	40 10 5
Available for Dividend.....	£ 57,715 4 4

The dividend to July 31st on the first instalment of 5 per cent. preference stock amounts to £2,608 2s. 8d., leaving a balance of £55,110 1s. 8d. From this balance the Directors recommend a dividend on the ordinary shares at the rate of 3 per cent. per annum, free of income tax, payable in London the 9th November, which will absorb £53,259 9s. 8d., and leave a surplus of £1,850 12s. to be carried to the credit of the next half year.

The Renewal Fund for the Ferry Steamers now amounts, with interest, to £12,560 13s. 10d.

4. The loss on conversion of American currency for the half year amounts to £53,781 15s. as compared with £54,748 12s. 5d. for the corresponding period in 1868. The average rate of conversions during the half year was 135½, the average price of gold for the same period being 137½. The amount of assets in American funds in hand at 31st July, 1869, amounted to \$218,635 41, against \$215,435.72, at the commencement of the half year.

5. The total Traffic Receipts show an increase of £28,429 9s. 3d. as compared with the corresponding half year.

Increase in local passenger traffic.....	£4,719 8 0
" through do.....	894 15 2
" local freight and live stock do....	12,068 3 11
" through do. do.....	13,542 13 11
	£21,195 1 0
Decrease in emigrant traffic.....	£ 173 7 5
" express freight and sundries.....	2,502 4 4
	2,765 11 0
Total increase.....	£28,429 9 3

6. The low tariff rates referred to in the last report, as arising from competition, has been continued throughout the half-year by rival American railroads, and the North Shore route (of which the Great Western forms the middle link) has been obliged to adopt the same rates. This has considerably affected the ratio of working expenses to earnings, which this half-year amounts to 60.45 per cent., against 58.45 per cent. in the corresponding half-year.

The cost of ordinary working expenses per train mile for the last five corresponding half-years is as follows:—

31st July, 1865.....	5s. 0½d. sterling.
" 1866.....	4 9 " "
" 1867.....	4 2 " "
" 1868.....	4 8 " "
" 1869.....	4 8 " "

7. The opening of the Pacific Railroad will bring to the Great Western line a considerable traffic between the Atlantic and Pacific coasts, which was formerly conveyed by water by Panama route. Passengers can now travel through in the same cars from New York to Chicago, where direct connections are made with the Pacific Railroad. The Great Western will participate in the advantages of 2,000 miles of additional railway communication west of the Missouri river.

The development of this traffic will, doubtless, lead to a closer alliance with some of the lines between Chicago and New York; indeed, the Erie, Lake Shore, and Michigan Southern railroads are already said to be consolidated. Should any definite and acceptable proposals be made to this company, they will be submitted to the shareholders for their consideration.

8. The unbroken gauge established between the East and West by the third rail over this line has developed a large grain business never before conveyed by railway. From this traffic important results may be expected in the future. Millers in the New England States formerly obtained cargoes of grain during the period of navigation only; they now receive their supplies in car-loads all through the winter. The lumber trade has also been promoted by the same means. It is satisfactory to be able to state that on all the sections of country in the neighborhood of the line, the crops have been more abundant than for some years past.

A special freight line has been established in connection with the Detroit and Milwaukee road, by which freight is transported between Grand Haven and the Atlantic seaboard without transfer.

10. The last half-year's report referred to an agreement with the Wellington, Grey and Bruce Railway Company to work the traffic (under certain conditions) of the first section (16 miles) of that line as far as the town of Fergus, and which portion is now approaching completion. The same arrangement has since been made with regard to the entire main line of the Wellington, Grey and Bruce Railway, intended to be constructed from Guelph to some point on Lake Huron, making altogether about ninety miles, but not to any future branches on extensions. The agreement can be seen at the offices.

11. The Directors have to announce that the surplus revenue of the Detroit and Milwaukee Railroad Company, on the 30th June, 1869, admits of a dividend at the rate of 7 per cent per annum to this Company on the 12,095,000 Preference Shares. One fourth of this sum of £10,602 11s has been applied in part liquidation of the Detroit and Milwaukee Old Interest Account, which now stands in the balance sheet at \$6,944 19s 3d.

The gross earnings of the Detroit and Milwaukee Railroad for the half-year to 30th June, 1869, were.....£154,786 17 11
Working expenses, taxes and insurance..... 99,621 18 1

Net revenue.....£55,164 19 10

On behalf of the Board of Directors,

THOMAS DAKIN,
President.

London, October 13th, 1869.

GREAT WESTERN RAILWAY.—Traffic for week ending October 29, 1869.

Passengers.....	32,946 27
Freight.....	54,472 23
Mails and Sundries.....	2,026 70
Total Receipts for week.....	\$89,445 20
Corresponding week, 1868....	78,738 14
Decrease.....	\$10,707 06

LIGHT RAILWAYS IN ENGLAND.—The remarkable success of the Portmadoc and Festiniog Railway in Wales is attracting much attention among the railroad and scientific men in England. The *Railway News* says of it: "This is a little line in North Wales, which was originally constructed for the purpose of acting as a tramway for slate and stone from the hills of Merionethshire to the seashore. It is now used as a goods and passenger line. The chief peculiarity in the construction is that the gauge is only two feet broad. Hence, though the expenses of construction and working are so small that the traffic yields the enormous revenue of 30 per cent. The reason is simple enough. It is because the proportion between the dead weight and paying weight is so much less than upon other railroads. The engine and tender upon this line weighed about ten tons, against forty tons upon the wider gauge of other lines. Instead of a first-class carriage weighing seven

and a half tons, to carry thirty-two passengers, and representing nearly five hundred of dead weight for each passenger, the carriages on the Festiniog weigh only thirty cwt. for twelve passengers, or two and a half cwt. for each person carried.

WELLINGTON GREY AND BRUCE RAILWAY.—The resources of this company are:—

Capital stock paid up.....	\$30,000
City of Hamilton.....	86,000
Bonus granted by Elora.....	10,000
“ “ Fergus.....	10,000
“ “ Nichol.....	10,000
“ “ Peel.....	40,000
“ “ Maryborough.....	40,000
“ “ Wallace.....	25,000
“ “ Minto.....	70,000
“ “ Howick.....	20,000
“ “ Co. of Bruce.....	250,000
	591,000

Bonds which the Company are entitled to issue by act of Parliament..... 591,000

\$1,182,000

Messrs. Robertson and Reekie, the contractors, have expressed their readiness to undertake the construction of the road through Bruce on the basis of the bonus of \$250,000. The balance they are willing to take in the bonds the directors are entitled to issue, and the capital stock of the Company.

It is 95 miles from Guelph to Southampton by the route selected. By the agreement with the Great Western, 30 per cent of the gross earnings are to be applied to meet the interest on the bonds and a sinking fund is provided for, to consist of 20 per cent. of the gross traffic interchanged between the two lines, that is to say, every ton of freight which is sent from any point on the Wellington, Grey & Bruce road to any point on the Great Western road will contribute 20 per cent. of its freight charges from Guelph to its point of destination to this sinking fund, and similarly, every ton of freight sent from any point of the Great Western to any point on the Wellington, Grey & Bruce will contribute a like percentage of its freight charges from the point of embarkation to Guelph to the same fund.

GREAT WESTERN RAILWAY.—Private information by telegraph from London, England, is to the effect that at the annual meeting of the stockholders of the Great Western Railway, just held, it has been determined to modify the constitution of the Board of Directors so as to admit of the introduction of some representatives of the American interest. Considering that a large portion of stock is held by United States men, and that the success of the railway depends so much upon American trade, such a provision seems not only natural but necessary. Several members of the Board in England and Canada will thus be dropped in order to make way for the new element.—*London Free Press.*

—The Cape Breton *News* states that the contract for the construction of the Railway between Sydney and Bridgeport, of the "International Coal and Railway Company," has been taken by Duncan Macdonald. The road is to be commenced at once, and completed by the 1st of October, 1870. The Contractor has set men to work putting up shanties on the line of road.

—Notice is given of an application to the Legislature of Ontario, for a charter for a railway from Kingston to Madoc, with power to extend the same beyond the last named place Westward; and also for a Grant of Public Lands to aid the construction thereof.

—Section No. 10 of the Intercolonial railway has been declined by Messrs. Andrew Elliott & Co., and has been offered to Messrs. McBean & Robertson, of Nova Scotia. Their tender was \$18,200 per mile.

RAILWAY TRAFFIC RETURNS FOR THE MONTH SEPTEMBER, 1869.

RAILWAYS.	Passengers.	Mails and Sundries.	Freight.	Total 1869.	Total 1868.	Miles 1869.	Miles 1868.
Great Western.....	173,672	8,319	145,631	327,622	355,810	351 1/2	351 1/2
Grand Trunk.....	257,820	24,600	383,576	624,108	624,108	1,377	1,377
London and Port Stanley.....	1,272	1,134	9,758	12,164	13,101	95	95
Welland.....	13,625	2,330	42,885	58,890	49,019	97	97
Northern.....	4,205	247	23,776	28,228	30,119	56	56
Port Hope, Lindsay and Beaverton, and Peterboro' Branch.....	4,423	466	17,387	22,276	17,085	86	86
The Cobourg, Peterborough and Mar-mora.....	5,659	664	5,257	9,680	8,759	54	54
Brockville and Ottawa.....	371	.....	500	961	958	12	12
St. Lawrence and Ottawa.....	2,200	100	4,364	6,754	8,541	107	107
Carleton and Grenville.....	7,460	591	7,197	16,248	16,168	108	108
St. Lawrence, Shefford, and Chambly.....	.....	.....	.....	.....	.....	.....	.....
Stansfeld, Shefford, and Industry.....	.....	.....	.....	.....	.....	.....	.....
New Brunswick and Canada.....	.....	.....	.....	.....	.....	.....	.....
European and North American.....	.....	.....	.....	.....	.....	.....	.....
Eastern Extension.....	.....	.....	.....	.....	.....	.....	.....
Nova Scotia.....	.....	.....	.....	.....	.....	.....	.....
Total.....	470,707	38,901	609,021	1,118,629	1,123,581	1,324	1,324

Insurance.

FIRE RECORD.—Halifax, Oct. 30.—The property occupied by A. Stephen & Son, as a wholesale furniture ware-room, and containing stock to the amount of \$12,000, took fire, which was subdued before much damage was done to the building; the stock was considerably damaged by water. The stock was insured for \$6,000 in all; \$3,000 in the Queen, and \$3,000 in the North British and Mercantile. The building is also insured in the Liverpool and London and Globe, but we have not heard for what amount.

Bridgetown, N.S., Oct. 29.—A fire broke out in the grocery store of Abner Troop. The store, with all its contents, was destroyed. The fire extended to the dwelling house of Charles Hoyt, and the shoe-shop of Mr. Palfrey, both of which were destroyed. Mr. Hoyt saved his furniture; his dwelling was insured.

Ayleford, N.S., Dodge's mills were destroyed by fire.

London, Nov. 3.—A fire broke out in McMillan's oil refinery, which was soon consumed. It was caused by an employee going too near the receiving tank with a lighted lamp. Loss about \$6,000; no insurance.

Brantford, Ont., Nov. 4.—The woollen mills of Joseph Ellis & Co., about a mile and a half from this place, were destroyed by fire last night; cause of fire unknown. Loss about \$100,000; insurance about \$40,000.

Brantford, November 4.—A correspondent sends the following account of the recent fire:—The large brick woollen factory of Joseph Ellis & Co., situated on the canal, near Brantford, was totally destroyed by fire on the morning of Thursday, 4th inst. The building was erected in 1864, and was doing a good business. The fire was discovered about one o'clock A.M., and commenced in the roof of the dye-house, a one story brick building attached to the factory. The Insurances are:—

Phoenix, of England, machinery \$6,000; London Assurance Corporation, buildings \$4,000, machinery \$6,000; North British and Mercantile, buildings \$2,000, machinery \$6,000; Western, buildings \$3,000, machinery \$4,000; British America, stock \$5,000. The buildings and machinery cost over \$60,000, and the insurance being only \$31,000, the firm will be very heavy losers. The loss on stock is estimated at about \$10,000; only half insured. Fortunately, the larger portion of the manufactured stock was in the frame warehouse, which escaped destruction. Much sympathy is felt for the owners.

Peterboro, Nov. 9.—By telegraph to MONETARY TIMES: Judge's woollen mills, at Millbrook, were burned to-day; loss five to six thousand dollars; insured in Home of New Haven, for two thousand dollars.

Port Robinson, Nov. 9.—A destructive fire took place here last night, destroying Mr. Blake's mills and storehouse, and Mr. Coleman's hotel. Full extent of the loss not known, but Mr. Coleman's loss will be heavy as he is but slightly insured.

Usborne Township, Nov.—Barn and stables of P. Gardner, with contents, loss \$1,600, the building is said to have been insured.

Montreal, Nov. 9.—A disastrous fire occurred, this morning, in the oatmeal mills of Mr. Towns, Albert street. It burnt about two hours, destroying about \$10,000 worth of grain.

MARINE RECORD.—Collingwood, Nov. 6.—The schooner Ariel, from Meaford, loaded with flour, went ashore a couple of miles from here, during a heavy wind. No lives were lost. The captain thinks that she can be got off without much damage being done here.

