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# The Shareholder

## AND INSURANCE GAZETTE.

"NOTHING IN MALICE."

Vol. IV.—No. 43.

MONTREAL, FRIDAY MORNING, OCTOBER 27, 1882.

\$2.00 per Annum

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**BRIGHTON SELTZER,**  
**POTASS WATER,**  
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Calling at intermediate ports, and connecting with all Railways at Toronto, Hamilton and other ports.

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

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

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

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EDWARD RAWLINGS,  
*General Manager.*

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**THE GUARANTEE COMPANY**  
 OF NORTH AMERICA.

|                                      |             |
|--------------------------------------|-------------|
| CAPITAL AUTHORIZED                   | \$1,000,000 |
| PAID UP IN CASH (No Notes),          | 295,000     |
| ASSETS, January, 1882,               | 850,000     |
| DEPOSIT WITH GOVERNMENT, (at Ottawa) | 57,000      |

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 LOOKING FOR FINE CARRIAGES  
 With Intelligent Drivers,  
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**593 AND 595**  
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ALL KINDS OF  
**RAILWAY CARS**  
 Manufactured  
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**SHORTEST NOTICE.**  
 Warranted to give satisfaction Applications regarding terms may be sent to  
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Superior Pale and Brown Malt, India Pale and Other Ales, Extra Double and Single Stout, in wood and bottle.

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INCORPORATED BY ACT OF PARLIAMENT.

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CAPITAL PAID-UP..... 11,999,900  
RESERVE FUND..... 5,500,000

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National Bank. Buffalo, Bank of Commerce  
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land. British Columbia, The Bank of British  
Columbia. New Zealand, The Bank of New  
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(Issue Circular Notes and Letters of Credit  
or Travelers available in all parts of the  
world)

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BRITISH NORTH AMERICA**

ESTABLISHED IN 1838.

Incorporated by Royal Charter in 1840.

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Richard H. Glyn. J. Murray Robertson.  
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CAPITAL PAID IN 1st MAY, 1882 1,297,584  
RESERVE FUND - - - 220,000

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Lang.  
Boston.—Tremont National Bank. 36-

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HEAD OFFICE, - - - MONTREAL

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SURPLUS..... 200,000.

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Nov. 10th, 1880 46-1r

**LA BANQUE NATIONALE.**

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Sherbrooke, - John Campbell, do

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lection business transacted. Particular at-  
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respectfully solicited. 6-1r

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NEW YORK—National Bank of the Republic.

QUEBEC AGENCY—La Banque Nationale. 32

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CAPITAL, PAID-UP, - - \$5,700,000  
RESERVE FUND, - - 750,000

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**The Molsons Bank.**

Incorporated by Act of Parliament, 1855.

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M. HEATON, - - - - - Inspector.

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Exeter, Owen Sound, Trenton,  
Ingersoll, Ridgetown, Waterloo, Ont  
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and their Branches.

New Brunswick—Bank of New Brun-  
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Bank; Buffalo, Farmers' and Mechanics'  
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Collections made in all parts of the Do-  
minion and returns promptly remitted at  
the best rates of exchange.

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

THE SHAREHOLDER.

MONTREAL, FRIDAY MORNING, OCT. 27, 1882.

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THE TELEGRAPH OCTOPUS.

SILENT and rapacious as VICTOR HUGO'S marine monster is the telegraph and cable combination. It has the advantage, however, over the creation of the great French novelist in that it has two realms, land and water, in which to prey. The telegraph combination in the States has already thrown out its fatal feelers all over the Union, and, with its destructive monopoly, is preying upon some of the best interests of trade and commerce. It has already extended its lethal influence in the Dominion to an extent altogether undesirable, and in our Far West especially has received considerable journalistic support. This, however, we should hope has been rendered rather from a hasty consideration of the merits than from any well-considered conclusion. The latest effort at encroachment on the part of the foreign telegraphic influence has been made within a few days. We learn, indeed, that for some time past the press of British Columbia has been attacking the Dominion Government for refusing to allow an American company to lay a cable across Puget Sound, from Point Angelos, in Washington Territory, to Victoria, on the British Columbia side. On enquiry at the office of Government Telegraphs at Ottawa it is learned that it is the intention of the Government to lay this cable next year to form part of their telegraph system in British Columbia, for which purpose an appropriation will be asked next session. At a large outlay the Dominion Government has acquired and completed the telegraph system of British Columbia, the line running from Victoria, in a northerly direction, to Nanaimo, thence by cable via Burrard Inlet to the mainland, thence to New Westminster, where it connects with the Western Union Telegraph lines. The object in laying the cable from Victoria to Point Angelos, a distance of sixteen miles, is to connect with the United States government line, which it is understood will be built from New Dungeness to Cape Flattery, the extreme north-western point of Washington Territory. At New Dungeness connection will be made with the Puget Sound Telegraph Company's line running to Seattle, where they form a connection with the Western Union system. As fully seventy-five per cent. of the whole telegraph business of British Columbia is done at Victoria, by granting a private

company the right to lay a cable across Puget Sound the Government would in a short time find that business would all be sent by cable to connect with the American lines, leaving the lines they now own an unprofitable burden on their hands. These, we believe, are the real facts of the case, and every Canadian will rejoice to see that our Government has put its foot down even thus far to arrest this foreign telegraph octopus. Such action is not only good in itself, but this movement will be hailed as an indication that the Government means to identify itself with the telegraph system of the country, at all events within our own boundaries, on a large scale. This policy we have all along advocated, and were indeed among the first, if not the very first, to bring it prominently before the authorities and the public. As we have many times before remarked, the people will endorse any action of the Government, irrespective of cost, which will keep us clear of the fatal combination which is striving, with machinations as effective as they are well concealed, to bring this country under its fatal and octopus-like influence.

THE CANADA PACIFIC RAILWAY TERMINUS.

THE site of the Montreal terminus of the Canada Pacific seems at length to be substantially settled. The protracted negotiations have ended in a compromise, a species of result seldom satisfactory to any of the parties concerned. For months past it has been a case of "pull devil pull baker" between the now high contracting parties, and it was long doubtful whether the knight of the flour barrel or the pet aversion of the Salvation army was just a leetle ahead. Even so it is now, and it is therefore fair to assume that the settlement is on the whole one fair and equitable all round. We may say for the benefit of non-local readers that the line will come westwards into the city nearly as far as the old Bonsecours Market, with extension up to Notre Dame St. This is a central locality, but is certainly not so acceptable as the Champ de Mars site would have been, with the historic ground itself preserved as provided for. This was, however, prevented by what was euphuistically termed "a sentimental objection" on the part of the denizens of St. Denis Street and its environs. Put into plain English, such objection resolves itself into the fact that the C. P. R. would not allow itself to be too thoroughly blackmailed, and it has surprised and disgusted its late chafferers by incontinently swallowing the renewed Bonsecours proposition. It will be a matter of a good deal of real regret—very different from the bogus St. Denis Street article—if the old Recollet Church has to strike its flag to the spirit of modern progress. It is an old land and time mark which many would fain preserve unless inexorable necessity exacts its destruction. It is hardly probable that yesterday's settlement

—if such it should prove to be—will be final. The great growth of this metropolis, and the centralisation here to such an extent of vast railway interests, will at no distant day make a general Union Station indispensable. There will be no getting over it, and the sooner the magnates realise this fact the more money they will save.

THE RAILWAY AMALGAMATION.

THE English railway and financial papers are watching with a natural interest the result of the recent amalgamation of the Grand Trunk and the Great Western of Canada. A correspondent of the London *Financier* sends to that journal a table showing the united receipts, expenses and net revenue of the Grand Trunk and Great Western of Canada railways, in the second half years of 1880 and 1881, with an estimate for the second half of the current year. The result of the working since the amalgamation will naturally be looked forward to with much interest. The correspondent estimates the increase for the current half year as £7,000 per week, with a total (gross receipts) of £1,779,465, against £1,597,465 for the corresponding half of last year, and £1,671,450 for the corresponding half of 1880. The working expenses he estimates at 64.84 per cent. during the current half, against 73.30 per cent. last year, and 65.77 per cent. in 1880, which would make the net receipts from working £634,534 this half, against £426,524 last year, and £572,019 in 1880. Adding "other receipts" and deducting "other expenditure" (interest, lease, rents, &c.) he brings out the net revenue as £378,115, against £170,105 last year, and £297,255 in 1880. The first-named amount he applies as follows, under the terms of union:—

|   |          |
|---|----------|
| <i>Grand Trunk.</i>                                       |          |
| By 70 per cent. of net revenue.....                       | £264,680 |
| To full dividend on 5 per cent. first preference.....     | £80,374  |
| To full dividend on 5 per cent. second preference.....    | 58,155   |
| To 3½ per cent. on 4 per cent. third preference.....      | 125,441  |
|   | 263,970  |
| Balance.....  | £ 710    |
| <i>Great Western.</i>                                     |          |
| By 30 per cent. of net revenue.....                       | £113,435 |
| To full dividend on 5 per cent. preference.....           | £12,644  |
| To 3 per cent. guaranteed dividend on ordinary stock..... | 91,752   |
|   | 104,396  |
| Balance.....  | £ 9,039  |

This calculation is quite satisfactory so far as it goes, and we are able to state our belief, founded on results already attained, that it is not an overestimate.

A C. P. R. FLEET.—A contract has been entered into with Clyde ship-builders for four first-class steel steamers for the Lake Superior trade and to aid in the construction of the Lake Superior section of the Canadian Pacific Railway. These steamers are to be splendidly equipped for freight and passengers, and will run from 15 to 20 miles an hour. They will probably run between Algoma Mills and either Fort William or Prince Albert landing, perhaps, at both those points.