Montreal, Nov. 9.—During the storm of Sunday night two barges, the *Saguenay* and *Oak Leaf*, laden with 28,000 bushels of spring wheat from the Eastern States, were wrecked on Lake St. Francis.

Pictou, Nov. 6.—The schooner Heather Bell, reported yesterday ashore at Wellington, is still on. Nothing has been done yet. A tug is expected to-night. It is supposed that the hull is not much damaged, though the cargo is all damaged. The hull was insured in the Western Insurance Co. for \$4,000, and the cargo for \$3,000; the Montreal had \$2,000 on hull and \$2,000 on cargo. The schooner Jesse McDonald sprang a leak and sank at the dock, in Consecon harbor, while loading peas. She had 3,000 bushels on board when she went down. Insured in the Montreal Company.

Port Colborne, Nov. 6.—The brig *Castalia* arrived with the loss of her sails, boat, and part of her deck load of lumber. The barque *Arctic* ran back with her jib-boom gone and some sails torn. The schooner *Grace Whitney* lost a boat. Wallace Rider, mate on the schooner *Kearsage*, was lost overboard yesterday coming down the lake in the gale. The schooner *Agnes* is ashore at Grand River, loaded with pail wood and bolts.

Dunville, Nov. 5.—The schooner *Agnes*, from Port Rowan, bound for Cleveland with pail-wood, is ashore below Grand River pier. She is expected to be a total loss.

Oswego, Oct. 27.—The schooner *Iona*, with barley from Port Nelson, is ashore high and dry about three miles above the city. Insured in the Montreal Assurance Co. for \$3,000.

The schooner *Princess Alexandra* and scow *Pandora*, are reported ashore near Sackett's Harbour, N. Y.; no particulars. A later despatch says the *Princess Alexandria* is all right.

Oswego, Oct. 26.—The schooner *Australia*, laden with barley, for Oswego, went ashore in a gale, on a bar a few miles west of this port. Hopes were at first entertained that the cargo would have been mostly saved in tolerable good condition, but after the landing of a few hundred bushels, the gale so increased in violence that the vessel beat over the bar into a slough, in which she became embedded almost to her decks. The remainder of

the cargo, was so damaged as to be unfit for its legitimate use, and was sold for the benefit of the underwriters and others concerned. Insured in British America, for \$3,000, on cargo. The vessel, more damaged than was at first supposed, has been raised, and is now in dry dock, at Oswego, awaiting repairs. Insured in the Montreal for \$2,500 on hull.

—The steamer *Avon*, which was ashore 40 miles below Mackinac, on Lake Huron, was got off by wrecking steamer *Magnet*, and towed 20 miles towards Presque Isle, when it began to blow a heavy gale of wind from the northeast. The pump gave out and they had to beach her again. The *Magnet* returned to Detroit, where she arrived on Sunday. The *Avon* was loaded with general produce, and was bound from Chicago and Milwaukee to Montreal. She is owned by Messrs. Jaques, Tracy & Co., Montreal; The machinery of the *Avon* is entirely disabled, which was the cause of the disaster.

—Hon. Jno. E. Sanford, Insurance Commissioner for Massachusetts has resigned and Julius L. Clarke is appointed as his successor.

STEAMER *HER MAJESTY*.—The steamship *Her Majesty*, with a cargo of coal from Pictou, struck on Whitehead, near Percé, on the 6th November, during a fog. No lives were lost. The vessel is in six fathoms water, and is a total loss. She was in charge of a duly licensed pilot, and was on her correct course, which lay between Bonaventure Island—which is some three miles further than the shoal on which the vessel struck—and the mainland; the Island is about two miles distant from the mainland, and the ship's course lay between the two. *Her Majesty* was built originally by Capt. Perry. L. Shickluna, of St. Catherines, constructed the hull; and Davidson & Doran, of Kingston, the engines; total cost \$60,000. She was sold in 1865 to Geo. Chaffey, of Kingston, and T. C. Chisholm, of Toronto. On the failure of Mr. Chaffey last year, Mr. Chisholm became the sole owner; and during last winter put in entirely new machinery at a cost of \$20,000 or \$22,000. She is 180 feet long and is 30 feet breadth of beam. She classed A 1, and was valued by the underwriters at \$40,000. Insured in the Home of New Haven, and *Etna* of Hartford, for \$24,000. No insurance on the cargo, which was valued at \$3,000.

MERCHANT SHIPPING ACT.—The proclamation of the Merchant Shipping Act of 1869, passed by the Imperial Parliament, is made in the *Gazette*. The following extract shows the powers the Dominion Parliament will have in relation to the coasting trade. After the commencement of this Act the Legislature of a British possession by any Act or Ordinance from time to time may regulate the coasting trade of that British possessor, subject in every case to the following conditions:—The Act of Ordinance shall contain a suspending clause, providing that such Act of Ordinance shall not come into operation until Her Majesty's pleasure thereon has been publicly signified in the British possession in which it has been passed. The Act of Ordinance shall treat all British ships, including the ships of any British possession, in exactly the same manner as the ships of the British possessions in which it is made. Where, by treaty made before the passing of this Act, Her Majesty has agreed to grant to any ships of any foreign state any right or privileges in respect of the coasting trade of any British possessions, such rights and privileges shall be enjoyed by such ships for so long as Her Majesty has already agreed, or may hereafter agree to grant the same, anything in the Act of Ordinance to the contrary notwithstanding.

—A firm in London have shipped some 10,000 carcasses of mutton this year to the Liverpool and Glasgow markets. The meat is cut away clearly from the bones and packed neatly in boxes. Messrs. Ferguson & Co. are said to be the first to open the trade in western Canada.

Financial.

TORONTO STOCK MARKET.

(Reported by Bellatt & Osler, Brokers.)

There has been a fair business done in stocks during the week, and in some cases a considerable advance. Bonds of all descriptions have been much sought after, and are very scarce.

Banks.—Montreal has advanced nearly two per cent. during the week, closing at 168 to 169. There are buyers of British North America at 106, but none on market. Large sales of Ontario at 101½ to 102, and there are now no sellers under 102½. Buyers of Toronto, but no sellers; 126 would readily be paid. Royal Canadian is in good demand, and at advancing rates; sales have been made from 61 up to 64. Bank of Commerce is scarce, and in demand at 110 to 110½; small sales have taken place at these rates. Nothing doing in Gore in this market; the stock is much enquired for. Merchants' sold at 106½ to 107; there are buyers at the latter rate, and sellers at 107½. No Quebec on market; buyers at 102½. There are buyers of Molson's at 70½, and sellers at 102½. City has changed hands to a limited extent at 90, at which rate there are still buyers. Du Peuple sold at 106, at which rate it is still procurable. There are buyers of Nationale at 103, but no sellers. Jacques Cartier stock asked for at 108½. A small lot of Union on market at 107; buyers offer 106½.

Debentures.—Some Canada Sixes are offering at 105; fives are in demand at 93½; Dominion stock sold at 106 and 106½. Toronto have been dealt in at rates to yield 6½ p.c. interest. County have sold at par and ¼ premium.

Sundries.—City Gas is in demand, but none offering. There are buyers of British American Assurance at 70, but no stock offering. Large sales of Western Assurance at 84½ and 85; it is still procurable at the latter rate. There were small sales of Canada Permanent Building Society at 125½; the stock is in large demand, and buyers would advance. Western Canada Building Society sold at 121½ and 121½; none on market. Freehold Building Society sold at 121½, at which rate there are buyers. Huron and Erie Savings and Loan Society is much enquired for at 113½ and 114, but none on market. There are buyers of Montreal Telegraph and no sellers at 136½. Canada Landed Credit is in demand at 80½ and 81; very small lots changing hands; mortgages are much sought after at 8 p.c. and difficult to obtain.

MONTREAL STOCK MARKET.

Reported by Robert Most, Broker.

NORTH BRITISH CHAMBERS,
Montreal, Nov. 9, 1869.

There has been no movement of any consequence in Stocks during the past week. The demand for investment continues large, but there have been more offering, and prices remain without any material change. Money is very abundant both at the banks and on the street, and there is every prospect of an easy money market throughout the winter.

Banks.—The transactions have been to a fair extent; and although there is no improvement in prices, all offering are readily taken. Bank of Montreal closes quiet, with small sales at 168. British is asked for at 106½ to 106½. Ontario continues fair, selling to-day at 101½. Bank of Toronto, Gore, and Bank of Commerce are all asked for; no sellers. Molson's is offering at 102 to 102½. City sold at 91, 91½ and 92, closing firm and in demand at these prices. Du Peuple is firm, with large sales at 106½; and Jacques Cartier has advanced half per cent., with buyers at 109. Merchants' continues one of the most favorite investments, and notwithstanding the large amount of new stock put on the market, the price still continues to advance, closing very firm at

Nova Scotia 111,819
 1,129,681
 1,241,500
 600,021
 35,901
 470,707
 Total
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107½ to 107¼. Royal Canadian is decidedly firmer, in view of the proposed amalgamation with the Dominion Bank.

Bonds.—The demand for Governments is as active as ever, while the advance in London tends to raise the views of holders, and prevents their coming into market. Sterling Fives are asked for at 94, and Sixes at 104. There are none now in market but Dominion Currency Sixes, at 106½ to 107.

Sundries.—There is a large demand for nearly all descriptions of what are generally known as fancy stock. Telegraph would bring 137 to 137½. Richlieu sold at 124, which would still be paid. Gas is asked for at 138. Canadian Navigation continues heavy, with sales at 100. City Passenger Railway sold largely at 108½, which would still be paid, sellers now holding for 109.

Exchange was very dull during the week, but closes much firmer, with sales at 8½ to 9.

REVENUE AND EXPENDITURE.—The following is a statement of the Revenue and Expenditure of the Dominion of Canada, for the month ended 31st October, 1869.

Revenue—Customs.....	\$881,477	52
Excise.....	316,259	34
Post Office.....	49,653	59
Public Works, including		
Railways.....	130,054	30
Bill Stamp Duty.....	4,021	00
Miscellaneous.....	4,718	66
Total.....	\$1,428,620	51

Expenditure.....\$1,251,122 23

TORONTO CONSUMERS' GAS COMPANY.—At the annual meeting of the stockholders of the Consumers' Gas Company, held on the 25th October, the following gentlemen were elected directors for the ensuing year: Messrs. E. H. Rutherford, Jas. Austin, Hon. W. McMaster, Judge Duggan, W. Cawthra, I. C. Gilmor, J. T. Smith, L. W. Smith, James Henderson, J. H. Mead, A. Lepper, and J. Eastwood. At a subsequent meeting of the Board of Directors, E. H. Rutherford, Esq., was unanimously elected president, and James Austin, Esq., vice-president.

BANK OF ENGLAND.—The return from the Bank of England for the week ending the 13th of Oct. gives the following results when compared with the previous week:—

Rest.....	£3,074,201	Increase.....	£7,273
Public deposits.....	4,488,728	Decrease.....	482,341
Other deposits.....	18,482,729	Decrease.....	1,159,396

On the other side of the account:
Gov. securities.....£15,211,953...No alteration.
Other securities.....15,082,133...Decrease 1,295,401
Notes unemployed.....8,953,145...Decrease...407,945

The amount of notes in circulation is £24,210,555, being an increase of £54,915; and the stock of bullion in both departments is £19,120,591, showing a decrease of £357,237 when compared with the preceding return.

NEW YORK MONEY MARKET NOV. 5.—Business, both in and out of Wall Street, continues to be slow and unsatisfactory. Failures continue, the latest of which are Baldwin & Co., dress goods jobbers, and White, Heath & Co., cloth jobbers. The N. Y. Gold Exchange Bank proposes to resume business with undiminished capital, provided the gold board consents to clear its gold through that source. In case the board does not consent, it will remain out of business until December 7th, the time of the annual meeting for the choice of directors. Money on Call is easy at six per cent., with exceptional transactions at 5 and 7 per cent. Discounts continue difficult, and first-class names sell slowly at 10 to 12 per cent., while "No. 2" range from 14 to 20 per cent., with little doing. *Wall Street Journal.*

—Mr. Simpson, Inspector of the Bank of Toronto, has been appointed manager of the Bank of Commerce in London, in place of Mr. Strathy, who has become cashier of this Bank in Toronto.

THE CITIZENS' INSURANCE COMPANY (OF CANADA.)

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

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

HUGH ALLAN, PRESIDENT.

Life Department.

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

A comparison of the very Low Rates, and of the liberal and unrestrictive nature of this Company's Policies, with those of any other Company, British or American, is especially invited.

All Life Policies are absolutely Non-forfeitable.

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

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

EDWARD RAWLINGS, Manager.

Agent for Toronto:

W. T. MASON.

Agent for Hamilton:
R. BENNER.

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The Canadian Monetary Times.

FRIDAY, NOVEMBER 12, 1869.

COST OF CANADIAN RAILWAYS.

We have entered upon a second era of railway construction in this country, which promises to be even more important in its results than the first. Should the lines now vigorously promoted or under construction be ultimately completed, the railway facilities of Canada will have been nearly doubled. But there is no prospect of the railway agitation being satisfied with the lines now proposed. New schemes are being brought forward every now and then, each commanding a certain amount of public favor; and success with these would undoubtedly develop a whole crop of new projects which are now scarcely thought of.