## THE SHIP-CANAL FEVER.

AN epidemic taking the form of a ship-canal fever has lately broken out violently over a large portion of the world. These projects, if carried out, are calculated largely to divert or perhaps extinguish some of the prevailing channels of commerce and the course of the carrying trade, and are therefore worthy the attention of the business community. It should be mentioned, however, that some of these proposed ship-canal are designed as warlike aids, naval and military, making their utility for peaceful purposes quite an ulterior consideration. In addition to the now famous Suez Ship-Canal, and the Manchester project temporarily occupying only secondary public attention, and that of Panama of which for the moment we hear so little, the French authorities have under consideration the proposed construction of a ship canal from Bordeaux to Toulouse and Narbonne, by which a waterway would be gained from the Bay of Biscay to the Mediterranean, thus securing a great saving of distance as compared with the Gibraltar route. The length as far as Toulouse is about 270 miles, and the highest point 500 feet above the sea level. The supporters of the project contend that vineyards may be established with advantage all along the waterway, while naval men support it as substantially neutralising the value of the famous rock of Gibraltar, which closes the gate of the Mediterranean. It is thought that, however valuable this work would be both for military purposes and those of peace, the cost would be too much even for French resources. Again, the German Government, sensible of its insignificance as a naval power, in spite of its considerable fleets and armaments while virtually shut up in the Baltic, is proposing the construction of a canal connecting the North Sea and the Baltic. According to the original plan, as drawn up by the Government engineer, LENTZE, in 1865, the canal was to run from St. Margarethen, on the Lower Elbe, to Eckernforde, on the Baltic, and the cost was estimated at over \$20,000,000. It was afterward decided that, in order to make the canal more valuable from a strategical point of view, it should debouch in the bay of Kiel, and the extra expense of doing this was estimated by LENTZE at \$7,500,000. This was ultimately dropped. Other proposals were that the canal should proceed from Brunsbuttel to Holtenu, in the Baltic, and estimating its cost at \$23,000,000. Such are the German schemes, but in time of war the British fleet could with ease block up both mouths so that neither would be of any real use for strategic purposes. The Greeks, too, talk of cutting through the Isthmus of Corinth—a project also talked of, by the way, a score of centuries ago, and possibly as near to execution then as now. Coming nearer home, some American papers think that the question of a "free Erie canal" in New York must broaden into that of a ship canal, and that this is perfectly feasible, not only

by way of the Erie, but also by way of Lake Champlain from Lake Ontario to the Hudson River. The resources of the Federal Government are to be called on in aid, and with good prospects of a favorable response. We say nothing of the proposed second Suez canal, for though it would probably find abundance of employment the talk of its construction seems intended rather to convey a threat than to denote a serious purpose. We have said enough, however, to show that the world of enterprise is moving and that, too, in the direction of facilitating trade and commerce and cheapening freight and passage.

## THE NORTH-WEST CROPS, 1882.

A FEW years ago, when the news began to spread that a North-West territory of the rarest quality had been opened for settlement by the Government of Canada, the people of older colonies were induced to turn their attention to it, and, after them, those of Scotland and other parts of the British empire. About the years 1872-'73 it became known that north-west of the Red River there existed land of unsurpassed agricultural resources. Ten years have rolled away and the narratives of big crops of the highest quality have been supplemented by each succeeding year's reports until the new settlers wonder how it is that a land so fertile should have remained unpeopled so long. The latest reports continue to surprise and baffle all but those who have lived on the spot and witnessed the remarkable yields of produce. Nearly one hundred reports have been received from the Hudson Bay Company's agents, post-masters, railroad agents, and others, which show the crops of the present year to be in no degree inferior to any preceding one, while the areas under cultivation have immensely increased and the aggregate fruits of the kindly soil also. The yields of wheat have been from 25 to 60 bushels to the acre, the average crop being 32 bushels. In one case 104 bushels were cropped from two acres, and in another 60 bushels were taken from a single acre. This crop is remarkable for its fine quality of grain; the berries are large and plump, and weigh from 65 to 67 lbs. to the bushel. Such weights may well make farmers smile, and millers glad, when we reflect that the average weight of the grain is 60 lbs., and that 63 and 64 lbs. are considered very unusual weights. Such is the wheat crops of the great North-West. Oats are no less favorable, but excel the renown Irish and Scotch-grown grain. From 38 to 72 bushels an acre have been harvested of this important cereal, and an average of no less than 44 bushels an acre. The weight of this yield is just as wonderful as that of wheat, and is as much superior to the Irish or Scotch article as the quantity per acre. From 42 to 48 lbs. per bushel have been registered, a weight exceeding by fully 5 lbs. anything which is obtained in the old country. Barley and peas show

well both in yields per acre and in the specific gravity of the grains themselves. Potatoes show to greater advantage there than in any other part of the world. Considering that labor is dear and the crop needs a certain amount of cultivation even under the best circumstances, the yields of 200 to 400 bushels is little short of a miracle. The average produce of this crop is 274 bushels per acre, while many have reached 300 and 350, and in more than one instance 400 bushels were obtained. The price of wheat at the farm in most parts of Manitoba is 80 to 85 cts. per bushel. Now with 32 bushels per acre at 80 cts. per bushel we get a return of \$25.60. The cost of cultivating varies according to circumstances from \$8 to \$11. Taking \$10 as the average the profit of the wheat-grower is at once seen to be \$15. Farmers having one hundred acres of wheat make the very respectable income of \$1,500 on that crop alone. To men who are lucky enough to hold a half-section of 320 acres, and have capital enough to work it, \$5,000 net profit would be an easier result. Potatoes are still more profitable, as the demand for seed and the consumption of food in the North-West is such that every bushel grown is needed there for food. Potatoes are worth 60 cts. per bushel, and the average crop is 274 bushels per acre or eight tons and a quarter. Now it is very doubtful whether any one in Manitoba spends more than \$20 per acre on this crop; but supposing it is no less than that, and that the potato yield was five tons per acre, or 170 bushels, which is more than double the Irish average, we get a return of \$102 per acre, from which we deduct working expenses and then net the magnificent sum of \$80 per acre. For every ten acres we get \$800. With a horse and cart and plough any man could cultivate, with the assistance of a laborer, ten acres of potatoes and ten of wheat and five of oats. On good average land this would give him at least 200 bushels per acre of potatoes, or six tons, which at \$20 per ton would yield \$1,200 on ten acres, or \$1,000 net. Cabbages, tomatoes, cucumbers, and wild fruits abound, and tell the same story of excellence. The grand collection of the agricultural products of the North-West made by Mr. ALEXANDER BEGG, the agent of the Canada Pacific Railway Company, for the purpose of exhibiting in the English metropolis, is the best testimony that can be offered of the great value of the country for raising food. Already much of the beef and mutton consumed in Manitoba and the North-West is raised from native soil. The incompleteness of the statistics prevents us giving any details of yields in animal food. The high character of the natural grasses of the country has long been known and its ability to feed millions of beeves and sheep. The high prices of meat since last spring give encouragement of great progress in the feeding of live stock. The excellent condition of the cattle when brought to market is a subject of comment the world over. That

cattle should lay on flesh so rapidly in the north-western climate is in itself the strongest evidence of the profitableness of stock-raising. It would be interesting to obtain some idea of the area of land under arable crops, but as the Government do not collect statistics we are left to conjecture. It cannot, however, be short of two million acres, and two million five hundred is, we think, nearer the number. The area must increase largely during the coming season now the C. P. R. have an unbroken line of 1,000 miles of railroad from Old Wives' Lake to Thunder Bay.

#### THE WACKERLE CASE.

In our issue of the 13th inst., under the heading "A Life Insurance Cause Célèbre," we gave an epitome of the above extraordinary case. So far as we were then aware this was its first appearance before the Courts, but we had little hope it would be the last. We now learn from SLATORS' *New York Insurance Journal* of the 20th inst. that the *Ætna Life Insurance Company* of Hartford was the first to repudiate its obligations in connection with Mrs. WACKERLE. This company has gained for itself so much experience as a resistant of claims that it may possibly have expected to gain its point early. In this hope, if it was ever indulged in, it was on this occasion, and not for the first time in its career, defeated. The jury, as in the *New York Life Insurance Co.* case, quoted by us a fortnight ago, gave a verdict in favor of Mrs. WACKERLE. If that lady was ever sanguine enough to imagine that the matter was to end here, and that her future labors in it would be limited to accepting the monies due to her by these two companies, and giving a receipt therefor in full, she has ere this been painfully awakened. In our former comments on this case we said, "We read but too often of the glaringly iniquitous resistances on the part of insurance companies to pay just claims, and how, to avoid doing so, they drag the poor and weary claimant from one Court to another." We are not, therefore, in the least degree surprised to learn, from the *New York paper* above quoted, that both the *Ætna Insurance Company* of Hartford, and the *New York Mutual Life Insurance Company* have determined further to drag this poor lady into the United States Supreme Court. What that means is pretty generally understood. It means, among other things, a delay protracted it may be for years, at a cost which not only no poor person but even one of moderate means can possibly stand. In other words, it means a forced capitulation—forced by poverty—of the too presumptuous plaintiff, and a submission to any terms offered by the defendants. With all our experience in this policy of resistance on the part of certain companies, especially those of foreign origin, we are still loth to believe that this case was properly reported in the despatches. If, however, nothing was kept back, we see no

occasion to recall our former words, that "of all the barefaced rascalities in the above line, the WACKERLE case, if fairly reported, immeasurably bears away the palm above all infamous competitors."

**BIG BANK SWINDLE.**—In the case of the Receiver against the Directors of the First National Bank of Newark, N.J., a few days ago, THOMAS, paying-teller, testified that in 1874, Mr. COOK, a director, informed him of a deficiency in the account of DOVELL, receiving-teller, of \$95,000. COOK said the deficiency would not be made public. A dividend of 5 per cent. was declared a week after DOVELL's embezzlement, and for the purpose of the dividend a false entry was made. The directors personally drew large amounts as dividends.

**THAT TROUBLESOME TAX.**—The local Government has just entered suit against the Grand Trunk, Canadian Pacific, South Eastern and Montreal, Portland and Boston Railway Companies for the recovery of the tax, whose legality is now in dispute. It is not improbable that, as in the forty insurance cases, one test case will be allowed to decide the whole. Similar proceedings have been instituted against the steamboat companies.

#### "RAISED" AND CERTIFIED CHEQUES.

In our last we called attention to an important decision of the New York Court of Appeals respecting "raised" and certified cheques. That decision, it will be remembered, declared a certifying bank liable only for the sum really due by a cheque. As regards this disposition of that point itself, it is not unlikely it may be sustained in a still higher Court, to which in all probability it will be referred. But in this case the "raised" cheque itself was exhibited to the Teller, who pronounced it "good" as it stood, though a reference by that officer to the books would have instantly shown the fraud. Was, or was not, the Teller justified, when the point was thus directly submitted to him, in making so cursory an examination as he confessedly did? This question has to be decided. In the meantime, the ruling of the Court has proved far from unanimously satisfactory to the New York financial world, opinions being a good deal divided. *Thompson's Bank Note Reporter*, an eminent authority on all such matters, is a strong dissident. It says:—"This may be good law, but it is a question whether it does not make a successful practice of fraud easier. When a cheque is raised after certification and is then accepted by a person without inquiry at the bank the bank cannot reasonably be held liable beyond the amount which it certified. But the case is different when the person to whom the raised cheque is presented takes the precaution of inquiring at the bank as to its genuineness, and accepts it on the assurances there received. In such case it is a very easy matter for the bank to detect the fraud. A reference to its books will

show the exact amount for which a cheque is certified, and at once disclose the fact of its being 'raised.' It would seem to be but reasonable to expect a bank, when asked whether a certification is good, to make this comparison between the certified amount as shown by its books and the amount appearing on the face of the cheque." When lawyers and judges disagree, who is to decide? It will doubtless fall ultimately to the Supreme Court to give an arbitrary solution, so far as the United States are concerned. But, without presuming to anticipate the decision of that august body, the view may probably be widely taken that in this special instance there was sufficient *laches* on the part of the bank, as represented by one of its recognised agents, to make it both legally and equitably responsible for the loss that certainly accrued to an innocent holder who had first taken every reasonable precaution to make himself secure.