We must not conceal from ourselves the fact that the future welfare of the country is intimately associated with this railway movement, and that while on the one hand, all these roads tend to develop our resources, they,

on the other, consume a vast amount of labor and lock up immense sums out of the floating capital of the country. Many of the municipalities are going deeply into debt for railway construction; all of which debt has to be paid off, or remain a burden upon the shoulders of the tax-payers, and upon the property which they represent. It is then of vital consequence to be certain, in giving aid to railway projects, that the money shall be placed in honest hands; that the projectors are competent men to undertake the responsibility they have assumed; that the scheme is legitimate; that everything will be done economically and substantially; and especially, that the trade of the district to be tapped is sufficient to sustain a railway. In all of these essential points, serious mistakes have been made in the construction of Canadian railways, and probably, even in spite of vigilance, they will occur again.

At the present stage, it will be of interest and of practical utility to have before us a few comprehensive statistics of railway building in Canada and other countries. We have in the Dominion about 2,800 miles of main track railway, nearly all constructed in the seven years between 1853 and 1860, at a cost of, in round numbers, \$160,000,000.

At the risk of too much encumbering space with details, we give the cost per mile of the leading roads, as shown in a return laid before the Dominion Parliament at the last session, viz:—Grand Trunk, \$74,683; Great Western, \$76,340; Northern, \$59,411; London and Port Stanley, \$43,035; Coburg and Peterboro, \$32,143; Ottawa and Prescott, \$37,203; Port Hope and Lindsay, \$35,284; Welland, \$64,913; Brockville and Ottawa, \$30,601; Stanstead, Shefford and Chambly, \$28,279; European and North American, \$44,092; New Brunswick and Canada, \$31,250; Halifax, Truro and Windsor, \$46,722; Truro and Pictou, \$38,097.

The average cost of all the railways in Ontario and Quebec is \$66,222 per mile; in New Brunswick, \$38,826; in Nova Scotia, \$43,629. The grand average of all the above Provinces is \$62,765 per mile. The average cost of railways in the New England States is \$40,500; in the Middle States, \$55,000; in the Southern States, \$30,000. In the whole United States there are 43,000 miles of road, costing \$1,870,000,000, or an average of say \$44,000 per mile. In Great Britain there are 14,500 miles, costing \$2,510,000,000, or \$173,000 per mile. There is an entire want of analogy between British railways and those on this continent in the matter of cost, the right of way alone, in many instances, costing more than the entire outlay of some of our most expensive roads.

The comparative want of success with Cana-

dian Railways, hitherto, is owing to the fact that our lines cost the excessively high average, for a country such as this, of \$62,765 per mile. That all this was not legitimate expenditure appears almost conclusive, in view of the fact that American lines have been built for an estimated average of \$44,000. This estimate of \$44,000, too, is based on their capital accounts, which must exceed the sum actually expended in construction, the stock and bonds of the companies, not having produced more than an average of about 75 cents on the dollar. Besides, the capital accounts have been largely increased in many cases where lines have been consolidated to equalize values or from dividends paid in stock or bonds to represent estimated profits or value over cost. From this comparison it becomes apparent that our railways have cost 33 to 40 per cent. too much; and that on their cost, diminished by that per centage, they would pay a satisfactory return for the money invested in them.

The leading idea of the present railway movement is such a reduction of first cost as shall bring the expenditure of the lines within the limit, where, judging by the experience of existing roads, they are pretty certain to prove a paying investment. With this object the narrow gauge experiment is to be tried. Should the grand desideratum—Canadian railways paying a handsome return to their proprietors—be thereby reached, the objections to a break of gauge must be set aside as of secondary importance. The true principle in the construction of any road is to adapt construction (and hence cost) to the probable traffic to be accommodated. We have in Canada the bush road intertwining itself with the trunks of the forest trees; then the turnpike, the plank or gravel road, the tramway; we are soon to have the next gradation, the wooden railway, then light railways, of broad or narrow gauge, culminating at last in a first-class railway with steel rails, the most durable kind of permanent way, and an ample equipment. All of these are right and proper in their place—that is, when they suffice for the traffic, and when the traffic suffices for them. In the projection of roads, therefore, it is wrong to proceed upon any straight-laced theories; it should be ascertained, upon intelligent enquiry, what amount of probable traffic will be forthcoming, and adapt the cost of construction and, if necessary, the gauge to the circumstances of the case.

If this principle be practically applied to the lines now projected, and in process of construction, the result cannot be otherwise than satisfactory. We require a great increase of railway facilities; no means is so well adapted to open up the country and enhance

the value of the produce raised in the sections most remote from the frontier. While, therefore, every encouragement should be given to the present movement, promoters and contractors should be watched with a jealous eye; the greatest caution is requisite, in order to guard against the evils above hinted at, or there will assuredly come a reaction, the violence of which will be proportionate to the extent of the evils which shall have given rise to it.

THE DOMINION BANK.

The sum and substance of the prospectus issued by the provisional directors of the Dominion Bank is, that there is room for another banking institution in Ontario, and that they hope to secure its establishment. We agree with them in the conclusion that Toronto is the proper headquarters for an institution intended to give the business men of Ontario the use of additional banking capital, and that the present and future of this province furnish ample encouragement for investment in bank stock. Those whose names appear as promoters and co-operators in the scheme, are so well known and so highly esteemed as trustworthy, substantial and successful business men, that it is almost superfluous to say anything in the way of recommending to favorable attention what they have in hand.

The Dominion Bank was incorporated by an act of the Dominion Parliament. Its capital is placed at \$1,000,000, in 20,000 shares of fifty dollars each. \$50,000 has been already subscribed, and as soon as \$400,000 is taken up, a beginning will be made under the charter. It is understood that an effort will be made to bring about an amalgamation between the Dominion and the Royal Canadian, as soon as the former is in a position legally to take advantage of the act passed last session in aid of the Royal. Such an arrangement would, if carried out on equitable terms, be of benefit to both institutions.

A meeting of the Provisional Board was held yesterday afternoon, when it was determined to place the stock on the market at once, and to organize the Bank at the earliest possible date.

LAKE SUPERIOR MINING REGION.

There are some matters in connection with the administration of Crown Land affairs which need to have more careful attention paid to them than they have hitherto received. It is well known that the office of Commissioner is no sinecure, and that of all members of the Government, the Commissioner is the one who has the most frequent opportunity of making enemies. Worried

by speculators, harrassed by well-meaning applicants for what they consider their rights, deceived by this man and played upon by that, knowing scarcely where to place confidence, or on what statements to rely, he stands at bay, and, if honest, sows in all directions dragons' teeth which are wonderfully fecund. While we sympathise with the Commissioner, we must, perforce, add our mite to his accumulated troubles. Explorers in the Lake Superior mining region have a vast number of difficulties thrown in their way by reason of the failure, on the part of companies or individuals to whom locations have been granted, to get such locations surveyed. It is understood that they are bound to make surveys, so that one may know what extent of territory they own, where it begins and where it ends; but it is equally well understood that they do not fulfil their obligations in that respect. An explorer is scarcely ever sure whether he is not spending his time and money for some other one's benefit, and, very naturally, parties are deterred by such uncertainty from entering the region at all. Of course this prevents the development of a district admittedly rich, whose progress would tell upon an out-of-the-way place, which cannot afford, at present, to lose even a settler.

The taxation of unpatented lands and of absentee proprietors is another subject which it would be well for the Commissioner to take into serious consideration. The Lake Superior mining region languishes, with all its mineral wealth, and it should be ascertained why that is the case. The American side presents a striking contrast, and the effect of that contrast is seen in the departure of Canadian miners one after another for the United States. There should be a land office at Sault St. Marie, where it could be ascertained, without a journey to Toronto, what lands are taken up, and what are still open to the enterprise of the explorer.

It cannot be expected that a Commissioner, with his hands full of complicated cases arising in old settlements, can do justice to the claims of outlying districts, or in a short time remedy the abuses of years. But it is certain that the Lake Superior region suffers seriously from neglect. Perhaps a special commission of enquiry would result in useful suggestions as to the proper policy to be pursued in a region whose wants are peculiar, and only understood by those whose lot is cast within it.

BANK OF UPPER CANADA.

A "Trustee for an English Stockholder" has written to the *Hamilton Times*, complaining that the Statements put forth from time to time by the Trustees of the Bank do not

show the exact position of the Bank, but are so glossed over with face values as to confuse. This communication has drawn out some comments from the editor, which are too good to be lost. He says:

"It is an old adage that there is 'nothing like nursing a good estate,' and those who have been entrusted with the winding up of that sadly mismanaged and rotten institution, the defunct Bank of Upper Canada, seem to understand the adage well, and 'govern themselves accordingly.' The stockholders have not only been 'diddled out' of their investments in the concern, but they are required to pay at the rate of \$14,000 a year to wind up the estate. This, we presume, will be continued as long as the fourteen thousand dollars can be realized out of the assets, at the expense of the most unfortunate stockholders, many of whom are widows and orphans."

The case of the Bank is peculiar. We know that there are bad and doubtful debts without number, a few of which, under hydraulic pressure, long continued, may yield something in squeezings; that there is a large real-estate asset which, by judicious handling, may produce a considerable sum; and that there is a debt due to the Government which, by well-directed diplomacy, may possibly be shirked. We are aware that the Trustees are playing a seemingly mysterious game, which has all the appearance of profound wisdom, of wonderful astuteness. We know that they set much store upon their artfulness, and whisper "the government debt" into the ears of troublesome enquirers. Shrugs and winks are all very well; injunctions to silence are doubtless serviceable at times. But how long is this shrugging and winking to continue? When is all this pantomime to cease? We have nothing to say against the Trustees personally, for they are worthy men, whom all respect. But their policy is open to question; and we cannot approve of a keeping-up-appearances policy, which has no limit in point of duration. It is too Misawberish. It is a little selfish too, for it evolves \$14,000 per annum, which finds its way into their pockets. We cannot forget that interest is accumulating, yearly taxes have to be paid, and that expenses of management have to be met.

Let us see what is the annual cost of the winding up, as at present conducted:

Interest at 4 per cent on \$25,000	...	\$1,000
" 6 " " on 163,000	...	9,780
" 5 " " on 100,000	...	5,000
" 6 " " on 1,100,000	...	66,000
Rent, taxes, &c., say	.....	600
Fuel, light, postages, &c.	.....	400
Allowance to Trustees	.....	4,000
" Solicitor	.....	3,000
" Secretary, &c.	.....	3,000
Travelling expenses, say	.....	2,000
Taxes on real estate	.....	2,000
Total	.....	\$96,780

GREAT WESTERN RAILWAY.

The half year's report by the Directors of this Company shows their business is increasing, and prospects are improving on all sides. Although the expenses have been higher during the term, than in the corresponding half of last year, yet the increase has been occasioned in the maintenance and renewal of the way department. The financial operations of the company have been successful. The placing of the 5 per cent. preference stock at 80 was a good stroke. The development of a traffic between the Atlantic and Pacific coasts is leading to a consolidation of lines connecting Chicago with New York. As the Great Western will participate to a considerable extent in that traffic, it is not improbable that efforts will be made to bring about "a closer alliance" between it and either the New York Central or the Erie. There seems the greatest satisfaction at home and abroad with Mr. Swinyard's management, and so far as we can judge, he cannot be too highly commended for the energy and zeal he displays in promoting the interests of his company.

LOSS OF THE STEAMER HER MAJESTY.

The loss of this splendid steamer, the particulars of which we give elsewhere, is a serious blow, not only to the enterprising owner, T. C. Chisholm, but not less so to the entire western trade. Following immediately the destruction of Gooderham & Worts' extensive property, this event adds another real calamity to the city of Toronto. The one will be replaced shortly, but we fear the tardy support that Mr. Chisholm has received, will scarcely justify him in again venturing so much capital in the same kind of property. We need scarcely remind western merchants that this Propeller has done wonders in the way of diverting the flour trade of the Lower Provinces from Montreal to Toronto; millers well know that in consequence of the competition she supplied, they have had their flour carried through to the Lower ports for 60 or 70c., when the Grand Trunk would have exacted \$1 to \$1.10, and even \$1.20. These low rates have enabled the millers of Ontario to get just about Montreal prices for their flour. On these and many other grounds the loss of this fine vessel is to be regretted. She was, up to the time of the accident, giving every satisfaction, and was on her return from the sixth trip from Toronto to Halifax this season. As the trade is shown to be directly profitable, by the experience of Her Majesty; it would be the height of folly for Toronto merchants to allow it to relapse into the hands of Montreal men, as it would assuredly do. We hope to see immediate steps taken to sup-

ply the vacancy by one or two good vessels, and to put Mr. Chisholm in the way of recovering his loss and preserving the trade he has built up.

ONTARIO BANK—CHANGE IN THE HEAD OFFICE.

It is confidently asserted that the decision has been arrived at by the directors of the Ontario Bank to remove the Head Office of that institution to Montreal, under the powers obtained by an Act of the Dominion Parliament passed last session. While we credit the story, we do not vouch for its correctness. Manifest disadvantages arise almost every day from the present anomalous arrangement. In the interests both of the Bank and its customers, the head office should be located where the business is chiefly done. There cannot be a doubt about the wisdom of a change; but that the decision which seems to have been arrived at is in all respects a wise one, is a matter about which there will be some difference of opinion.

HARTFORD FIRE INSURANCE COMPANY.

This is one of the most successful of the American fire insurance companies. According to Superintendent Barnes' last report, the assets (which are given with the minutest detail, and their nominal and market value stated in every case) were sufficient to pay all losses, to give a re-insurance fund of fifty per cent., and pay back the stockholders every cent of their money, with a surplus still remaining. The stock is quoted at 140 premium, as will be seen by our stock list. Aside from the soundness of the company, the Canadian policy holders are secured by a deposit with the government, under the Insurance Act of last session. A summary statement of the Hartford's position appears in another column.

FROM a paper read before a meeting of the Social Science Association, held recently in New York, we take the following statements. From 1775 to 1815, the emigration to the United States was not more than three or four thousand per annum. From 1845 to 1854, Ireland sent out 1,512,000 emigrants, and Germany, 1,226,392. In 1856, every emigrant was questioned as to the amount of money he had with him, and it was found the average of 142,342 was \$68.08. But this was much under the mark. It is estimated that the German emigrants alone brought into the States an average of about eleven millions of dollars. An emigrant is worth just as much to this country as it costs to produce a native born labourer of the same average

ability. It is calculated that an American skilled labourer costs \$1,500 for the first fifteen years of his life, and a female \$750. Between May, 1847, and January, 1859, the arrivals were 4,038,991, which number, if it represents a capital value of \$1,125, and a cash value of \$150, being \$1,275 in all, per head, the total increase to the national wealth was, \$5,149,713,525.

In other columns we report a number of rather serious marine losses. Underwriters are having a somewhat unpleasant experience, all things considered, this fall. The season began late, prices of produce are low, thereby giving much less premium on a cargo of a given bulk, and the close is fast approaching, so that the losses made to date are quite out of proportion to the business done.

—Mr. King, President of the Bank of Montreal, is to leave for England in a few days, to open an agency of that Bank in London. Mr. Smithers, formerly Inspector of the Bank, has accepted the Managership of the agencies in New York. The low rate of discount will cease after the 15th inst.

—Mr. Frank Shanley has the contract of the first section of the Toronto, Grey and Bruce Railway.

—Sir Francis Hincks has been elected in Renfrew by a considerable majority.

Communications.

NEW YORK INS. CO.'S IN CANADA.

To the Editor of the Monetary Times.

DEAR SIR,—I write to ask if you can afford an explanation of the position occupied, in Canada, by New York Insurance Companies.

I have it on very good authority, that the laws of that State prohibit all companies, organized there, from investing their funds in the stock or bonds of any foreign government. Also, that during the very last session of the New York Legislature, a bill was introduced, and strenuous efforts made by the companies to get it passed, to amend this law, so that they could invest in the bonds of any State, within the United States, and in mortgages on property in any state, but that even in this very mild form the proposition was almost unanimously voted down.

This being the case, what permanent security do those companies offer to insurers in Canada? How can they, in the face of such a state of their law, effect a compliance with the Canada deposit law? Our law requires them to invest \$100,000 of gold in Dominion Stock, on or before the 1st of August, 1871, and until that date, they may procure a license, to do business, by depositing either the whole or half the amount, in U. S. Currency. But while most, if not all, other American companies have put up the whole deposit, in the shape of \$140,000 U. S. Cy., no New York company has deposited more than \$70,000 or \$80,000 in U. S. Currency.

If, as is shown, the laws of their State, and of Canada, do not allow of their remaining in Canada more than two years, why should they be allowed to go on getting business here, only to leave their Canada policyholders in the lurch, as some have already done? And if they mean to get their laws amended so as to allow them to remain, (in which effort,

however, there seems no probability of success,) why do they not make the full deposit without delay? Surely it is the more necessary that those companies, about whose remaining there is both doubt and difficulty, should deposit in full, than that those should do so about whose permanent stay there is no doubt whatever.

Furthermore, I have the best possible authority for saying that some, if not all, of the N. Y. Companies operating in Canada, pay their Canada Agents, not in the ordinary permanent way, but by a flat brokerage; thus fully securing them against loss, should Canada be set adrift.

Putting all these things together, Mr. Editor, you will admit the case is one calling for explanation.

Very truly yours,

Montreal, Nov. 5, 1869.

INQUIRER.

THE MAGILL FIRE AT HAMILTON.

Editor Canadian Monetary Times.

DEAR SIR,—We notice in your Journal of 5th inst., a statement to the effect, that should the plaintiff succeed in the case of Mason vs. The Northern Insurance Co'y., arising out of the "McGill fire," at Hamilton, and to be tried at the St. Catharines assizes, that the name of the 'Imperial' appears among the other companies which will have to pay. We beg to state, that such is not the case, the 'Imperial,' through its agent, Mr. Maitland Young, having settled the loss sustained through the above mentioned fire, immediately on its adjustment.

Your obed't serv'ts,

RINTOUL BROS.,
Gen'l Agents.

Imperial Ins. Co. of London,
Montreal, 9th Nov., 1869.

Real Estate.

SALE AT CHIPPAWA.—The Chippawa distillery was sold by the Trustees of the Bank of Upper Canada to a Company composed of the following gentlemen, Messrs. J. F. Macklem, J. C. Kirkpatrick, J. Thomas and H. J. Morse, of Toronto. The purchase price was \$9,500, though, the property was at one time valued in the bank accounts at \$40,000.

SALE AT ST. JOHN.—Twelve acres of the Stewart estate, at Rothessy, sold in three lots for \$1,250.

—A brick store on Yonge Street, with lot 30 by 126 feet, was offered by auction at P. W. Coate & Co's rooms, on the 9th Nov. The highest bid was \$1,400 above a mortgage of \$2,000 on the property, and it was consequently withdrawn.

Wellington Square, November 6.—A portion of the Brant Farm was disposed of by auction; 174 acres were sold for 8,880 being over \$50 per acre.

—Iron laths now form another metallic appendage to a modern house. These are in addition to the iron roof, the iron front, the iron walls and ceiling, with brackets, window-heads, and sills, and joists. These laths are manufactured from number twenty iron wire, one and a half inch wide, with about the consistency of hoop iron, with a small ridge or head in the middle to give stiffness. The laths are said to give additional security against fire. They are cut into proper lengths, and their manufacture at Pittsburgh is becoming one of much importance.

—The striking of a large producing well on the Independent track, West Pithole Creek has produced a great deal of excitement in Titusville, Pa. Considerable sales of oil territory have resulted in consequence.

—The suit brought by the estate of E. & G. Magill, of Hamilton, against the insurance companies, has been put off till next assizes, the defendants paying costs.

Commercial.

Toronto Market.

PRODUCE.—The market has been very dull and prices still tend downward: Wheat has declined in Liverpool, from 3 to 5c. and flour 1s.; New York is also lower. Receipts by rail were 4,306 bush. last week. There is little demand and not much offering; some sales of fall have been made at about 90c. f.o.b., and a lot of 4,000 bush. spring brought the same price. **Barley.**—Receipts by cars 27,000 bush., and 36,483 bush. last week, fair receipts on the street. The market is dull and drooping, prices range all the way from 40 to 68c.; lots offered freely at quotations without buyers; 11,000 bush. sold at 63c. f.o.b., and 7,000 No. 2 at 59c. **Peas.**—Receipts 2,130 bush. by cars; some cars sold at 63 to 65c. **Oats.**—Receipts light, nothing doing, in demand at 33 to 34c. **Rye.**—Little offered, it is down to 40c.

FLOUR.—Receipts 2,270 bris. and 1,800 bris. last week. In consequence of the rise in freights, and the fall in Liverpool, the market which opened active at \$4.25 to \$4.30, closed dull and nominal at a decline of 10 to 15c. **Oatmeal.**—is selling in car lots at \$4 to \$4.25.

PROVISIONS.—Butter is very quiet; no sales in stock accumulating. There is a good deal yet for the country towns. **Dressed Hogs.**—Very few coming in; selling at \$3.50 to \$9. **Pork.**—Stoek of Mess are increasing; it is worth \$27.50 to \$28. and extra prime, \$21 to \$23. **Bacon.**—No stoek of new yet; market nominal. **Hams** are selling steadily at 14c. to 15c. **Lard** is firm, and sell c. at 16c. to 17c. **Cheese** is very firm at 13c. to 14c. in small lots. **Eggs** are scarce and firm at 15c. to 16c. **Bees.**—There is a good demand for the best at \$6 to \$6.50.

GROCERIES.—There is no change in the market of consequence. **Sugars** are a little firmer, although New York is reported easier. **Tobacco.**—The crop has been injured by frost, and the market is firm at quotations. **Whiskey** is steady at the advance.

FREIGHTS.—Rates to Oswego, by vessels, are firm at 4c.; to Buffalo and Toledo 6c.; to Ogdensburg, 5c., U. S. Cy. Flour to Montreal, per steamer, 35 to 40c.; grain 10c. Lumber to Oswego \$2 per M, U. S. Cy.

The winter tariff of the Grand Trunk came into force on the 8th inst. The rates to Halifax now stand at \$1.10 for flour and 55c. for grain and to St. John, at \$1.02 for flour and 51c. for grain. The rates to railway stations are: Flour, to Kingston 35c., grain, 18c.; flour to Prescott 43c.; grain 22c.; flour to Montreal 50c., grain 25c.; flour to St. John, Quebec, 60c., grain 30c.; flour to Point Levis 80c., grain 40c.; flour to Portland 85c., grain 43c.; flour to Boston and New York 90c., grain 45c. gold. The Grand Trunk adopts on the 8th Nov., the following through rates from Toronto to England: To Liverpool or Glasgow, butter per gross ton, 90s.; bacon, do. 80s.; hams, do. 75s.; lard, do. 80s.; cheese, do. 97s. 6d.; beef, per tierce, 15s.; pork per brl., 10s. 6d.; flour to Liverpool, 7s.; to Glasgow, 5s. 6d.

Petroleum.

Exports of Petroleum from the United States from January 1 to November 2:—

	1869.	1868.
From New York.....galls	58,050,168	48,005,725
Boston.....	1,985,866	2,212,220
Philadelphia.....	24,717,029	32,171,371
Baltimore.....	1,076,438	2,417,215
Portland.....		578,090

Total Export for the U. S. \$5,829,501.85, 384,621 Same time 1867..... 54,311,936 Same time 1866..... 54,194,794

—A New York paper states that Secretary Fish and the Canadian Government have, after a protracted deliberation, prepared a reciprocity treaty, which will be submitted to Congress at the approaching session.

Demerara Sugar Market.

The following is from Sandbach, Parker, & Co's. circular, dated, Georgetown, Demerara, 8th Oct., 1869.

SUGARS.—The demand has not been as brisk as was expected, and although the offerings are much larger, holders will not sell under previous quotations. We have no late dates from America and purchasers prefer waiting the arrival of the Mail before operating to any extent; sales have been made on the basis of \$7 for good fair samples V. P., something more has been given for choice lots, and lower prices for inferior ones; Muscovado loes are quite neglected.

MOLASSES.—About 500 puncheons have changed hands at 28c. for Vacuum Pan; good Muscovado's have realised as high as 32c.

R.F.M.—Very little offering for sale, the great advance in the English Market causing holders to ship direct; strong proof is worth from 65c. to 70c.

The Fisheries.

The fisheries generally are in a flourishing condition. The Gloucester fleet, so far arrived from the Bay of St. Lawrence, have averaged a catch of two hundred and ninety barrels each. Besides the mackerel-men, there has been a large fleet of vessels employed at Cape North and the vicinity of the Bay of St. Lawrence in the cod and halibut fishery. Twenty-one vessels have returned from trips of this kind, and some seven or eight remain to arrive. The business has not been a profitable one. The shore mackerel fleet is also meeting with meagre success. Good fares are the exception, and the mackerel are mostly small, but few number ones have been secured. Some eighty vessels have made fishing trips to the Eastern coast in pursuit of mackerel this season, but the number remaining in this branch of the fisheries will not probably reach that number. A large number of vessels have remained in the bank fisheries throughout the season, and the others have resumed it after making a trip or two after mackerel. About fifty vessels are employed in the George's fishery, and thirty-five or forty vessels remain in the Grand and Western Bank fishery, and are meeting with fair success. Up to the present time, during the present season, there have been landed by the several vessels composing the Salem fishing fleet 1,539,800 pounds codfish, and 499,600 halibut.—*Boston Journal.*

The Fur Trade.

At the Hudson Bay Company's sale of buffalo robes, which took place on 27th Oct, at Montreal, a great many buyers were present, and the competition was very keen, the prices mounted rapidly up and the whole ultimately fell into but few hands—the average price obtained was the highest ever known.

Albany Lumber Market.

Lumber comes in slowly from the break, but sufficient to keep up a good stock and assortment in market. Freights are so high that but little will be shipped in November.