#### INSURANCE LAW—INTERNATIONAL CONFLICT.

A CONVENTION of American Insurance Commissioners was held a few days ago, and on a discussion relative to the assets of foreign companies a leading member took the opportunity to repeat his legal opinion as to the treatment policyholders might expect if they ever had to collect their claims through foreign courts of law, which is opposed to the convictions, so far as Great Britain is concerned, of most eminent jurists on both sides of the Atlantic. A similar cry of alarm, retorts the *New York Insurance Journal*, was got up by the rivals of the two great American Life companies located in the British metropolis, when it was shown beyond a doubt that such claims would be internationally acknowledged, and that the naked assertion to the contrary was a mere weapon of the enemy. "As to the folly of acknowledging the branch of a great company and ignoring the root from which it receives its sustenance," it continues, "we have on several former occasions expressed our sentiments. The insuring public will reject such sophistry, as well it may, when it is remembered in the losses at two of our greatest conflagrations of the century—Chicago and Boston—when the losses of the British companies alone amounted to millions of dollars, every cent was promptly sent from the home offices, so that the funds in the States might remain undisturbed by the disaster." Those who live in glass houses should not throw stones, and in view of the WACKERLE and a hundred other repudiations, both fire and life, the less stir certain foreign companies make the more fragrant the insurance air will be.

**U. S. FOUR PER CENTS.**—The *Reporter* says that the great mass of the American people are too active, enterprising and pushing to be permanently satisfied with four per cent. as a return for invested capital, and shrewd capitalists are selling out four per cent. government consols and putting the money in real estate.

## THE STOCK MARKET.

THE week has been marked by a steady fall in prices and a reduction in extent of sales without any exception of importance. Comparing the prices of leading stocks with those of a week ago, we find a decline of  $6\frac{1}{2}$  per cent. in Bank of Montreal, 6 in Commerce,  $5\frac{1}{2}$  in St. Paul and Manitoba Railway, 5 in Federal and City Gas Company, 4 in Toronto, 3 in Merchants' and 2 in Molson's. The Bank of Montreal, after declaring a dividend of 5 per cent. for the half-year ending this month, has fallen to  $207\frac{3}{4}$  ( $206\frac{3}{4}$  ex. d.), with a total of 3,902 sales during the week. Considerable excitement was manifested on "the street" when the decision as to this dividend was made public, speculation having been largely based on a higher rate or the addition of a bonus of 1 per cent. The directorate, however, appears to be resolute in its adherence to its conservative policy—a policy thoroughly endorsed by all but mere speculators and a minority of shareholders. The official statement and report of this bank will not be made known till next week, and an "approximate guess" made by a local journal is officially pronounced to be all "guess" and no "approximate." The views of the President, Mr. SMITHERS, on the present financial and commercial position are looked forward to with much interest and some anxiety. It is rumored that the care and caution inculcated by that gentleman in his last address will not only be sustained but be even still more urgently recommended, the necessity being alleged to have rather increased than diminished. Merchants' has this week declared a dividend of  $3\frac{1}{2}$  per cent. for the current half-year, but as regards rates and sales it has to fall into rank with the other institutions as herein reported. The earnings of the half-year have been very satisfactory, but it is intended to build up a strong reserve before increasing the distribution of profits. The Bank of Toronto has also declared a dividend for the half-year of 4 per cent., an increase of  $\frac{1}{2}$  per cent. on the last rate. This Bank at one time paid its shareholders 10 per cent. per annum, but during the bad times reduced the dividend to 6 per cent. rather than make a heavy inroad on the reserve. As the "rest" is again up to 60 per cent. of the capital, the shareholders hope to divide a larger proportion of the profits in the future. The Jacques Cartier is also expected to announce a dividend this week. The Bank of Hamilton has declared a half-yearly dividend of  $3\frac{1}{2}$  per cent. Ville Marie has declared 3 per cent., an increase of  $\frac{1}{2}$  per cent. Quebec Bank,  $3\frac{1}{2}$  per cent., an increase of  $\frac{1}{2}$  per cent. Commerce, like its rivals, has also retrogressed as to quotations, while the sales show some diminution over last week. The little flurry arising from the connection of the HOPE failure at Montreal with the affairs of this institution subsided as soon as it rose; but whether the additional trouble of the Hamilton branch will have any permanent effect on its quotations has yet to

be seen; they have fallen, however, to 136, at which price they closed as we made up this report. Of the other banks, it is only necessary to say generally that quotations slightly retroceded and sales diminished, which may be said also of Montreal Telegraph. Richelieu sales amounted in all to 1,625, and prices were fairly maintained, closing at  $74\frac{1}{2}$ . City Passenger continues its *facilis descensus*, the comparatively small maximum of  $144\frac{1}{2}$  last week being exchanged for a minimum of  $125\frac{1}{2}$  this, closing price being  $126$ : sales last week, 11,247; this, 4,283. Bottom is now supposed to be about reached. City Gas is being made the arena for the "bulls" to make a great fight to maintain unsoundly high prices, and they succeeded in getting it to a maximum of 192, whence it fell to  $187\frac{3}{4}$ , closing at  $186\frac{1}{2}$ , while the sales reached 8,610 as compared with 9,650 last week. It is expected that the bears will have a satisfactory innings soon. North-West Land Company showed 2,295 sales, at from  $99\frac{1}{2}$  to  $100\frac{1}{2}$ . St. Paul, M. and M. fell to 152, closing at 153.

The Money Market has been much firmer this week, and the anticipation of any relaxation before spring is but little indulged in. The amount of produce, the result of the past harvest, is coming in with a slowness unparalleled, the farmers holding back for higher prices, and to this fact alone a good deal of the stringency is due. Farmers are not paying the country storekeepers, and these latter are compelled to ask extension. On the local market, call loans on stocks cannot be made under 7 per cent., and even a higher rate is paid in some cases. Commercial paper is discounted at 7 per cent. for the bulk offering, but renewals and bills out of the ordinary are charged  $7\frac{1}{2}$  @ 8 per cent. Sterling exchange is steady at  $8\frac{1}{2}$  for round amounts of 60-day bills,  $8\frac{3}{4}$  prem. cash over the counter,  $9\frac{1}{2}$  @  $9\frac{3}{4}$  prem. for demand bills.

## BANK OF MONTREAL.

THE dividend recently declared by the Bank of Montreal has rather dampened the anticipations of speculators in this stock. The managers of this vast concern, however, know what they are about. No pressure, however great, will cause them to swerve from the right path. LUCIFER, aye! many LUCIFERS, have fallen within the memory of modern times by taking the opposite course. It is the mission of this great Bank to do its best, but stand firm there.

A BANK PRESIDENT'S FRAUDS.—The offence for which Mr. BENYON, President of the defunct Pacific National Bank, of Boston, is indicted is that of issuing time drafts illegally and fraudulently. BENYON broke the bank by loaning money without security, the institution losing two millions in this way. It has taken a year to work up the evidence.

THE POST-OFFICE MUDDLE.—The Post-Office investigation is being continued by Mr. SWEETMAN in conjunction with Mr. E.

F. KING, the Inspector here. Much money stolen from the mails has been discovered, but we hear of none having been restored. We trust the P. O. D. does not mean to "annex" it permanently.

TARIFF CHANGES.—The reports that important tariff changes are contemplated are, we have reason to believe, unfounded. Some minor changes of detail are, however, probably under consideration. Now is the time for grievance-mongers to let their complaints be heard, as they will have little chance of receiving attention when Parliament is actually in session.

BRITISH INSURANCE COMPANIES.—Insurance circles in New York are excited over the report that a company in Ireland and another in Scotland are about to establish agencies there. Foreign competition has already driven several local companies out of the business, not only in the city, but throughout the state of New York.

BANK OF HAMILTON.—The management of the Bank of Hamilton is making a call of ten per cent. on the subscribed capital payable on the 20th prox. This, says the *Gazette*, will to some extent relieve the difficulty it has experienced in keeping its circulation within the prescribed limits of the law, and at the same time increase its earning power.

GRAVEYARD INSURANCE.—A recent investigation at Springfield, Ill., shows that the Capital Life Insurance Company has been transacting the worst kind of graveyard insurance, and has swindled thousands of people. The Attorney-General has instituted *quo warranto* proceedings to wind it up. The officers will be arrested.

## THE NEW G. T. R. ROUTE TO OTTAWA.

THE date originally fixed for the opening of the new route to Ottawa *via* the Canada Atlantic Railway will be duly observed. On Wednesday next the Grand Trunk will initiate this additional course of traffic, the trains starting from the Bonaventure Station and proceeding on to the capital from Coteau. The running time is to be three hours and forty-five minutes into the heart of Ottawa, and those who have already been over the new road represent it as in perfect condition.

NEWS AND STOCK TELEGRAPH CO.—The News and Stock Telegraph Company of New York, capital \$600,000, with the privilege of increasing it to \$2,000,000, was incorporated this week at Albany, N. Y. The line is to run through the United States and Canada.

INSURANCE STATISTICS.—A recent compilation of fire statistics shows that in 1881 there was paid for fire insurance in the United States \$79,000,000, and that at the close of the year the amount of property insured was \$11,000,000,000. During 1881 twenty fire insurance companies, with an aggregate capital of \$3,005,850, went out of business, and two others reduced capital from \$400,000 to \$250,000.







SUNDAY RAILROAD TRAINS.

The question of applying ordinary "Sundays laws" to the operations of railroads and steamboats is confessedly difficult. The laws themselves are meagre and obscure. In most states the law protecting Sunday is little more than an old fashioned transcript of an act of parliament passed in the reign of Charles the second, and simply prohibits prosecuting labor or business on the first day of the week, excepting works of necessity, charity and mercy. To some it has seemed obvious that a railroad train, to say nothing of an excursion steamboat, is neither necessary, charitable nor merciful; and they have demanded the immediate suppression of these conveyances as gross violations of the law. Opposed is a view that some, any indeed, of the passengers aboard a train or boat may be travelling for necessity or charity—may be going to church, visiting the sick, hastening for physician, or the like—and how can the law assume to discriminate among motives? If some travel may be necessary, some conveyances must be allowable. Again, if a train carries a United States mail can a state law obstruct it? Again, are not railroads and steamboats forms of commerce? and is not the power to regulate their movements on Sunday wholly vested in congress?