The sales are active, the approach of cold weather cautioning buyers to get their lumber early. Prices are firm, at the figures in our schedule, and an advance on some kinds which are in small supply. The shipments are large, employing all the vessels and barges in port. Freights rate firm. The receipts at Albany by the Erie and Champlain Canals, from the opening of navigation to Oct. 23rd, were:

	Boards and Scantling, ft.	Shingles, M.	Timber, c. f.	Staves, lbs.
1866	261,674,065	36,166	115,533	30,113,545
1867	322,496,540	22,871	62,833	21,623,937
1868	364,519,907	34,961	60,450	23,663,390
1869	332,403,300	34,400	10,600	3,961,300

Pine, clear, per M., \$55 to \$58; fourth quality, \$50 to \$53; select, \$45 to \$48; good box, \$22 to \$28; common box, \$18 to \$21.

THOMAS DREWRY. Money Broker, Agent London and Lancashire Life Assurance Company, Church Street, near King Street, Toronto.

Notice.

FOR the information of our friends and numerous customers throughout the country, we beg to state that, after a thorough examination of our premises lately injured by fire, and a careful consultation with our engineer and architect, we are able to state that we shall have our Distillery rebuilt and in complete working order within from three to four months. The contracts are all let to responsible men, and the work will be pushed on night and day until it is completed.

GOODERHAM & WORTS.

Office, 8 and 10 Exchange Buildings,
Toronto, November 2nd, 1869.
13-2t

ONE HUNDRED AND EIGHTEENTH SEMI-ANNUAL STATEMENT OF THE**Hartford Fire Insurance Company,**

JULY 1, 1869.		
CAPITAL,		\$1,000,000
ASSETS.		
Cash on hand, in Bank and Cash Items	.....	\$224,793 26
Rents and accrued Interest	.....	5,000 00
Real Estate unencumbered	.....	130,000 00
Loans on Bonds and Mortgages, 1st Lien	.....	462,199 79
Bank Stock, Hartford, market value	.....	325,811 00
do New York, do	.....	264,300 00
do Boston, do	.....	127,865 50
do St. Louis, Milwaukee, Albany and Montreal, market value	.....	94,064 33
Railroad Stocks, do	.....	33,857 00
State, City & RR Bonds do	.....	198,870 00
U. S. Stocks and Bonds do	.....	477,578 50
		\$2,344,639 38
LIABILITIES.		
Losses in process of adjustment	.....	\$85,135 13

H. J. Morse & Co.,

CORNER KING AND TORONTO STREETS,

Agents for the above named Company, and dealers in American Money, Bonds, Sterling, Canadian Securities of all kinds, and Gold and Silver. Orders by mail or telegraph promptly attended to. H. J. MORSE & Co.
Toronto, Nov. 4, 1869. 12-ly

NOTICE.

THE UNDERSIGNED BEGS TO ANNOUNCE THAT HE HAS BEEN APPOINTED AGENT FOR THE

Scottish Imperial Fire Insurance Company,

CAPITAL, £1,000,000 STERLING,

AND FOR THE

Scottish Provincial Life Assurance Company,

CAPITAL, £1,000,000 STERLING.

ISAAC C. GILMOR.

Toronto, Nov. 1st, 1869. 12-3t

Bank of Montreal.

NOTICE IS HEREBY GIVEN, that a dividend of SIX PER CENT. upon the Capital Stock of this Institution has been declared for the current HALF YEAR, and that the same will be payable at its Banking House, in this city, on and after WEDNESDAY, the FIRST day of DECEMBER next.

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

By order of the Board,

E. H. KING,
General Manager.

Montreal, 26th October, 1869. 12-td

Robert H. Gray,

Manufacturer of Hoop Skirts

AND

CRINOLINE STEEL,

IMPORTER OF

HABERDASHERY, TRIMMINGS

AND

GENERAL FANCY GOODS,

43, YONGE STREET, TORONTO, ONT. 61-y 13

SPECIAL NOTICE.**The Standard Life Assurance Company.**

ESTABLISHED 1825.

CONSTITUTED BY SPECIAL ACT OF PARLIAMENT.

HEAD OFFICE FOR CANADA:

MONTREAL.

MANAGER.....W. M. RAMSAY.

INSPECTOR.....RICHARD BULL.

DIVISION OF PROFITS, 1870.

The Eighth Division of the Company's Profits is appointed to be made

AT FIFTEENTH NOVEMBER, 1870,

And all Policies now effected will participate.

THE FUND TO BE DIVIDED

Will be the Profits which have arisen since 15th November, 1865.

THE Company's Business Year will close on the 15th NOVEMBER, 1869, and in order to secure the advantage of this year's entry to the PROFIT SCHEME, Proposals should be lodged with the Agents on or before that date.

THE STANDARD is one of the oldest and most extensive institutions existing in Great Britain for the assurance of lives. It was established in Edinburgh in 1827, and its progress has been most successful.

AMOUNT OF ASSURANCES accepted during the year 1868 (1,802 policies).....\$5,300,000
TOTAL SUM ASSURED at 15th November, 1868.....78,000,000
ANNUAL REVENUE at 15th November, 1868.....3,500,000
ACCUMULATED FUND, invested in Mortgage, Government Securities, Land, &c.....20,000,000
CLAIMS PAID IN CANADA, upwards of.....430,000

STATEMENT SHOWING THE INVESTMENT OF THE FUNDS

AT 15TH NOVEMBER, 1868.

Mortgages and other Landed Securities	.....	£2,687,208 17 3
Government Securities	.....	64,548 19 0
Loans on the Company's Policies within their Surrender Value	.....	205,552 12 9
Various investments, including the obligations of other Companies by way of Re-insurance	.....	355,179 8 7
Stocks and Debentures	.....	180,475 6 7
Bank Balances, Agents' Balances, and Premiums upon which Days of Grace are current	.....	273,066 0 9
Invested abroad in connection with the Colonial business	.....	84,459 1 5
Life Annuities and Reversions purchased	.....	35,694 16 10
Miscellaneous Property	.....	108,464 4 0
		£4,095,589 16 2

Prospectuses, Annual Reports, Tables of Rates, &c., can be obtained on application at the Head Office in Montreal, or at any of the Agencies throughout Canada, where every information will be given on the subject of Life Assurance.

Agent for Toronto,

HENRY PELLATT,

KING STREET,

Mercantile.

TORONTO PRICES CURRENT.—NOVEMBER 12, 1869.

John Boyd & Co.,
 HAVE now in store, ex steamships "Peruvian," "North American," "Moravian," &c., their usual spring stock of

NEW SEASON TEAS,

COMPRISING

YOUNG HYSONS,
 GUNPOWDERS,
 IMPERIALS,
 COLORED and UNCOLORED JAPANS,
 CONGOS,
 SOUCHONGS,
 TWANKAYS,
 and PEKOS.

ALSO,

EX "MORO CASTLE," "EAGLE," & "ELLA MARIA,"
 Direct from Havana.

BOXES BRIGHT CENTRIFUGAL SUGAR.

61 AND 63 FRONT STREET
 TORONTO.

Toronto, April 14th, 1869. 7-1y

NEW CROP TEAS!

1,000 Half Chests

NEW CROP TEAS!

THE SUBSCRIBERS are now receiving a large and well selected Stock of NEW CROP TEAS, (to which they beg to call the attention of the Trade,) comprising,—

YOUNG HYSONS AND HYSONS,
 HYSON TWANKAYS,
 TWANKAYS,
 IMPERIALS,
 GUNPOWDERS
 SOUCHONGS,
 CONGOS,
 COLOURED JAPANS,
 NATURAL LEAF JAPANS,
 OOLONGS.

REFORD & DILLOX.

12 & 14 WELLINGTON STREET, TORONTO. 7-1y

EXPRESS.

Canadian Express Company,
 GENERAL EXPRESS FORWARDERS,

SHIPPING AGENTS, AND CUSTOM HOUSE BROKERS,
 FORWARD

Merchandise, Money and Packages, of every description;
 COLLECT

Bills with Goods, Notes, Drafts and Accounts, throughout the Canadas, United States and Europe.

RUNNING daily (Sundays excepted) over the lines of the Grand Trunk, and Port Hope and Peterborough Railways; also, on the Montreal Ocean Steamship Co.'s Mail Steamers to and from Liverpool, weekly, to all parts of Europe.

SHIPPING AGENTS

In Liverpool, Eng., Montreal, Quebec, and Portland, Me.

GOODS IN BOND

Promptly attended to, and forwarded with despatch.

INVOICES

Are requisite for all Goods going to the United States (Lower Provinces during winter route by Portland) and Europe.

PRINCIPAL OFFICES:

LIVERPOOL, ENG.

MONTREAL, DETROIT, Mich. PORTLAND, Me.
 TORONTO, KINGSTON, PERTH,
 QUEBEC, OTTAWA, PETERBOROUGH,

and at all Towns and Stations on the lines of above Railways.

Time and Insurance saved.
 Consignments solicited.

G. CHENEY,
 MANAGER.

Name of Article.	Wholesale Rates.	Name of Article.	Wholesale Rate.	Name of Article.	Wholesale Rates.
Boots and Shoes.	\$ c. \$ c.	Groceries—Contin'd	\$ c. \$ c.	Leather—Contin'd	\$ c. \$ c.
Mens' Thick Boots ...	1 55 2 50	Gunpowd'r. to med. . .	0 55 0 70	Kip Skins, Patna . . .	0 30 0 35
" Kip	2 50 3 00	" med. to fine . . .	0 70 0 85	" French	0 70 0 90
" Calf	3 25 3 75	" fine to fms't. . .	0 85 0 95	" English	0 65 0 90
" Congress Gaiters . .	1 65 2 65	Hyson	0 45 0 80	Hemlock Calf (30 to	
" Kip Cobourgs . . .	1 25 1 45	Imperial	0 42 0 80	35 lbs.) per doz. . .	0 50 0 61
Boys' Thick Boots . . .	1 60 1 80	Tobacco, Manufact'd.		Do. light	0 45 0 56
" Youths'	1 40 1 70	Can Leaf, 2/3 & 10s.	0 27 0 31	French Calf	1 03 1 10
Women's Batts	0 95 1 35	Western Leaf, com.	0 26 0 27	Grain & Satn Clr @ doz.	0 00 0 55
" Balmoral	1 20 1 75	" Good	0 28 0 33	Splits, large @ lb. . .	0 30 0 38
" Congress Gaiters . .	1 25 1 65	" Fine	0 31 0 35	" small	0 20 0 25
Misses' Batts	0 70 1 10	" Bright fine . . .	0 42 0 50	Enamelled Cow @ foot.	0 20 0 25
" Balmoral	1 00 1 50	" choice	0 02 0 77	Patent	0 20 0 21
" Congress Gaiters . .	1 00 1 30			Pebble Grain	0 15 0 17
Girls' Batts	0 60 0 90	Hardware		Buff	0 14 0 16
" Balmoral	0 90 1 05	Tin (net cash prices)			
" Congress Gaiters . .	0 75 1 10	Block, 2/3 lb.	0 33 0 35	Cils.	
Children's C. T. Cacks .	0 50 0 65	Grain	0 25 0 60	Cod	0 65 0 70
" Gaiters	0 60 0 85	Copper:		Lard, extra	1 25 0 00
		Pig	0 23 0 24	" No. 1	1 12 0 00
Drugs.		Sheet	0 30 0 33	" No. 2	1 00 0 00
Aloes Cape	0 15 0 20	Cut Nails:		Lubricating, patent . .	0 00 0 00
Alum	0 02 0 03	Assorted 1/2 Shingles		" Mott's economic . .	0 30 0 00
Borax	0 00 0 00	" 100 lb.	2 95 3 00	Linseed, raw	0 75 0 80
Camphor, refined	0 60 0 68	" Shingle alone do . .	3 15 3 25	" boiled	0 80 0 85
Castor Oil	0 16 0 28	" Lath and 5 dy . . .	3 30 3 40	Machinery	0 00 0 00
Caustic Soda	0 04 0 05	Galvanized Iron:		Olive, common, 2/3 gal.	1 25 0 00
Cochineal, s. g.	0 90 1 15	Assorted sizes	0 08 0 09	" salad	1 80 2 20
Cream Tartar	0 36 0 45	Best No. 24	0 07 0 00	" salad, in bots.	
Epsom Salts	0 03 0 04	" 26	0 08 0 08	" qt & case	3 60 3 75
Extract Logwood	0 15 0 20	" 28	0 09 0 09	Sesame salad, 2/3 gal . .	1 30 1 25
Gum Arabic, sorts	0 34 0 37	Horse Nails:		Seal, pale	0 75 0 85
Indigo, Madras	1 15 1 29	Guest's or Griffin's		Spirits Turpentine . . .	0 45 0 55
Licorice, com	0 14 0 25	assorted sizes	0 08 0 00	Varnish	0 00 0 00
Madder	0 14 0 18	For W. ass'd sizes . . .	0 18 0 19	Whale, ref'd	9 85 1 00
Galls	0 32 0 37	Patent Hammer'd do .	0 17 0 18		
Opium	11 00 13 40	Iron (at 4 months):		Paints, &c.	
Oxalic Acid	0 26 0 32	Pig—Gartsherie No. 1 . .	24 00 25 00	White Lead, genuine	
Potash, Bi-tart.	0 25 0 28	Calder No. 1	23 50 24 60	in Oil, 25 lbs.	0 00 2 35
" Bichromate	0 15 0 20	" No 3	22 50 23 60	Do. No. 1	0 00 2 10
Potass Iodide	3 90 4 50	Other brands. No. 1 . .	22 00 24 00	" 2	0 00 1 90
Senna	0 12 0 60	" No 2	0 00 0 00	" 3	0 00 1 65
Soda Ash	0 03 0 04	Bar—Scotch, 2/3 100 lb.	2 25 2 35	White Zinc, genuine . .	3 00 3 50
Soda Bicarb	0 00 4 00	Refined	3 00 3 25	White Lead, dry	0 05 0 09
Tartaric Acid	0 40 0 45	Swedes	5 00 5 50	Red Lead	0 07 0 08
Verdigris	0 35 0 50	Hoops—Coopers	3 00 3 25	Venetian Red, Eng'h . .	0 02 0 03
Vitriol, Blue	0 08 0 10	Band	3 00 3 25	Yellow Ochre, French . .	0 02 0 03
		Boiler Plates	3 25 3 50	Whiting	0 85 1 25
		Canada Plates	3 75 4 00		
		Union Jack	0 00 0 09	Petroleum.	
		Pontypool	3 25 4 00	(Refined 2/3 gal.)	
		Swansea	3 90 4 00	Water white, 5' brls. . .	0 26 0 00
				" single brl.	0 27 0 28
				" 5 brls.	0 00 0 25
				" single brl.	0 00 0 26
				Amber, by car load . . .	0 00 0 00
				Exportation Oil	0 00 0 00
				Benzine	0 00 0 00
				Produce.	
				Grain:	
				Wheat, Spring, 60 lb. . .	0 85 0 90
				" " Fall 60 "	0 90 0 92
				Barley 48 "	0 40 0 68
				Peas 60 "	0 63 0 65
				Oats 24 "	0 33 0 34
				Rye 56 "	0 40 0 42
				Seeds:	
				Clover, choice 60 " . . .	0 00 0 00
				" com'n 68 "	0 00 0 00
				Timothy, cho'e 4 "	0 00 0 00
				" inf. to good 48 "	0 00 0 00
				Flax 56 "	0 00 0 00
				Flour (per brl.):	
				Superior extra	0 00 0 00
				Extra superfine	4 60 0 00
				Fancy superfine	4 25 4 35
				Superfine No. 1	4 10 4 15
				" No. 2	—
				Oatmeal, (per brl.)	4 00 4 25
				Provisions	
				Butter, dairy tub @ lb. . .	0 19 0 21
				" store packed	0 17 0 18
				Cheese, new	0 12 0 13
				Pork, mess, new	27 50 25 00
				" prime mess	—
				" paine	—
				Bacon, rough	0 12 0 13
				" Cumberl'd cut	0 13 0 13
				" smoked	0 14 0 14
				Hams, covered	0 14 0 15
				" smoked	0 14 0 15
				Shoulders, in salt	0 00 0 11
				Lard, in kegs	0 16 0 17
				Eggs, packed	0 15 0 17
				Beef Hams	0 00 0 00
				Tallow	0 08 9 84
				Hogs dressed, heavy	9 00 0 00
				" medium	8 50 0 00
				" light	8 00 0 00
				Salt, &c.	
				American bris	1 40 0 00
				Liverpool coarse	0 85 0 93
				Goderich	0 00 1 60
				Plaster	0 70 0 70
				Water Lime	1 50 0 00