A broad and novel view has been taken by the court of appeals of Kentucky. The case was no petty controversy between individuals, but a prosecution on behalf of the state against the Louisville & Nashville railroad company, covering its general business of Sunday trains. The state authorities frankly avowed that the trains carried mails as well as passengers, baggage and freight. But the company does not seem to have invoked federal authority at all: at least the opinion discusses only the broad question whether the state Sunday law is applicable to railroads. The court said that "work of necessity" in these laws does not mean absolute physical necessity. The law regards that as necessary which the common sense of the country in its ordinary mode of doing business regards as necessary. The necessity may grow out of the general course of business, or even be an exigency of a particular vocation. And it sustained the lawfulness of running reasonable Sunday trains on the general ground that modern usages of travel and transportation have made them necessary. — N. Y. Tribune.

WHY HE WANTED TO WORK FOR THE UNION MUTUAL.

An application was made to this Company within the past month by a prominent life insurance manager for employment, and in giving his reasons for applying to the Union Mutual, he made the following statements:—

I have worked life insurance for nearly fifteen years, and with great success. I love the business and believe I am doing a great good to mankind while pursuing it as a means of self support.

It has been my good fortune to pay, at the opportune moment when it was most needed, the proceeds of a life policy to many poor widows and orphan children, and on these occasions I have been proud of my business and the company I represented, but I found among the living two prolific causes of complaint which gave me great trouble. Many of my customers, through carelessness or temporary financial pressure, would allow their policies to lapse by not paying their premiums and then complain to me and to others of the money they had lost in life insurance. Although I knew they had failed in fulfilling a contract fairly made, and that they had received the benefit and protection of insurance during the period of payment, my argument was weakened and my sense of justice offended by the forfeiture of the reserves which I knew had been accumulated for the ultimate payment of the policy. Of course I talked about the right to a paid-up policy which they might have claimed while the policy was in force, but I knew that to many of them it was no protection; they all (with the exception of a few chronic grumblers at everything and everybody) expected to pay, up to the last moment, and until it was too late to make the application required by the policy.

Large numbers of these men became the open enemies of life insurance, and talked against me and my business on all occasions.

It also occurred again and again that after a lapse of years my customers would insist that I had made this and that statement in relation to the policy.

It counted for very little that I knew that they were mistaken, and that I had never said the things whereof they accused me; they were generally honestly self-deceived, but I had no means to convince them of the fact.

After much trouble of this kind I accidentally became acquainted with the Union Mutual policy, and soon satisfied myself that it met all these difficulties perfectly, and that is the reason why I want to work for the Company.

In the first place, the policy is a perfectly clear and definite contract for every year that it is in force, and shows upon its face what will be the result of payment or non-payment of each premium, and the policy-holder don't need to do anything to take the advantage of the terms. The policy is self-explaining and self-operating, and will, I think, do more to make life insurance popular than any plan yet offered to the public.

No agent can misrepresent it or the policy will contradict him. If he is accused of falsehood, he can appeal to the policy and find in its distinct and complete statements his perfect defence.

No policy-holder can, after three annual payments, allow his policy to lapse under any circumstances. If he stops paying, there are no letters to write, no policy to return, no nonsense of any kind, the policy starts in and runs for the term provided without negotiation or assistance from anybody.

These are the principal reasons why I offer to contract with you, but there are many others, such as your prompt

payment of losses, your incontestable policy, your accelerating endowment, &c., &c. Indeed, I think your policy contains every good feature of any existing policy, and some which belong to it alone.

It is needless to add that this gentleman is now one of the active workers for the Good Old Union Mutual, and giving us earnest work and lots of new business. Communicated.

ERA OF PROGRESS.—STATEMENT, JUNE 30, 1882.

|  |                         |                     |                |
|--|-------------------------|---------------------|----------------|
| <i>New Policies Issued.</i>                    |                         |                     |                |
| First Six months, 1882,                        | 1,017                   | Insuring,           | \$1,764,570    |
| " " " 1881,                                    | 716                     | "                   | 1,213,202      |
| Increase in Six months, 1882,                  |                         | 301                 | \$551,368      |
| <i>New Premiums Reported by Agents.</i>        |                         |                     |                |
| First Six months, 1882.....                    |                         |                     | \$45,410 18    |
| " " " 1881.....                                |                         |                     | 31,233 88      |
| Increase in Six months, 1882.....              |                         |                     | \$14,176 30    |
| <i>Premium Receipts.</i>                       |                         |                     |                |
| First Six months, 1882, less single Premiums.. |                         |                     | \$337,665 19   |
| " " " 1881, " " "                              |                         |                     | 331,818 24     |
| Insurance Cash Proms. Six months, 1882.....    |                         |                     | \$5,846 95     |
| <i>Expenses.</i>                               |                         |                     |                |
| June, 1881, \$24,136 92                        | First Six months, 1881, |                     | \$140,681 93   |
| June, 1882, 20,989 70                          | " " " 1882,             |                     | 125,515 34     |
| Decrease, \$3,147 22                           |                         | Dec. in Six months, | \$15,166 59    |
| For year ending June 30, 1881.....             |                         |                     | \$292,581 21   |
| " " " 1882.....                                |                         |                     | 258,145 27     |
| Decrease.....                                  |                         |                     | \$34,435 94    |
| <i>Payments to Policy-Holder.</i>              |                         |                     |                |
| First Six months, 1881.....                    |                         |                     | \$600,255 47   |
| " " " 1882.....                                |                         |                     | 419,691 43     |
| Decrease.....                                  |                         |                     | \$180,564 04   |
| <i>Convertible Cash Assets.</i>                |                         |                     |                |
| Dec. 31, 1881.                                 |                         |                     |                |
| Collateral Loans.....                          |                         |                     | \$260,388 20   |
| Cash.....                                      |                         |                     | 82,394 41      |
| Bonds, R. R.....                               |                         |                     | \$485,677 50   |
| Bonds, City and County.....                    |                         |                     | 276,569 05     |
| Bonds, Government.....                         |                         |                     | 240,400 00     |
| Bank Stock.....                                |                         |                     | 31,473 00      |
|  |                         |                     | 1,034,119 55   |
| Cash, in transit.....                          |                         |                     | 1,029 11       |
|  |                         |                     | \$1,377,931 27 |
| June 30, 1882.                                 |                         |                     |                |
| Collateral Loans.....                          |                         |                     | \$ 80,455 00   |
| Cash.....                                      |                         |                     | 90,578 91      |
| Bonds, R. R.....                               |                         |                     | \$663,499 25   |
| Bonds, City and County.....                    |                         |                     | 287,868 68     |
| Bonds, Government.....                         |                         |                     | 278,431 24     |
| Bank Stock.....                                |                         |                     | 137,163 50     |
|  |                         |                     | 1,366,962 67   |
| Cash, in transit.....                          |                         |                     | 17,283 16      |
|  |                         |                     | \$1,555,278 74 |

A \$20.00 Biblical Reward.

The publishers of *Ruledge's Monthly* offer twelve valuable rewards in their *Monthly* for November, among which is the following:

We will give \$20.00 in gold to the person telling us which verse in the New Testament Scriptures (not the New Revision) contains the greatest number of words by November 10th, 1882. Should two or more correct answers be received, the reward will be divided. The money will be forwarded to the winner November 15th, 1882. Persons trying for the reward must send 20 cents in silver (no postage stamps taken) with their answer, for which they will receive the *December Monthly*, in which the name and address of the winner of the reward and the correct answer will be published. This may be worth \$20.00 to you; cut it out. Address RUTLEDGE PUBLISHING COMPANY, Easton, Penna.

GRAND TRUNK OF CANADA.

TO THE EDITOR OF THE "RAILWAY NEWS."

SIR,—I agree entirely with the statements made by your correspondent, "E. W. W.," in your last week's issue. Shareholders have only to wait for the half-yearly meeting, shortly to be held, and the usual "Monthly Statements" as heretofore published, and they will then be able to estimate accurately the value of their securities. I am extremely pleased to find that our beloved country is about to adorn our illustrious General, Sir Garnet Wolseley, with the highest distinction which a grateful country can confer, and I am confident that the shareholders of the above company will be disposed to act in the same generous spirit towards Sir Henry Tyler (*ambo sunt equales*), our worthy and distinguished president, who, by his profound sagacity, forethought, and tact, has overcome every obstacle in his path, towards making the company, of which he is president, one of the most prosperous and unassailable properties in either hemisphere. The carrying out of any plan for evincing our gratitude to him I leave to wiser and more experienced parties than myself. All that I can say on this point is, I shall be most happy to contribute my mite. Hoping this subject may be further ventilated, believe, me very truly yours,

A VERY OLD SUBSCRIBER.

Malton, September 25,

TWO TONS OF THREE-CENT COINS.

The United States Mint in this city has just received over two tons of three-cent silver pieces, which by act of Congress has been abolished from the national coinage. This is, however, only about one-fifth of the quantity of these small coins which are to be brought here from the various sub-Treasuries in the country, there having already been redeemed more than 10 tons. These three-cent pieces now in the Mint would fill three large wagons. They are to be re-coined into ten-cent pieces, as the three-cent nickel pieces are to take the place of the old silver three-cent coins. The Treasury Department is redeeming the small coins as fast as possible, and in a few years they will entirely disappear, and only the nickels will be in circulation. The coins have lost a very considerable per cent. of their intrinsic value by usage, in some cases amounting to as much as 25 per cent. In fact, they are rapidly wearing out. This is one reason why they were abolished and the harder and more convenient nickel substituted.—*Philadelphia Record*.

ENGLAND PREPARING FOR FURTHER WAR.

The *Army and Navy Gazette* says:—The Admiralty have decided to arm 14 fast and powerful ocean mail steamers, and to send them forthwith to cruise in the Indian Ocean, the China seas, and on the Australian Station. Fifty additional steamers have been surveyed and reported upon as in proper condition to act as armed cruisers, and should complications arise out of the Egyptian question at all likely to involve us in hostilities with a rival Naval Power, these will at once be armed and despatched to various quarters of the globe, to safeguard our ocean highways, and convoy grain-laden ships to our shores, so as to insure an uninterrupted food supply, while our regular men-of-war are employed on more serious work. Sixty guns have been ordered for the 12 cruisers now being armed, besides 48 Nordenfolt machine-guns, and the usual service allowance of ammunition for each gun. Every cruiser will carry four M.L. 64-pounders, one B.L. 40-pounder, and four machine-guns. It is somewhat significant that, at the same time, Baker Pasha and the English military officers serving in Turkey are being withdrawn from the service of the Porte, and transferred to that of the Khedive, to re-organize the Egyptian Army. We shall not be surprised to hear that Hobart Pasha and the English naval officers serving in the Turkish Navy have followed suit. But what will become of the Turkish ironclads. It is evident that the Admiralty are, at any rate, preparing for all eventualities; and the outlook is certainly not a very reassuring one, so far as the maintenance of the peace of Europe is concerned.

THE VOLUNTEERS.—Sir Noel Paton, R.S.A., has just completed the drawings for a medal which is to be struck in commemoration of the twenty-first anniversary of the volunteer movement. The obverse of the medal will bear a likeness of Queen Victoria, copied from a portrait of Her Majesty taken in 1868, and on the reverse will be an armed figure of St. Michael with a flaming sword, as the patron of righteous warfare, his shield charged with crosses of St. George and St. Andrew. On the one side, under the shelter of his outspread wings, is a group of a mother with a sleeping babe and a child in prayer, intended to symbolise Alter and Hearth, and on the other side, facing the sea, kneel three male figures in the attitude of defence, symbolising the volunteers of the three kingdoms. Beyond these figures is a war galley, in allusion to the naval volunteer service, and over all is the legend *Pro Aris et Focis*. The drawings were shown to the Queen at Balmoral last week by the engraver, Mr. Macphail, and cordially approved of by Her Majesty.

TELEPHONIC.—An interesting telephonic experiment was recently made between Brussels and Dover. A submarine cable is practically a condenser, which, by its inductive action, materially interferes with the speed of signalling. The retardation, indeed, is so great as to reduce the speed to one-fifth that attained on air lines, the same instruments being used in both cases. It was feared that this condensation would prove, for a long while, a great difficulty in the case of telephonic currents, so transforming them as to render them unintelligible. The difficulty, however, has been overcome, the honour of the achievement belonging to a distinguished Belgian physicist, M. Van Rysselberghe. On June 9th the new telephonic apparatus, designed for the purpose of counteracting the effects of induction on air lines and condensation in submarine cables, was tried with success. M. Bordeaux, the engineer of the Submarine Telegraph Company, was stationed at Dover; M. Banneux, Inspecting Engineer of Belgian Telegraphs, was at Ostend; and a third operator at Brussels. Conversation was freely exchanged through the sixty miles of cable and two hundred miles of air line. The experiment is certainly very hopeful for ocean telephony.—*Nature*.

AUSTRALIAN WHEAT.—Australia is pushing to the front as a wheat growing country. The group will have an output of grain this season equal to about fifty millions of bushels. As the total population is under three millions, a very large margin indeed exists for export, and accordingly the value of the breadstuffs shipped from the colonies now runs to seven figures. Despite the facilities afforded by low rates of ocean freight and other favorable circumstances, the Australasian wheat-grower has of late awakened to the discovery that it is far better to export flour. Thus it has come about that the export of Australasian flour is gradually, but surely, assuming gigantic commercial proportions. In the year 1863 there were in Victoria, for example, only twenty flour mills; in 1880 they numbered 145; while taking the latest statistics for the whole of the colonies in the southern seas, the figures total up to at least 500 mills, and if we may credit well-informed authorities, the number is rapidly increasing.

## THE MORTLAKE PEERAGE.

(From Chambers's Journal.)

## CHAPTER II.

My next step, after seeing Miss Onslow, was to proceed to Sandgate, and call at the addresses given me of the doctor and lodging-house keeper. The latter I could not find; she had left the town, and no one knew where she was now living. The doctor, I discovered, had given up practising, and had taken up his residence at Folkestone; so I had to hark back to that town, where eventually I found him. Dr. Scudamore proved to be a very gentlemanly old man, in no way disposed to be reticent. He remembered the whole affair. He thought the young lady was good-looking, but not very strong-minded. And somehow he imagined she was not happy, and tried to gain her confidence, but could not. Both mother and child were strong and healthy; in the whole of his practice he never saw a finer infant. He knew nothing of what became of them after they left Sandgate, and could give me no information about Mrs. Pocock, the lodging-house keeper. He, however, voluntarily stated that he did not believe that the lady he attended was dead. He gave as his reason that, as he was crossing from Calais to Dover not many months since, he saw a lady whom he believed to be his former patient. She was attended by a gentleman, who seemed to be her husband, and had a large retinue of servants. He bowed to her, and she returned his salutation. I did not attach much importance to this, because a bow from so courtly an old gentleman as Mr. Scudamore, I argued, even if given in mistake, would be almost sure to elicit a response. But Mr. Scudamore would not listen to such an idea; he was confident that the lady was the same person he had attended at Sandgate—only that she had grown more womanly and even more beautiful.

All this was very tantalising. I could not entirely credit Mr. Scudamore's story; nor did I feel perfectly satisfied with Lord Mortlake's assertion that his wife was dead. I did not for one moment imagine that he had treated his wife unkindly, or that she had been subjected to any foul-play on his part. On the contrary, I had a strong conviction that he had been deceived, and that he was in reality as much in the dark with regard to her existence and whereabouts, as I was; nevertheless, the conviction that Lady Mortlake was still alive had become so rooted in my mind that I was not inclined to give credence to anything to the contrary. It may be asked, why did I not go to Lord Mortlake and seek a solution of the mystery from him? At least he could give me his grounds for asserting that his wife was dead. That is all perfectly true; but it was not practicable. I did not know where he was to be found. Lord Mortlake had not been in England for years. He had been travelling in all parts of the world; and according to common report, had become a misanthrope, or been seized with a mania for trapping and hunting. At any rate, as far as his friends knew, he was living somewhere in the backwoods of America; and no one had any idea when he was likely to return.

One morning some time after this, I received a message from Miss Onslow, who was seriously ill, requesting that I would call upon her. Accordingly, I went, and found the lady in her sick-room. I was shocked and surprised to see how much she was altered since I had last seen her. Always thin, she had now shrunk into a mere skeleton. She beckoned me to approach her, and whispered: 'I want to speak to you alone—before my sister comes; there is no time to be lost. I am dying!'

'You can leave the room,' I said to the woman in attendance. 'I want to have some conversation with Miss Onslow of a private nature.'

'The doctor said she was not to be left,' answered the attendant sullenly.

'I will ring if there is any necessity,' I replied.

The woman glared at me; she did not answer, but left the room without a word.

As soon as the door was closed, Miss Onslow put her long thin hand out of the bed, and thrust into my hands a packet of old letters. 'Put them into your pocket,' she whispered. 'Don't let her see them; she is a spy.'

'What are they?' I asked.

'Letters—their letters—the ones we suppressed.'

'Mr. and Mrs. Stanhope's?' I asked.

'Yes,' was the reply.

'Then you were the cause of their separation?'

She gazed at me piteously, and then answered, 'Yes.'

'God will judge you for that wicked act!' I exclaimed.

'Those who separate husband and wife will have much to answer for.'

The wild yearning look in her eyes came back, and she said: 'The thought of how we treated that poor girl has been like a canker in my heart. I wish I had my time over again.'

'A vain wish, my poor woman,' I said, softened by her anguish, 'and one that will not serve you.'

At this moment the door opened, and another tall woman, the very counterpart of Miss Onslow, only stouter and better looking entered the room, and stalked across towards the sick woman, who faintly ejaculated: 'My sister.'

'What is all this, Ann—and who is this gentleman?' asked the new-comer sternly.

The sick woman essayed to answer—raised her head a little from the pillow, and then suddenly fell back. She was dead. She had been suffering, as I afterwards learned, from heart-disease, and the shock of her sister's sudden entrance had killed her.

I went home in a very sad mood. The scene I had just

witnessed was so deeply impressed on my mind, that I could not get rid of it—it haunted me; while I was almost unmanned by the thought that a soul had passed into eternity in such a state. In the hope that the perusal of the letters given me by the dead woman might distract my attention from these morbid ideas, I sat down and read them. There were more than twenty, some of so touching and pathetic a character, that I was moved to tears as I read them. Mr. Stanhope's were full of love and tenderness, urging his wife to disclose their marriage to her father, or to let him do so; vowing eternal fidelity, and complaining that she did not answer his letters. His wife's at first expressed the most unbounded love; but they gradually changed. It was evident to me that the Misses Onslow were trying to poison her mind, and persuade her that she was deserted. When the idea first dawned upon the young wife, her agony of mind as expressed in her letters was intense; but she evidently would not believe it and urged him to come and take her away. Poverty, she said, she could bear; but the thought that he had ceased to love her, was maddening. Some of her letters were very incoherent, full of passionate love, alternating with vows of hatred and revenge; and I came to the conclusion that the writer at these times was hardly accountable for what she wrote. The mystery to me was, how human beings could have read these letters and acted such an inhuman part.

From one of Mr. Stanhope's later letters, it was evident to me that he had procured an interview with one of the Misses Onslow, and had tried to discover the whereabouts of his wife. The letter was obviously written while he was in a state of great mental excitement. He said that though he still loved her, he was stung to the quick by her silence and neglect; stated his intention to accept an appointment in India, and gave an address in Calcutta where she could write to him.

The first thing I did after I had read these was to apply to Lord Mortlake's bankers for his address. They stated that they had not heard from him for some time; but they gave the address of a bank in New York through which he received his remittances. I wrote to the manager, inclosing a letter to my friend. Time went on, and I got no answer; but the letter was not returned.

Shortly after the death of Miss Onslow, I received a note from Dr. Scudamore. He said that, understanding that I was anxious to discover the whereabouts of Mrs. Pocock—the person with whom Mrs. Stanhope lodged while she was at Sandgate—he had made inquiries, and had discovered that, having lost her first husband, she had been married again to a man of the name of Minter, at Ramsgate, a small shipowner. At the same time he inclosed her address. This was another link in the chain; and I started off to pick it up.

I found the woman very uncommunicative. All I could get out of her was, that the child of the lady I spoke of died a few months after it was born, and was buried at Ashford. She admitted that she had the charge of the child till its death; and she produced a certificate of its burial. I was about taking a copy of this, when I discovered that it was a certificate of the baptism of the child, and not its burial. I took no notice till I copied it, then I said: 'Thank you. Now I'll see the certificate of its burial.'

She looked at me blankly; then she snatched up the paper and examined it. With a muttered execration, either on me or herself, I could not make out which, she produced the other paper, and gave it me. Just as I had finished making a copy of this, a handsome boy of about fourteen or fifteen entered the room. He was about to withdraw, when I stopped him and asked his name. 'George Pocock,' he answered.

'This is your son, then, I suppose?'

'Of course he is!' she replied. 'What makes you ask?'

'Because he is the very picture of what Mr. Stanhope was when he was young. The likeness is perfectly astounding.'