STOCK AND BOND REPORT.

Soap & Candles.		
D. Crawford & Co.'s Imperial	\$ 0 07	0 08
" Golden Bar	0 07	0 07
" Silver Bar	0 07	0 07
Crown No. 1	0 05	0 05
Candles	0 03	0 03
	0 09	0 11
Wines, Liquors, &c.		
Ale:		
English, per doz qts.	2 80	2 65
Guinness DubPort.	2 35	2 40
Spirits:		
Pure Jamaica Rum	1 87	2 25
De Kuyper's H. Gin	1 55	1 65
Booth's Old Tom	1 90	2 00
Gin:		
Green, cases	4 00	4 25
Booth's Old Tom, c.	6 00	6 25
Wines:		
Port, common	0 75	1 25
" fine old	2 00	4 00
Sherry, common	0 75	1 50
" medium	1 70	1 80
" old pale or golden	2 50	4 00
Brandy:		
Hennessy's, per gal.	2 30	2 50
Martell's	2 30	2 50
J. Robin & Co.'s	2 25	2 35
Otard, Dupuy & Cos.	2 25	2 35
Brandy, cases	8 50	9 00
Brandy, com. per c.	4 00	4 50
Whisky:		
Common 35 u.p.	0 85	0 87
Old Rye	0 95	1 00
Malt	0 95	1 00
Toddy	0 95	1 00
Scotch, per gal.	1 30	2 10
Irish-Kinnahan's c.	7 00	7 50
" Danville's Belt	6 00	6 25
Wool:		
Fleece, lb.	0 28	0 60
Washed	0 60	0 90
Furs:		
Bear	0 80	0 00
Beaver, P.B.	0 00	0 00
Coon	0 00	0 00
Fisher	0 00	0 00
Martin	0 00	0 00
Mink	0 00	0 00
Otter	0 00	0 00
Spring-Rats	0 00	0 00
Fox	0 00	0 00

INSURANCE COMPANIES.

ENGLISH.—Quotations on the London Market.

No. of Shares	Last Dividend	Name of Company	Shares per vote	Amount per share	Last Sale
20,000	8	Briton Medical and General Life	10	12	2 1/2
50,000	7 1/2	Commer'l Union, Fire, Life and Mar.	50	2 1/2	6 1/2
24,000	8	City of Glasgow	25	2 1/2	4 1/2
5,000	9 1/2	Edinburgh Life	100	15	36 1/2
400,000	5	European Life and Guarantee	2 1/2	118 6	48 3/4
20,000	5	Guardian	100	50	52
24,000	2 1/2 p.sh.	Imperial Fire	500	56	75
7,500	10	Imperial Life	100	10	16
100,000	10	Lancashire Fire and Life	20	2 1/2	3
10,000	11	Life Association of Scotland	40	7 1/2	25 1/2
35,882	30	London Assurance Corporation	25	12 1/2	49
10,000	5	London and Lancashire Life	10	1	1
87,504	20	Liverp'l & London & Globe F. & L.	20	2	8 1/2
20,000	5	National Union Life	5	1	1
20,000	15 1/2	Northern Fire and Life	100	5	14
40,000	13	North British and Mercantile	70	6 1/2	21 1/2
20,000	10	Ocean Marine	25	5	10
2,500	2 1/2 p.sh.	Phoenix	100	12 1/2	140 1/2
200,000	7	Queen Fire and Life	10	1	18 1/2
100,000	11 1/2 p.sh.	Royal Insurance	20	3	6 1/2
120,000	10	Scottish Provincial Fire and Life	50	2 1/2	5 1/2
10,000	25	Standard Life	50	12	67 1/2
4,000	5 p.sh.	Star Life	25	11	12 1/2

CANADIAN.

8,000	4-6 mo.	British America Fire and Marine	\$50	\$25	70 75
2,500	5	Canada Life	100	25	135
4,000	12	Montreal Assurance	£50	£5	135
10,000	None.	Provincial Fire and Marine	60	31	122 1/2
500	None.	Quebec Fire	40	40	22 1/2
7	7	" Marine	100	40	85 90
10,000	4-6 mo.	Western Assurance	40	10	84 85

AMERICAN.

When org'niz'd	No. of Shares	Last Dividend	Name of Company	Parval of Shares	Offered	Asked
1833	1,500	..	Aetna Life, of Hartford	\$100	210	225
1819	30,000	..	Aetna Fire, of Hartford	100	204 1/2	205 1/2
1819	10,000	10	Hartford, of Hartford	100	230	245
1859	10,000	..	Home, of New Haven, Ct	100	..	..
1853	5,000	..	Travelers' Life & Accident	100	100	105

RAILWAYS.

	Sha's	Parl	Montr Nov. 2	London Oct. 9.
Atlantic and St. Lawrence	£100	All.	..	59 61
Buffalo and Lake Huron	20 1/2	..	..	23 3/4
Do. do Preference	10	..	..	5 7
Buff. & G. L. & G. L. 1872-3-4	100	..	..	60 70
Champlain and St. Lawrence	..	..	8 9	..
Do. do Pref. 10 p ct.	..	..	30 40	..
Grand Trunk	100	..	15 16	15 15 1/2
Do. E. G. M. Bds. 1 ch. 6 p.	100	..	..	67 69
Do. First Preference, 5 p c.	100	..	..	53 54
Do. Second Pref. Bonds, 5 p c.	100	..	..	40 41
Do. Third Pref. Stock, 4 p c.	100	..	..	30 32
Do. Fourth Pref. Stock, 3 p c.	100	..	..	28 10
Great Western	20 1/2	..	15 16	15 15 1/2
Do. New	20 1/2	..	18	..
Do. 6 p c. Bds. due 1873-76	100	All.	..	161 163
Do. 5 1/2 p c. Bds. due 1877-78	100	..	..	5 87
Northern of Canada, 6 p c. 1st Pref. Bds.	100	..	..	84 86

EXCHANGE.

	Montr'l.	Quebec.	Toronto.
Bank on London, 60 days	..	..	..
Sight or 75 days date	8 1/2	9 9 1/2	9 1/2
Private do	7 1/2	7 7 1/2	8
Bank on New York	21 21 1/2	21 21 1/2	21
Private do	21 1/2	21 1/2	..
Gold Drafts do	1 1/2	par 1 1/2	..
American Silver	1 1/2	..	2 1/2

NAME	Shares	Paid up.	Divid'd last 6 Months	Dividend Day.	CLOSING PRICES		
					Toronto Nov. 9.	Montreal Nov. 9.	Quebec Nov. 8.
BANKS.							
British North America	\$250	All.	3 1/2 p c.	July and Jan.	106 1/2 107	106 1/2 107 1/2	106 1/2 107
Canadian Bank of Com'e.	50	All.	4	..	110 110 1/2	110 111 1/2	110 110 1/2
City Bank Montreal	80	"	3	1 June, 1 Dec.	90 92	90 91	90 91
Du Peuple	50	"	4	1 Mar., 1 Sept.	105 106 1/2	106 107	106 107
Eastern Townships' Bank	50	"	4	1 July, 1 Jan.	..	100 102	100 101
Gore	40	"	none.	1 Jan., 1 July.	57 1/2 58	57 1/2 58	57 59
Jacques Cartier	50	All.	4	1 June, 1 Dec.	168 169	169 169 1/2	168 169 1/2
Mechanics' Bank	50	All.	4	1 Nov., 1 May.	92 95	90 91	90 91
Merchants' Bank of Canada	100	"	5	1 Jan., 1 July.	107 107 1/2	107 107 1/2	107 107 1/2
Molson's Bank	50	All.	3	1 Apr., 1 Oct.	102 103	101 102	102 103
Montreal	200	"	6	1 June, 1 Dec.	168 169	168 168 1/2	168 168 1/2
Nationale	50	"	4	1 Nov., 1 May.	103 105	104 106	105 105 1/2
Niagara District Bank	100	70	3 1/2	1 Jan., 1 July.	..	..	..
Ontario Bank	40	All.	4	1 June, 1 Dec.	162 162 1/2	161 162	161 162
Quebec Bank	100	"	3 1/2	1 June, 1 Dec.	102 104	103 103 1/2	103 103 1/2
Royal Canadian Bank	50	60	4	1 Jan., 1 July.	62 64	61 62 1/2	61 62
Toronto	100	"	4	1 Jan., 1 July.	126 126 1/2	126 127	126 127
Union Bank	100	"	4	1 Jan., 1 July.	106 106 1/2	106 107	106 107 1/2

MISCELLANEOUS.

British Colonial S. S. Co.	250	32 1/2	..	..	..	..	..
Canada Landed Credit Co.	50	\$25	3 1/2	..	..	..	..
Canada Per. Bldg Society	50	All.	5	..	..	..	..
Do. Int'l Steam Nav. Co.	100	All.	7 1/2 m	..	..	90 100 1/2	90 100
Do. Glass Company	100	"	None.	..	..	..	..
Freehold Building Society	100	All.	5	..	..	121 1/2 121 1/2	..
Hamilton Gas Company	..	..	..	..	..	..	..
Huron Copper Bay Co.	..	..	..	..	..	..	30 45
Huron & Erie Svcs & Loan Soc	50	All.	4 1/2	..	..	113 1/2 114	..
Montreal Mining Consols.	20	\$15	..	..	..	..	2 25 2 75
Do. Telegraph Co.	40	All.	5	..	..	136 137	136 137
Do. Elevating Co.	60	"	5 1/2	..	..	..	105 107
Do. City Gas Co.	40	"	4	15 Mar., 15 Sep.	..	139 140	139 140
Do. City Pass. R. Co.	50	"	2	..	..	109 110	108 108 1/2
Quebec Gas Co.	200	All.	4	1 Mar., 1 Sep.	..	..	122 124
Quebec Street R. R.	50	25	3	..	..	..	85 86
Richelieu Navigation Co.	100	All.	15-12 m	1 Jan., 1 July.	..	123 125	123 124
St. Lawrence Glass Company	100	"	..	..	..	..	..
St. Lawrence Tow Boat Co.	100	"	..	3 Feb.	..	..	25 31
Tor'to Consumers' Gas Co.	50	"	3 m	1 My Au Mar Fe	141 112	..	111 112 1/2
West'n Canada Bldg Soc'y	50	All.	5	..	..	121 121 1/2	..

SECURITIES.

	Montreal	Quebec	Toronto.
Canadian Gov't Deb. 6 p c. stg.	103 1/2 104	103 1/2 104	104 104 1/2
Do. do 5 p c. cur., 1883	92 1/2 94	94 94	93 1/2 95
Do. do 5 p c. stg., 1885	95 1/2 94 1/2	93 94	93 94
Do. do 7 p c. cur.	..	..	..
Dominion 6 p. c. 1878 cy	105 1/2 106 1/2	106 1/2 107	106 106 1/2
Hamilton Corporation	..	..	..
Montreal Harbor, 8 p c. d. 1869	..	..	..
Do. do 7 p c. 1870	..	..	..
Do. do 6 1/2 p c. 1885	102 1/2 103	..	102 103
Do. Corporation, 6 p c. 1891	97 1/2 98	98 98 1/2	96 1/2 97 1/2
Do. 7 p c. stock	111 1/2 112 1/2	111 1/2 112 1/2	111 1/2 112 1/2
Do. Water Works, 6 p c. stg. 1878	97 1/2 98	..	97 97 1/2
Do. do 6 p c. cy. do.	..	..	97 97 1/2
Ottawa City 6 p c. d. 1880	95 97	..	..
Quebec Harbour, 6 p c. d. 1883	80 90	50	..
Do. do 7 p c. do.	..	65 70	..
Do. do 8 p c. do.	..	75 80	..
Do. City, 7 p c. d. 1 year	..	100	..
Do. do 7 p c. 8 do.	..	..	..
Do. do 7 p c. 5 do.	..	97 1/2 98	..
Do. Water Works 7 p c. 3 years	..	18 1/2 19	..
Do. do 6 p c. 1 1/2 do.	..	..	..
Toronto Corporation, 6 p c.	91 92	..	92 93
Kingston City 6 p c. 1872	92 1/2 95	..	..
County Debentures	..	..	90 90 1/2

PRODUCE—Comparative Prices in Toronto Market.

	1869.		1869.		1868.		1867.		1866.	
	WEDNESDAY Nov. 10.	WEDNESDAY Nov. 3.	WEDNESDAY Nov. 10.	WEDNESDAY Nov. 3.	Nov. 9.	Nov. 9.	Nov. 9.	Nov. 9.	Nov. 9.	Nov. 9.
Wheat, Fall	60 lbs 0 90 @ 0 92	0 90 @ 0 92	1 20 @ 1 30	1 80 @ 1 65	1 65 @ 1 70	1 65 @ 1 70	1 65 @ 1 70	1 65 @ 1 70	1 65 @ 1 70	1 65 @ 1 70
Spring	0 85 @ 0 90	0 90 @ 0 92	1 00 @ 1 10	1 40 @ 1 44	1 40 @ 1 44	1 40 @ 1 44	1 40 @ 1 44	1 40 @ 1 44	1 40 @ 1 44	1 40 @ 1 44
Barley	48 lbs 0 40	0 68	0 55	0 65	1 25	1 30	0 76	0 77	0 57	0 58
Oats	34 lbs 0 23	0 35	0 33	0 34	0 51	0 52	0 48	0 50	0 30	0 31
Peanuts	60 lbs 0 65	0 67	0 65							

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Dominion Pacific Railway.

NOTICE is hereby given that application will be made at the next Session of the Parliament of Canada, for a charter for THE DOMINION PACIFIC RAILWAY, to be constructed from a point, on or near Lake Superior via Red River, to a point, on the Eastern Boundary of British Columbia; with power to improve the Navigation, leading to and from Rainy Lake and Lake of the Woods.
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SOLICITORS:

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The lands of the Company are 1,375 acres, in the County of Welland, of the purchase value of \$55,000.

The owners of the land have taken stock to the amount of \$44,000
It is proposed to reserve for future contingencies 20,000
And to put upon the market the balance of 56,000

\$120,000

Nearly 20,000 of the said balance is already subscribed, and the rest is in the hands of the Brokers of the Company.
A Charter of Incorporation is being applied for, and the operations of the Company will commence very soon.
Subscription Books for the Stock not yet taken up lie at the office of Messrs. Campbell and Cassels, 92 King St., Toronto.
May 19, 1869.

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Prospectus, Map of the Property, and further information may be obtained by addressing

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CANADIAN BOARD—Hon. John Hillyard Cameron, M.P., Chairman. J. W. Gamble, Esq., L. Moffatt, Esq., Hon. J. B. Robinson, C. J. Campbell, Esq. David Higgins, Secretary.

THE Edinburgh Life Assurance Company offer to the public the advantages of a Canadian as well as a British Company. They have invested a large amount of money on securities in this country, and the Toronto Local Board have full power, by an Imperial Statute, to take risks, make investments, and settle claims in Canada, without reference to the Head Office, Edinburgh. Some of the old Policies in the Company, which became claims during the past year, were settled by payment of amounts double of those originally insured, in consequence of the large bonuses that accrued on the Policies.
Every information that intending assurers may require can be obtained at the Company's Office in Toronto, or at any of the Agencies which have been established in the principal towns in Canada.
J. HILLYARD CAMERON, CHAIRMAN. (3-1y) DAVID HIGGINS, SECRETARY.

NATIONAL LIFE INSURANCE COMPANY
OF THE
UNITED STATES OF AMERICA.
CHARTERED BY SPECIAL ACT OF CONGRESS.

CASH CAPITAL.



\$1,000,000 PAID IN FULL.

CANADIAN BOARD OF REFERENCE:
Hon. LUTHER H. HOLTON, M.P. | H. A. NELSON, Esq., Messrs. Nelson & Wood.
MICHAEL P. RYAN, Esq., M.P., Montreal. | JACKSON RAE, Esq., Cashier Merchants' Bank.
GILMAN CHENEY, Esq., Manager Canadian Express | CHAMPION BROWN, Esq., of Messrs. Brown & Childs.
SOLICITORS: Messrs. PERKINS & RAMSAY. | MEDICAL REFEREE: JOSEPH H. DRAKE, M.D. | BANKERS: THE BANK OF MONTREAL.
This Company has deposited with the Canadian Government the required amount in GOLD, for benefit of Canadian Policyholders.
DOMINION OFFICE—No. 91 GREAT ST. JAMES STREET, MONTREAL.
JNO. HY. RHODES, SPECIAL AGENT. | WILLIAM DOUGLAS, Jr., GENERAL AGENT, CANADA.

The National Charter, the large Capital, the low rates, the common-sense plan, the definite contract, the honorable and fair dealings, the non-forfeiting policies, the perfect security, the liberal terms of the policies, the Gold Deposit in Canada, render the NATIONAL LIFE ASSURANCE COMPANY of the United States of America worthy of the patronage of every business man.
W. PATERSON, & CO., AGENTS, Toronto, Ont. 1-1y

Insurance.

Etna Insurance Company.
(OF HARTFORD.)
INCORPORATED 1819. CHARTER PERPETUAL,
CASH CAPITAL.....\$3,000,000.
LOSSES PAID IN FIFTY YEARS.....\$25,300,000
LICENSED BY THE GOVERNMENT OF CANADA.
July 1, 1869.
ASSETS (At Market Value):
CASH IN HAND AND IN BANK.....\$540,474 32
REAL ESTATE.....253,319 14
MORTGAGE BONDS.....959,250 00
BANK STOCK.....1,418,450 00
UNITED STATES, STATE, and CITY STOCK,
AND OTHER PUBLIC SECURITIES...2,181,030 50
TOTAL.....\$5,352,522 96

THOS. R. WOOD, AGENT,
Corner Wellington and Church Sts., Toronto.
3-3m. ROBERT WOOD, AGENT, Montreal.

Phoenix Fire Assurance Company.
LOMBARD ST. AND CHANCERY CROSS,
LONDON, ENGL.

Assurances effected in all parts of the World.
Claims paid
WITH PROMPTITUDE and LIBERALITY.
MOFFATT, MURRAY & BEATTIE,
Agents for Toronto,
36 Yonge Street.
28-1y.

Insurance.

**THE CONNECTICUT MUTUAL
LIFE INSURANCE COMPANY,**
HARTFORD, CONNECTICUT.

WOODBIDGE S. OLMSTEAD, SECRETARY,
EDWIN W. BRYANT, ACTUARY,
JAMES GOODWIN, PRESIDENT,
ZEPHANIAH PRESTON, VICE PRESIDENT.
LUCIAN S. WILCOX, MEDICAL EXAMINER.

Organized in 1846. Charter Perpetual.

The Largest Mutual Life Insurance Company. Numbering Over 59,000 Members.

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

ASSETS, \$25,000,000.—Acquired by prudent and economical management of twenty-two years, without the aid of a single dollar of original capital.
SURPLUS ASSETS, \$7,361,967—All profits divided among the members. Each policy holder is a member. There are no stockholders.
ITS DIVIDENDS—Have averaged over 50 per cent. annually. Total amount of dividends paid the members since its organization, \$6,000,000.
ITS SUCCESS UNPARALLELED—It has arrived at the extraordinary condition where the income from annual interest alone is more than sufficient to pay all the losses. Total amount of losses paid by the Company, \$8,500,000.
ITS RESPONSIBILITY—For every \$100 of liabilities it has \$154 of assets.

LAST YEAR'S PROSPEROUS BUSINESS.

Amount insured fiscal year, 1867.....\$45,647,191 00 | Income received fiscal year, 1867.....\$7,530,886 19

During its last fiscal year this Company paid to its living members, and to the families of deceased members, nearly \$2,000,000, and at the same time added more than four millions to its accumulated capital.
The whole record of this Company has been one of prudent management and prosperous advancement. Among the older and leading Life Insurance Companies its average ratio of expenses to income has, through its entire history, been the lowest of any.
\$140,000 deposited in Canada for the benefit of Policyholders.

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

OFFICE.....No. 53 King Street East, Toronto.

HALDAN & O'LOANE,
Assistant Managers for Ontario.

LIFE ASSOCIATION OF SCOTLAND.

Invested Funds Upwards of £1,000,000 Sterling.

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

CANADA—MONTREAL—PLACE D'ARMES.

DIRECTORS:

DAVID TORRANCE, Esq., (D. Torrance & Co.)
GEORGE MOFFATT, (Gillespie, Moffatt & Co.)
ALEXANDER MORRIS, Esq., M.P., Barrister, Perth.
Sir G. E. CARTIER, M.P., Minister of Militia.
PETER REDPATH, Esq., (J. Redpath & Son.)
J. H. R. MOLSON, Esq., (J. H. R. Molson & Bros.)

Solicitors—Messrs. TORRANCE & MORRIS.

Medical Officer—R. PALMER HOWARD, Esq., M.D.

Secretary—P. WARDLAW.

Inspector of Agencies—JAMES B. M. CHIPMAN.

TORONTO OFFICE—No. 32 WELLINGTON STREET EAST.

R. N. GOOCH, Agent.

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

Capital, Surplus and Reserved Funds.....\$17,005,026.
Life Reserve Fund.....\$9,865,100.
Daily Cash Receipts.....\$20,000.

Directors in Canada:

T. B. ANDERSON, Esq., Chairman (President Bank of Montreal).
HENRY STARNES, Esq., Deputy Chairman (Manager Ontario Bank).
E. H. KING, Esq., (General Manager Bank of Montreal).
HENRY CHAPMAN, Esq., Merchant.
THOS. CRAMP, Esq., Merchant.

FIRE INSURANCE Risks taken at moderate rates, and every description of Life Assurance effected, according to the Company's published Tables, which afford various convenient modes (applicable alike to business men and heads of families) of securing this desirable protection.

JAMES FRASER, Esq., Agent Fire Department, 5 King street West, Toronto.
THOMAS BRIGGS, Esq., Agent, Kingston.

F. A. BALL, Esq., Inspector of Agencies, Fire Branch.

T. W. MEDLEY, Esq., Inspector of Agencies, Life Branch.

WILLIAM HOPE, Agent Life Department, Victoria Hall, Melinda Street.

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

COMMERCIAL UNION ASSURANCE COMP'Y.

CHIEF OFFICES—19 and 20 Cornhill, London, England, and 385 and 387 St. Paul Street, Montreal.

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

FRED. COLE, Secretary

CAPITAL.....£2,500,000 STERLING.

LIFE DEPARTMENT.

The LIFE FUNDS are entirely separate, and are invested in the names of special Trustees.

ECONOMY OF MANAGEMENT guaranteed by a clause in the Deed of Association.

80 PER CENT. OF PROFITS divided among participating Policy-holders.

BONUS declared to 1867 averaged £2 2s. per cent., equalling a cash return of about every THIRD year's Premium

FIRE DEPARTMENT.

Assurances granted on Dwelling-houses and their contents, as well as on General Mercantile Property, Manufactories, &c.

Agents in the principal Cities Towns and Villages in Canada.

W. M. WESTMACOTT, Agent for Toronto.

Insurance.