'I can't help nothing about who he's like,' she said sullenly. 'He's my boy.—Ain't ye, George?'

'Yes, mother,' he replied meekly.

I folded up the copies of the certificates carefully and put them into my pocket-book. The woman all this while was motioning to her boy and looking daggers at him. I was watching her all the time. At this moment, a voice in the passage called out: 'Dinner ready, Polly?' and a bluff, hearty-looking man entered the room.—'Sarvant, sir,' he said on seeing me, and he doffed his hat.

'This is your wife's son?' I said interrogatively.

There was a broad grin on his face as he answered: 'So she says; but blame me if I know whose he is! He ain't a bit like the missus, is he? And he ain't no more like old Pocock than she's like the Queen. 'Tain't horn, sir; don't you believe it.'

'What rubbish you do talk, Robert!' his wife cried; and then turning to me, she said: 'You musn't mind what he says. He's jealous of the boy.'

(To be Continued.)

**ECONOMISING GAS.**—The progress of the electric light is leading to the discovery of new means of economising gas, either by reducing the consumption or by increasing the brilliancy of the light. The London Times of 23rd ult. announces that a small company with a capital of £50,000. has been formed to deal with Sir James Douglass's high-power gas burner patents, and to introduce the burners into general use. It is stated that by putting one of the new cones on a Sugg burner it increases its illuminating power by 40 per cent. on the consumption of gas. Out of the competition between gas and electricity now setting in will arise the light of the future, a cheaper and better article than until recently it was deemed possible to produce.

## THE MYSTERIES OF LONDON.

Last year, according to Col. Henderson's report, 26,170 new houses, covering a length of eighty-six miles, were built in the metropolitan police area, London, which now contains 4,788,657 persons—the largest number probably ever packed within fifteen miles of a centre. Out of this enormous multitude twenty-three children and one hundred and fifty-four adults entirely lost. Their disappearance is one of the mysteries of London, upon which but little light is thrown by the fact that fifty-four bodies of persons found dead and unknown were buried before identification. There were three times as many people killed in the streets of London in 1881 as it cost to storm Arabi's position at Tel-el-Kebir, and ten times as many wounded, the figures being—killed 252, wounded 3,400. There were 800 fires, 274 suicides, 11 murders and only three convictions, 470 burglaries and only 91 convictions; 27,228 persons were apprehended as drunk and disorderly—a decrease of more than 8 per cent. since 1881, although there has been an increase of population of over 80,000. The temperance movement seems to be telling at last, even in London—the proportion of apprehensions per 1,000 of population for the last four years being: 1878, 7,809; 1879, 7,345; 1880, 6,345; 1881, 5,698.

**TWO HUNDRED MILES OF OYSTERS.**—The joy caused in gastronomic and epicurean circles by Mr. Olsen's paper on 'The North Sea Fisheries,' and the great oyster discoveries there, will be shared by the whole oyster-eating world. Two hundred miles of oyster-beds, thirty to seventy miles wide, that is to say, 10,000,000 acres of splendid oysters within easy distance of the British coast, is a discovery to which all those of Stanley and Livingstone sink into insignificance. One curious feature about it is that the oysters lie at a depth of twenty-one fathoms, thus disposing summarily of the prevalent idea that oysters can only be raised successfully in shallow water. The man who invents a new dish, according to some, the man who plants a tree, according to the Mohammedans, deserves well of mankind; but what is the reward of a man who discovers 10,000,000 acres of oysters? And yet all this is tinged with the melancholy doubt whether oysters will be cheaper in consequence.

**SELF-ACTING FIRE-ALARM.**—A Manchester, England, inventor has exhibited a self-acting fire-alarm and fire-extinguisher of his devising. He utilizes the effect of the change of temperature upon the mercury. The float as it ascends moves a lever, the raising of which has the effect of turning on a stream of water, and, as an alarm, fires a revolving gun and rings a bell. The stream of water continues until the fire is extinguished, when from the fall of the temperature the mercury descends, the lever is depressed, and the tap in the water-pipe is again closed. The depression of the lever at the same time stops the ringing of the bell, whilst the gun would continue to fire until all the cartridges were expended. This apparatus is affected by slight as well as by a marked change in the temperature.

**EUROPE v. AMERICA.**—Emil Deckert, a German essayist, has been considering the prediction that North America will commercially overwhelm Europe, and his conclusion is that Europe will always hold its own, through advantages in the way of geographical situation, soil, and climate. 'The foreign commerce of Europe,' he says, 'is twice as large as that of all the rest of the world together. In all manner of productions it likewise predominates. In the matter of coal and iron the European countries produce annually almost four times as much as those of North America, Europe still possesses three times as many cattle as the United States, and four times as many sheep; the fields of Europe still produce three times as much grain, and four times as much wheat as those of North America, while on that side of the ocean the industrial establishments have two and a half times as much power in steam engines as those of America.'

**SPIRITUAL BANKING.**—In his address to the Bankers' Club, of Chicago, Ill., recently, Mr. J. O. Rutter, Vice-President of the club, recalled how, many years ago, a character named Seth Paine opened an office in the city, and called it the Bank of Chicago. In addition to his duties as banker, Seth added those of editor and preacher. He published a newspaper called the *Christian Banker*. Seth was a Spiritualist, and the direction of the business of the bank was in, if I may so put it, the hands of the spirits. Seth managed in some way to get a quantity of the bills of the Bank of Chicago into the pockets of the people, and when any of them were presented at his counter for coin these supernatural agencies would indicate through the medium of a number of long-haired and not over good looking women whether it would be the proper thing to redeem or not. It was more frequent not. After being once or twice mobbed the bank was closed.

## EXTENSION OF THE GRAND TRUNK CATTLE YARDS.

An idea may be formed of the importance of the live stock trade in this city, and its constantly increasing volume, by the large extensions which have recently been made by Messrs. Acer & Kennedy in the above yards. A new division of four yards, with every convenience for both cattle and sheep, has just been completed, with sufficient capacity for accommodating a whole train load of cattle. This division is watered from a tank in the centre, and each of the four yards is provided with everything necessary for the proper care of live stock after being taken off the cars. This latest addition to what were previously by far the largest cattle yards in the Dominion, now gives them total capacity for accommodating comfortably 4,000 cattle, 4,000 sheep, and 1,000 hogs.—*Gazette*.

# To Capitalists, REAL ESTATE BUYERS, AND ALL WHO TAKE An Interest in Montreal's Future

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

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

Compare our position and prospects with those of other cities and then compare the prices now asked for real estate here with those of New York, Boston, Chicago, Buffalo, Winnipeg, or any trade centre, and it will be found that they are only about one half, and possibly less than half the figures asked and obtained at these points. This cannot continue—it is not in the nature of things that it should—and when we add that we have cheap money, that good Bank Stock are in active demand at prices that yield about five per cent., it must be admitted that the price of real estate here will very soon advance in sympathy with the general prosperity, and, perhaps, sooner, and in a more remarkable degree than many expect. I have had a long experience in the selling of property, in periods both of buoyancy and depression; I have carefully studied the matter, and have come to the conclusion, which I respectfully urge, that we are now entering a decade of higher values than we have yet seen. Look at our leading business thoroughfares and streets for dwellings, consider the number of houses and shops that have recently been built and which are being erected, East and West, all of them sure to be occupied; is there not evidence everywhere of remarkable growth and real progress? I therefore submit that the present fall and winter should be taken advantage of by those who wish to invest in real estate, and that there has been no time in the past and will be no time in the future when it can be done to greater advantage.

**THOMAS J. POTTER,**  
Real Estate and General Auctioneer.



## GRAND TRUNK R.Y. TRAIN SERVICE.

Montreal and Ottawa via Grand Trunk and Canada Atlantic Railway,

COMMENCING

**Wednesday, November 1st**

Trains will run as follows:—

|                 |                  |
|-----------------|------------------|
| Leave Montreal. | Arrive Ottawa.   |
| 9.00 A.M.       | 12.45 P.M.       |
| 4.30 P.M.       | 8.15 P.M.        |
| Leave Ottawa.   | Arrive Montreal. |
| 8.00 A.M.       | 11.45 A.M.       |
| 4.45 P.M.       | 8.30 P.M.        |

**JOSEPH HICKSON,**  
General Manager.

Montreal, October 23, 1882.

## THE BANK OF TORONTO.

DIVIDEND No. 53.

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

Friday, the First day of December Next.

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

By order of the Board,

D. COULSON, Cashier.

Toronto, 25th October, 1882. 43-6W

## BANK OF HAMILTON.

DIVIDEND No. 20.

NOTICE IS HEREBY GIVEN THAT A Dividend of **THREE AND ONE-HALF** per cent. for the current half year upon the paid up Capital stock of this Institution has this day been declared, and that the same will be payable at the Bank and its Agencies on and after

Friday, the First day of December Next.

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

By order of the Board,

E. A. COLQUHOUN, Cashier.

Hamilton, October 25th, 1882. 43-6W

## SPLENDID OPPORTUNITY FOR INVESTMENT.

THE FINE PROPERTY BELONGING TO

**C. J. BRYDGES, ESQ.,**

Corner of Sherbrooke and St. Urbain Streets,

Is offered for sale at **\$25,000.**

The lot contains 42,600 feet, with a frontage on Sherbrooke Street of 150 feet, and about 280 feet on St. Urbain Street.

The price asked for this lot is about 53c. per foot.

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

No commission charged. Apply to

**L. MUNRO,**

Hudson's Bay Co. Land Office,

43



SHERIFF'S OFFICE, Montreal,  
October 19th, 1882.

A SESSION OF THE COURT OF QUEEN'S BENCH, holding criminal jurisdiction in and for the DISTRICT OF MONTREAL, will be held in the COURT HOUSE, in the CITY AND DISTRICT OF MONTREAL, on THURSDAY, the SECOND day of NOVEMBER NEXT, at TEN o'clock in the forenoon.

In consequence, I give Public Notice to all who intend to proceed against any prisoner now in the Common Jail of the said District, and all others, that they must be present then and there; and I also give notice to all Justices of the Peace, Coroners, and Peace Officers in and for the said District, that they must be present, then and there, with their Records, Rolls, Indictments and other Documents, in order to do those things which belong to them in their respective capacities.

**PIERRE J. O. CHAUVEAU,**

43-1W

Sheriff.

## Bank of Montreal

### NOTICE.

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

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

FRIDAY, the FIRST Day of DECEMBER Next.

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

By order of the Board

W. J. BUCHANAN,

General Manager.

BANK OF MONTREAL,  
Montreal,  
24th October, 1882.

43-6W

## MERCHANTS' BANK OF CANADA.

### NOTICE

IS HEREBY GIVEN that a dividend

**Three and One-Half per cent.**

for the current half year, being at the rate of SEVEN per cent. per annum upon the paid up capital stock of this institution, has been declared, and that the same will be payable at its Banking House in this City, on and after

Friday, the 1st Day of December Next.