Briton Medical and General Life Association,

with which is united the
BRITANNIA LIFE ASSURANCE COMPANY.
Capital and Invested Funds.....£750,000 Sterling.
ANNUAL INCOME, £220,000 STG. ;
Yearly increasing at the rate of £25,000 Sterling.

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

No extra charge made to members of Volunteer Corps for services within the British Provinces.
25 TORONTO AGENCY, 5 KING ST. WEST.
Oct 17-9-lyr JAMES FRASER, Agent.

FIRE AND MARINE ASSURANCE.

The British America ASSURANCE COMPANY.

HEAD OFFICE:
CORNER OF CHURCH AND COURT STREETS,
TORONTO.

BOARD OF DIRECTION:

Hon. G. W. Allan, M.L.C.,	A. Joseph, Esq.,
George J. Boyd, Esq.,	Peter Paterson, Esq.,
Hon. W. Cayley,	G. P. Ridout, Esq.,
Peleg Howland, Esq.,	E. H. Rutherford, Esq.,
	Thomas C. Street, Esq.,

Governor:
GEORGE PERCIVAL RIDOUT, Esq.
Deputy Governor:
PETER PATERSON, Esq.

Fire Inspector: E. ROBY O'BRIEN.
Marine Inspector: CAPT. R. COURNEEN.
Insurances granted on all descriptions of property against loss and damage by fire and the perils of inland navigation.
Agencies established in the principal cities, towns, and ports of shipment throughout the Province.
THOS. WM. BIRCHALL,
23-ly Manager.

Canada Farmers' Mutual Insurance Company.

HEAD OFFICE, HAMILTON, ONTARIO.

INSURE only Farm Property, Country Churches, School Houses, and isolated Private Houses. Has been eventeen years in operation.
THOMAS STOCK,
President.

RICHARD P. STREET,
Secretary and Treasurer. 26

HOME DISTRICT

Mutual Fire Insurance Company.

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

INSURES Dwelling Houses, Stores, Warehouses, Merchandise, Furniture, &c.
PRESIDENT—The Hon. J. McMURRICH.
VICE-PRESIDENT—JOHN BURNS, Esq.
JOHN RAINS, Secretary.
AGENTS—DAVID WRIGHT, Esq., Hamilton; FRANCIS STEVENS, Esq., Barrie; Messrs. GIBBS & BRO., Oshawa. 8-ly

THE PRINCE EDWARD COUNTY Mutual Fire Insurance Company.

HEAD OFFICE.—PICTON, ONTARIO.
President, L. B. STINSON; Vice-President, WM. DELONG.
Directors: H. A. McFAUL, James Cavan, James Johnson, D. W. Ruttan, W. A. Richards.—John Twigg, Secretary;
David Barker, Treasurer; John Howell, Inspector of Losses and Agencies; R. J. Fitzgerald, Solicitor.

THIS Company is established upon strictly Mutual principles, insuring Farming Property in Townships, and Property not extra hazardous in Towns and Villages; and offers great advantages to insurers at low rates for five years without the expense of a renewal.
Picton, June 6 1869. 9-ly

Insurance.

Reliance Mutual Life Assurance Society
Of LONDON, ENGLAND. Established 1840.

Head Office for the Dominion of Canada:
131 ST. JAMES STREET, MONTREAL.
DIRECTORS—Walter Shanly, Esq., M.P.; Duncan Macdonald, Esq.; George Winks, Esq., W. H. Hingston, Esq., M.D., L.R.C.S.

Parties intending to assure their lives, are invited to peruse the Society's prospectus, which embraces several entirely new and interesting features in Life Assurance. Copies can be had on application at the Head Office, or at any of the Agencies.

JAS. GRANT, Resident Secretary.
Agents wanted in unrepresented districts. 43-ly

The Gore District Mutual Fire Insurance Company

GRANTS INSURANCES on all description of Property against Loss or Damage by FIRE. It is the only Mutual Fire Insurance Company which assesses its Policies yearly from their respective dates; and the average yearly cost of insurance in it, for the past three and a half years, has been nearly TWENTY CENTS IN THE DOLLAR less than what it would have been in an ordinary Proprietary Company.

THOS. M. SIMONS,
Secretary & Treasurer.
ROBT. McLEAN,
Inspector of Agencies.
Galt, 25th Nov., 1868. 15-ly

Canada Life Assurance Company.

ESTABLISHED 1847.

THE RECENT FAILURES

OF TWO OF THE LARGEST ENGLISH ASSURANCE OFFICES, naturally causing much anxiety in the minds of Assurers in all Companies, the Directors of the CANADA LIFE

have published a Report, and net valuation, of all its policy and annuity obligations, by an Actuary totally unconnected with it, the Hon. ELIZUR WRIGHT, of Boston, late Insurance Commissioner for the State of Massachusetts.

It is believed that such a voluntary submission of the Company's position to an eminent and entirely independent Actuary of the Hon. ELIZUR WRIGHT's well known high character, and professional skill, will add to that public satisfaction and confidence which the Canada Life Company enjoys.

Copies of Mr. WRIGHT's Report may be had at the Head Office, or at any of the Agencies throughout the Dominion. Persons who may be assured in the Companies whose condition is unsatisfactory, desiring to join the Canada Life, will be dealt with upon such terms as are reasonable and fair.

HEAD OFFICE, IN HAMILTON, ONT.

A. G. RAMSAY, Manager.
Agent in Toronto, E. BRADBURNE, Esq.,
May 25. 1y Toronto Street.

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

ACCEPTS ALL ORDINARY FIRE RISKS on the most favorable terms.

LIFE RISKS.

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

CAPITAL, £2,000,000 Stg.
CANADA BRANCH OFFICE—Exchange Buildings, Montreal.
Resident Secretary and General Agent,
A. MACKENZIE FORBES,
13 St. Sacrament St., Merchants' Exchange, Montreal.
WM. ROWLAND, Agent, Toronto. 1-ly

THE AGRICULTURAL

Mutual Assurance Association of Canada.

HEAD OFFICE..... LONDON, ONT.
A purely Farmers' Company. Licensed by the Government of Canada.

Capital, 1st January, 1869.....	\$230,193 82
Cash and Cash Items, over.....	\$86,000 00
No. of Policies in force.....	30,892 00

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

Insurance.

The Waterloo County Mutual Fire Insurance Company.

HEAD OFFICE: WATERLOO, ONTARIO.
ESTABLISHED 1863.

THE business of the Company is divided into three separate and distinct branches, the VILLAGE, FARM, AND MANUFACTURES. Each Branch paying its own losses and its just proportion of the managing expenses of the Company.
C. M. TAYLOR, Sec. M. SPRINGER, M.M.P., Pres.
J. HUGHES, Inspector. 15-ly

Lancashire Insurance Company.
CAPITAL..... £2,000,000 Sterling

FIRE RISKS

Taken at reasonable rates of premium, and ALL LOSSES SETTLED PROMPTLY, By the undersigned, without reference elsewhere
S. C. DUNCAN-CLARK & CO.,
General Agents for Ontario,
25-ly N. W. Cor. of King & Church Sts., TORONTO.

Western Assurance Company.

INCORPORATED 1851.

CAPITAL, \$400,000

FIRE AND MARINE.

HEAD OFFICE..... TORONTO, ONTARIO.

DIRECTORS.

Hon. JNO. McMURRICH, President.	CHARLES MAGRATH, Vice-President.
A. M. SMITH, Esq.	JOHN FISKEN, Esq.
ROBERT BRATY, Esq.	ALEX. MANNING, Esq.
JAMES MICHIE, Esq.	N. BARNHART, Esq.
	R. J. DALLAS, Esq.
	B. HALDAN, Secretary.
	J. MAUGHAN, Jr., Assistant Secretary.
	WM. BLIGHT, Fire Inspector.
	CAPT. G. T. DOUGLAS, Marine Inspector.
	JAMES PRINGLE, General Agent.

Insurances effected at the lowest current rates on Buildings, Merchandise, and other property, against loss or damage by fire.
On Hull, Cargo and Freight against the perils of Inland Navigation.
On Cargo Risks with the Maritime Provinces by sail or steam.
On Cargoes by steamers to and from British Ports.

The Victoria Mutual

FIRE INSURANCE COMPANY OF CANADA.

Insures only Non-Hazardous Property, at Low Rates.

BUSINESS STRICTLY MUTUAL.

GEORGE H. MILLS, President.
W. D. BOOKER, Secretary.

HEAD OFFICE..... HAMILTON, ONTARIO.
Aug 15-ly

North British and Mercantile Insurance Company.

Established 1809.

HEAD OFFICE, CANADA, MONTREAL.

TORONTO BRANCH:

LOCAL OFFICES, Nos. 4 & 6 WELLINGTON STREET.
Fire Department, R. N. GOOCH, Agent.
Life Department, H. L. HIME, Agent.

Imperial Fire Insurance Company
OF LONDON.

No. 1 OLD BROAD STREET, AND 16 Pall Mall.
ESTABLISHED 1803.

Canada General Agency,
RINTOUL BROS.,
24 St. Sacrament Street.

JAMES E. SMITH, Agent.
Toronto, Corner Church and Colborne Streets.

PUBLISHED AT THE OFFICE OF THE MONETARY TIMES, No. 60 CHURCH STREET.
PRINTED AT THE DAILY TELEGRAPH PUBLISHING HOUSE, BAY STREET, CORNER OF KING

PROSPECTUS.

DOMINION BANK,

Incorporated by Act of the Dominion Parliament, 32 and 33 Vict., chap. lx.

CAPITAL, \$1,000,000.

IN 20,000 SHARES OF FIFTY DOLLARS EACH.

HEAD OFFICE, TORONTO, ONTARIO.

Provisional Directors and Promoters.

JOHN WORTHINGTON, Esq., Toronto.
 JAMES CROWTHER, Esq., Toronto.
 JOHN CRAWFORD, Esq., M. P.
 HON. J. C. AIKINS, Senator, Toronto.
 HON. JOHN ROSS, Senator, Toronto.
 FRANK SMITH, Esq., (Frank Smith & Co.) Toronto.
 PELEG HOWLAND, Esq., Toronto.
 W. THOMSON, Esq., (Thomson & Burns,) Toronto.

W. S. LEE, Esq., Secretary Western Canada Permanent
 Building and Savings Society.
 JOSEPH GOULD, Esq., Uxbridge.
 JAMES HOLDEN, Esq., Whitby.
 AARON ROSS, Esq., Prince Albert.
 JAMES MCGEE, Esq., King.
 JOSEPH CAWTHRA, Esq., Mewmarket.

The promoters of the Dominion Bank are of opinion that it is most important for the interests of the whole Province of Ontario that a fair proportion of the banking capital (and circulation) of the Dominion should be centered in the Capital of the Western Province, and that its distribution throughout the various channels of industry should be controlled by persons who deserve and possess the confidence of her people, and all whose interests are at the same time bound up in her material prosperity.

Without in the least disparaging the usefulness of other banking institutions which have their chief offices in Montreal, and without arrogating to Toronto one iota of prominence more than may fairly be awarded to her as a Capital City, the promoters of the Dominion Bank are convinced that the public are more interested than might at first sight be imagined in the maintenance of sound and flourishing banks in the commercial and financial centre of their own Province. The lessons of experience all show that the diversion of banking capital from any given commercial centre has a tendency to cause also the diversion of trade; and the fact that the trade of Toronto has increased notwithstanding this diversion, is no argument against the probability that it would have increased still more had the diversion of banking capital not taken place.

It is a remarkable fact, however, so far as Ontario is concerned, that, notwithstanding the rapid strides this Province has made in material prosperity, there has been a striking diminution, or rather diversion of Banking Capital, within the last ten years; for, while the paid-up Capital controlled in Western Canada amounted to \$9,000,000 in 1860, the amount now controlled in and west of Toronto, amounts to less than \$5,000,000 represented by the Bank of Toronto, the Bank of Commerce, the Royal Canadian, and the Niagara District Bank.

The formation of the New Dominion into one confederacy, has given a great impetus to the population, trade, and manufactures of the country generally, but especially to the Province of Ontario. A comparison of the trade returns shows that the commerce of Canada is double what it was ten years ago, while her manufacturing and agricultural interests have more than doubled in the same period of time. The population has largely increased in numbers as well as wealth. New and important public and private enterprises, including railways penetrating into the interior of the country in all directions, and a variety of other industrial undertakings, call for a larger amount of Banking Capital under conditions which promise a liberal return to investors, as is evidenced by the present high quotations of stocks and the liberal dividends of well constituted Banking Institutions.

The promoters confidently anticipate that the Dominion Bank is destined to occupy a wide field of usefulness, therefore, in promoting the general prosperity.

The Dominion Bank will be organized with a Capital of One Million Dollars, of which it is intended to place only Four Hundred Thousand (\$400,000) upon the market at present. About a quarter of this amount (\$100,000) has already been subscribed by the gentlemen whose names are mentioned in this Prospectus and their friends, and subscriptions are now invited for the balance (\$300,000).

Stock Books have been opened at the OFFICE OF MESSRS. PELLATT AND OSLER, KING STREET EAST, TORONTO, where any further information respecting the position and prospects of the Company may be obtained, the names of subscribers received, and where all communications to the Directors should be addressed.