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

By order of the Board,

GEORGE HAGUE,

General Manager.

43-6W

## TENDERS FOR DEBENTURES.

Tenders wanted for the purchase of  
**Debentures of the City of Winnipeg,**  
To the amount of  
**\$250,000.00,**

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

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

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

WM BATHGATE,

Chairman pro tem, Finance Committee,  
Winnipeg, Man.

October 21, 1882.

34

## PELLATT & PELLATT,

HENRY PELLATT, HENRY MILL PELLATT.

STOCK BROKERS,  
40 KING STREET EAST,  
[Members of Toronto Stock Exchange.]

Canadian and American Stocks. Hudson Bay Co.'s Shares, &c., &c., bought and sold for cash or on margin.  
Orders by letter or telegraph receive prompt attention. 35-1r

## THE European, American CANADIAN & ASIATIC Cable Company,

(LIMITED.)

International Telegraphy on a System of MUTUAL PROFIT.

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

CAPITAL, - - - £1,500,000

In 150,000 Shares of £10 each.

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

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

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

### TRUSTEES.

The Right Hon. the Earl of Donoughmore, K.G.M.G.  
H. J. Norman, Esq., Director of the London and Westminster Bank.  
W. G. Fossick, Esq., 80 Cannon Street, E. C.  
Gustav Godefroy, Esq., President of the Norddeutsche Bank, Hamburg.  
Alfred H. Huhn, Esq., Director of the London and St. Katherine Dock Company.  
F. J. Reeves, Esq., (Messrs. Dent, Palmer & Co.), London.  
P. Sechiari, Esq., (Messrs. Sechiari Bros. & Co.), London.  
H. T. Stanes, Esq., (Messrs. Stanes, Watson & Co.), London.  
James Sumervell, Esq., (of Sorn), 43 South Street, Park Lane, W.  
The Trustees have agreed to act as the Board of Directors, to be elected at the meeting of shareholders to be called after allotment.

### BANKERS.

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

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

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

SOLICITORS to Trustees—Messrs. Goodhart & Medcalf, 11 Great George St. Westminster.  
SOLICITORS to the Company—Frederick Foss, Esq., (Messrs. Foss & Legg), 8 Abchurch Lane, E. C.

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

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

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

Secretary pro tem.—S. Leith Tomkins, Esq.  
Prospectuses may be obtained from the Bankers, Hon. R. W. Scott, Q.C., Ottawa, or from the undersigned.

**B. BATSON,**

30

Ottawa, Ont.

## ST. LOUIS HOTEL,

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

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



# N. Y. PIANO CO., MONTREAL.

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

## Economy of Purchasing a Good Article.

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

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

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

## Civil Service of Canada.

THE EXAMINATIONS for the Civil Service will be held at QUEBEC and MONTREAL, commencing with the Preliminary, on TUESDAY, the 7th NOVEMBER, at 9:30 a.m., and the Qualifying at the same hour on WEDNESDAY, the 8th idem.

The stationery will be supplied by the Board. Applications for examination should be sent to the undersigned at Ottawa as soon as possible. P. LESUEUR, Sec. Board of Examiners. OTTAWA, 14th October, 1882.



## GRAND TRUNK RAILWAY.

### CHANGE OF TIME.

COMMENCING WEDNESDAY, the 18th instant, the trains now leaving Montreal for St. Lambert at 7.05 a. m. and 7.30 p. m., will leave at 7.00 a. m. and 8.15 p. m. respectively, and the train from St. Lambert at 8.05 p. m. will leave at 8.50.

JOSEPH HICKSON, General Manager. Montreal, October 17th, 1882.

## GRAND TRUNK R'Y.

### Lachine Saturday Night Train

On and after SATURDAY, 4TH NOVEMBER, and until further notice, a train will run to LACHINE EVERY SATURDAY NIGHT, leaving Bonaventure Station at 11 P.M., returning from Lachine at 11.30 P.M.

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

## STEAMSHIPS. ALLAN LINE.



Under contract with the Governments of Canada and Newfoundland for the conveyance of CANADIAN AND UNITED STATES MAILS. 1882—Summer Arrangements—1882.

### THIS COMPANY'S LINES ARE

Table listing various steamships, their tonnage, and commanders. Includes vessels like Numidian, Parisian, Sardinian, Polynesian, etc.

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

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

Table listing shipping schedules from Quebec to various destinations like Sarmatian, Polynesian, Sardinian, etc.

Table showing rates of passage from Quebec for Cabin, Intermediate, and Steerage.

The Steamers of the Glasgow and Quebec Service are intended to sail from Quebec for Glasgow as follows: Buenos Ayrean, Nestorian, Lucerne, Hanoverian.

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

Table listing shipping schedules from Halifax to various destinations like Austrian, Nova Scotian, Hibernian.

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

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

An experienced Surgeon carried on each Vessel. Berths not secured until paid for. Through Bills of Lading granted in Liverpool and Glasgow, and at Continental Ports, to all points in Canada and the Western States.

For Freight, Passage or other information, apply to John M. Currie, 21 Quai D'Orleans, Havre; Alexander Hunter 7 Rue Serbe, Paris; Aug. Schmith & Co., or Richard Berns, Antwerp; Ruys & Co., Rotterdam; C. Hugo, Hamburg; James Moss & Co., Bordeaux; Fischer & Behmer, Schusselkorb No. 8 Bremen; Charley & Malcolm, Belfast; J. Scott & Co., Queenstown; Montgomerie & Workman, 17 Gracechurch Street, London; James & Alexander Allan, 70 Great Clyde street, Glasgow; Allan Bros., James street, Liverpool; Allans, Rae & Co., Quebec; Allan & Co., 72 La Salle street, Chicago; H. Bourlier, Toronto; Leve & Alden, 207 Broadway, New York, and 5 State Street, Boston. Or to H. & A. ALLAN, 80 State Street, Boston, and Cor. Yerville and Common Sts., Montreal.

Sept. 16, 1882. Montreal.

## DOMINION SALVAGE AND WRECKING COMPANY.

HEAD OFFICE: No. 26 HOSPITAL STREET, MONTREAL.

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

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

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

For service on Lower River or Gulf apply to HEAD OFFICE, 26 Hospital street, Montreal. K. HERRIMAN, JAS. G. ROSS, President. Vice-Pres. Quebec. F. W. HENSHAW, Sec.-Treas.

## La Banque Jacques-Cartier.

HEAD OFFICE, - MONTREAL. Capital Authorized, \$500,000. Capital Subscribed, 500,000.

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

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

## Richelieu & Ontario Navigation Co'y.

### CHANGE OF TIME.

COMMENCING On MONDAY NEXT, 9th INST., The Steamers QUEBEC and MONTREAL will leave for Quebec at Six o'clock p.m., instead of Seven. ALEX. MILLOY, Traffic Manager. J. B. LAMERE, General Manager. Montreal, 5th October, 1882.

## Pure Air! Pure Air!

## THE IROQUOIS HOUSE,

Belœil Mountain St. Hilaire, P.Q.

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



## Grand Trunk R'y,

### TENDERS

Are invited for the privilege of selling Newspapers and Books, &c., on the trains and at the stations of the Company. Tenders will be received on or before the 15th November. JOSEPH HICKSON, General Manager. Montreal, October 4th, 1882.



## Canadian Pacific RAILWAY.

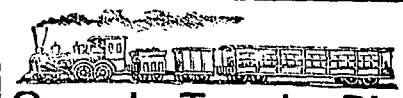
### EASTERN DIVISION.

On and after MONDAY, JUNE 26th, trains will run as follows: LEAVE MONTREAL.

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

ARRIVING IN MONTREAL. From Toronto, Brockville and Ottawa, 12 noon. From Mattawa, Pembroke, Ottawa and intermediate stations, 9.00 p.m. From Ottawa—Mixed, 9.55 a.m. From St. Jerome, 9.00 a.m.

Four trains daily each way between Aylmer Hull and Ottawa. The time given above for leaving Montreal is from Hochelaga Station. Trains leave Mile End ten minutes later. Palace Cars between Montreal, Ottawa and Pembroke. Palace Cars between Montreal and Toronto. Trains run on Montreal time. Baggage Checked through. W. C. VAN HORNE, ARCHER BAKER, Gen. Manager, Gen. Supt. Montreal, June 1, 1882. 26-1r



## Grand Trunk R'y.

### OLD MATERIAL FOR SALE.

TENDERS are invited for the following old material, which can be seen on application to the general storekeeper of the Company at Point St. Charles: Estimated quantity. Wrought iron, 150 tons. Thin sheet iron, 3 ". Barrel hoops, 1 ". Wrought iron turnings, 1 ". Wrought iron turnings and borings, mixed, 1 ". Steel fish plates, &c., 2 ". " Coil springs, 3 ". " Boiler plate cuttings and punchings, 6 ". " Leafspring, 10 ". " " clippings, 2 ". " Tools, 1 ". " Files, 1 ". " Turnings and borings, 2 ". Cast iron borings, 4 ". Brass tubes, 2 1/2 ". Rabbit metal with brass backs, 1500 lbs. Locomotive fire boxes, 10 " boiler barrel, 1 ". Wrought iron driving wheels, 2 tons.

Parties tendering to give price per ton of 2,240 lbs. The purchaser to pay for the full gross weight, and to accept the Company's weights. Tenders endorsed "Tender for Scrap," and addressed to the undersigned will be received on or before

TUESDAY, October 31st. JOSEPH HICKSON, General Manager. Montreal, October 7th 1882. 41-3w

## Canadian Pacific R'y

### Rat Portage and Thunder Bay Division.

The Road from Thunder Bay to Winnipeg is now in good order and open to the public for regular freight traffic. All freight shipped via Prince Arthur's Landing for West of Winnipeg on Canadian Pacific Railway will receive prompt despatch. Merchandise shipped by this line from Toronto is now being delivered in Winnipeg in less than SIX DAYS, and at

### Lower Rates

than by any other route. For further information and rates apply to CARLON CUMBERLAND, 35 Yonge street, Toronto. T. J. LYNKEY, General Superintendent.



# The Mercantile Agency.

*Dun, Wiman & Co.,*

114 ST. JAMES STREET, - - - - MONTREAL.

*WM. W. JOHNSON, Manager.*

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

SOCIETE POSTALE FRANCOISE DE L'ATLANTIQUE.

## CANADIAN AND BRAZILIAN DIRECT MAIL STEAMSHIP LINE.

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

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

### DATES OF SAILING.

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

|                   | Montreal. | Halifax. |
|-------------------|-----------|----------|
| Ville de Para     | Aug. 28   | Aug. 31  |
| Ville de Ceará    | Sept. 30  | Sept. 30 |
| Ville de Montreal | Oct. 26   | Oct. 31  |
| Ville de Gaspé    | Nov. 30   | Nov. 31  |
| Ville de Halifax  | Dec. 31   | Dec. 31  |

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

For Tickets and State-room Berths, apply to W. D. O'BRIEN, St. James St.

For Freight and other information apply to WM. DARLEY BENTLEY, Agent General, 317 St. Paul Street, Montreal, West India Wharf, Halifax.

## MONTREAL LOAN & MORTGAGE CO'Y.

—AND—

## TRUST COMPANY.

INCORPORATED 1853.

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

LOAN MONEY ON REAL ESTATE AND PURCHASE MORTGAGES.

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

Registrars and Transfer Agents of the Stocks and Bonds of Incorporated Companies.

Trustees of Mortgages executed by Railroad and other Corporations.

Every facility offered in matters of a fiduciary character.

INTEREST ALLOWED ON DEPOSITS.

### DEBENTURES.

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

### BOARD OF DIRECTORS.

M. H. GAULT, Esq., M.P., President, President Exchange Bank of Canada.

Hon. A. W. OGLIVIE, Vice-President, Senator.

ROBT. ESDAILE, Esq., of Messrs. J. & R. Esdaile.

G. W. CAMPBELL, Esq., M.D., Vice-President Bank of Montreal.

THEODORE HART, Esq., Director Liverpool & London & Globe Insurance Company.

A. F. GAULT, Esq., of Messrs. Gault Bros. & Co.

THOMAS CRAIG, Esq., Managing Director Exchange Bank.

**GEORGE W. CRAIG,**

Manager,  
Office: 181 St. James Street, Montreal.  
March 1st, 1882.

## QUEBEC CENTRAL RAILWAY.

CHANGE OF TIME.

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

|  | Express.   | Mixed.    |
|--|------------|-----------|
| Lv. Sherbrooke for Beauce Jct., Levis and Quebec.                      | 8.20 A.M.  | 7.00 A.M. |
| Arrive Beauce Junction.  | 1.05 P.M.  | 3.15 P.M. |
| " " Levis.   | 3.10 "     | 6.15 "    |
| " " Quebec Ferry.  | 3.30 "     | "         |
| Leave Quebec for Beauce Jct., Sherbrooke and New England points—Ferry. | 11.30 A.M. | "         |
| Leave Levis.   | 12.15 P.M. | 5.00 A.M. |
| Arrive Beauce Junction.  | 2.05 "     | 7.30 "    |
| " " Sherbrooke.  | 7.00 "     | 3.15 P.M. |
| Leave Levis for St. Joseph.  | "          | 1.00 "    |
| Arrive St. Joseph.   | "          | 7.20 "    |
| Leave St. Joseph for Levis.  | "          | 7.00 A.M. |
| Arrives Levis.   | "          | 10.20 "   |

Trains run on Montreal Time.

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

JAS. R. WOODWARD,

General Manager.

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

## Envelopes! Envelopes!

JUST OPENED

A Large Consignment of Commercial Envelopes,

From 75c. per 1,000 upwards.

**JOSEPH FORTIER,**

(Late Akerman, Fortier & Co.,)

Stationer.

Blank Book Manufacturer & Printer.

256 & 238 St. JAMES ST.

(SUTHERLAND'S OLD STAND,)

MONTREAL.

17-11



## Notice to Contractors.

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

MONDAY, the 19th October next, inclusively, for the construction of a

## NEW PARLIAMENT HOUSE AT QUE.

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

The Tenders must be endorsed:—

"TENDER FOR NEW PARLIAMENT HOUSE,"

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

By order,

**ERNEST GAGNON,**  
Secretary.

Department of Agriculture }  
and Public Works, }  
Quebec, 14th June, 1883. }

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

24-20W

## IMPERIAL BANK OF CANADA.

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

### DIRECTORS.

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

Hon. JAS. R. BENSON, WM. RAMSAY, Esq.,  
T. R. WADSWORTH, Esq., P. HUGHES, Esq.,  
JOHN FISKEN, Esq.

D. R. WILKIE, Cashier.

B. JENNINGS, - - - - INSPECTOR.

HEAD OFFICE: - - - - - TORONTO.

### BRANCHES.

ergus, St. Thomas,  
Ingersoll, Welland,  
Port Colborne, Woodstock,  
St. Catharines, Winnipeg, Man.  
Brandon, Man.

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



## North Shore Ry.

CHANGE OF TIME.

COMMENCING ON

Monday, Sept. 25th, 1882,

Trains will run as follows:—

|                                      | Mixed.  | Mail.   | Expr's   | Lightning Expr's |
|--------------------------------------|---------|---------|----------|------------------|
| Lv Hochelaga for Quebec.             | 4.00 AM | 3.00 PM | 10.00 PM | "                |
| Arrive at Quebec.                    | 7.00 PM | 9.50 "  | 6.30 AM  | "                |
| Leave Quebec for Hochelaga.          | 5.25 AM | 9.10 AM | 10.00 PM | "                |
| Ar at Hochelaga.                     | 8.30 PM | 1.00 PM | 6.30 AM  | "                |
| Lv Hochelaga for St. Felix de Valois | 5.15 PM | "       | "        | "                |
| Ar at St. Felix de Valois            | 8.20 "  | "       | "        | "                |
| Lv St. Felix de Valois for Hoch.     | 5.20 AM | "       | "        | "                |
| Ar at Hochelaga.                     | 8.50 "  | "       | "        | "                |

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

Magnificent Palace Cars on all Passenger Day Trains and Sleeping Cars on Night Trains.  
Sunday Trains leave Montreal and Quebec at 4 p.m.

All Trains run by Montreal time.

Sure connections with the Canadian Pacific Railway to and from Ottawa.

### GENERAL OFFICES—QUEBEC.

TICKET OFFICES:

13 PLACE D'ARMES, } MONTREAL.  
202 ST. JAMES STREET, }

OPPOSITE ST. LOUIS HOTEL, QUEBEC.

CANADIAN PACIFIC R'Y, OTTAWA.

A. DAVIS,

Gen'l Supt.



## SOUTH EASTERN RAILWAY

AND

Montreal and Boston Air Line

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

### LEAVE:

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

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

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

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

### ARRIVE:

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

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

No. 3—8.25 P.M.—DAY EXPRESS from Boston and Portland with Parlor Car.

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

No. 4 stops only at Chambly, Cantin, Marieville, West Farnham and Cowansville between Montreal and Richford, except Saturdays, when it will stop at all Stations.

BRADLEY BARLOW,

H. P. ALDEN, Supt. Traffic.

May 27th, 1882.

# THE English Loan

COMPANY,

(LIMITED).

HEAD OFFICE:

LONDON, - CANADA.

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

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

DIRECTORS.

JAMES FISHER, Esq., J.P.

I. F. HELLMUTH, Esq., Barrister.

JNO. BROWN, Esq., Treasurer City of London

DAVID GLASS, Esq., Q.C.

JOHN MILLS, Esq., Merchant.

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

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

D. J. CAMPBELL,

Manager.

HON. ALEX. VIDAL,  
President.

## CANADA SHIPPING COMPANY.

BEAVER LINE OF STEAMSHIPS.

## SUMMER ARRANGEMENTS

SAILING BETWEEN

Montreal and Liverpool.

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

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

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

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

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

H. E. MURRAY,

General Manager,

20 1 Custom House Square, Montreal

ESTABLISHED 1818.

## WALTHAM WATCHES.

SAVAGE & LYMAN,

219 St. James Street,

have now in Stock a large assortment of the Celebrated

WALTHAM WATCHES,

IN GOLD AND SILVER CASES,

direct from the Manufactory.

Notwithstanding the Company turn out \$50 a day yet they are THOUSANDS behind their orders. This enormous demand places them in front rank as producers, and establishes also the fact that their WATCHES are the BEST, CHEAPEST, and the most reliable time-keepers in the market.

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

**GEO. W. HAMILTON,**  
**STOCK BROKER,**  
**13 HOSPITAL STREET.**  
 Member of the Montreal Stock Exchange. Stocks and Bonds bought and sold.  
 AGENT  
**NORWICH UNION FIRE INS. SOCIETY,**  
 OF NORWICH, ENGLAND.

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

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

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



To Farmers and others wishing to Sell Improved Lands.

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

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

To Immigrants and Canadian Farmers desiring to purchase Improved Farms.

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

**Blank Books!**

**Blank Books!**

LARGE STOCK always on hand.

Special patterns to order on short notice.

**JOSEPH FORTIER,**  
 [Late Akerman, Fortier & Co.,]  
 BLANK BOOK MANUFACTURER,  
 Printer, Commercial and Law Stationer,  
 256 and 258 St. James Street,  
**MONTREAL.**

INSURANCE.

**CONFEDERATION LIFE ASSOCIATION.**

Incorporated by Special Act of the Dominion Parliament.  
 Guarantee Capital, \$500,000. Government Deposit, \$86,300.  
 Capital and Assets, 31st Dec., 1879, \$906,337.  
**HEAD OFFICE, TORONTO, ONT.**

President: Sir W. P. HOWLAND, C.B., K.C.M.G.  
 Vice Presidents: Hon. WM. McMASTER. WM. ELLIOT, Esq.  
 Directors:  
 Hon. JAS. MACDONALD, M.P., Halifax.  
 Hon. T. N. GIBBS, ROBT. WILKES, Esq.  
 Hon. ISAAC BURPEE, M.P.  
 W. H. BEATTY, Esq.  
 EDWARD HOOPER, Esq.  
 J. HERBERT MASON, Esq.  
 JAS. YOUNG, Esq., M.P.P.  
 F. A. BALL, Esq.  
 M. P. RYAN, Esq., M.P.  
 S. NORDHEIMER, Esq.  
 W. H. GIBBS, Esq.  
 A. McLEAN HOWARD Esq.  
 Actuary: C. CARPMAEL, M.A., F.R.A.S., late Fellow of St. John's College, Cambridge.  
 Managing Director: J. K. MACDONALD.  
 Manager for the Province of Quebec: H. J. JOHNSTON.

**WESTERN ASSURANCE COMPANY.**  
**FIRE AND MARINE. Incorporated 1851.**

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

**CANADIAN PACIFIC RAILWAY COMPANY.**

The CANADIAN PACIFIC RAILWAY COMPANY offer lands in the FERTILE BELT of Manitoba and the North-West Territory for sale on certain condition as to cultivation, at  
**\$2.50 PER ACRE.**

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

**A REBATE OF \$1.25 PER ACRE**

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

**THE LAND GRANT BONDS**

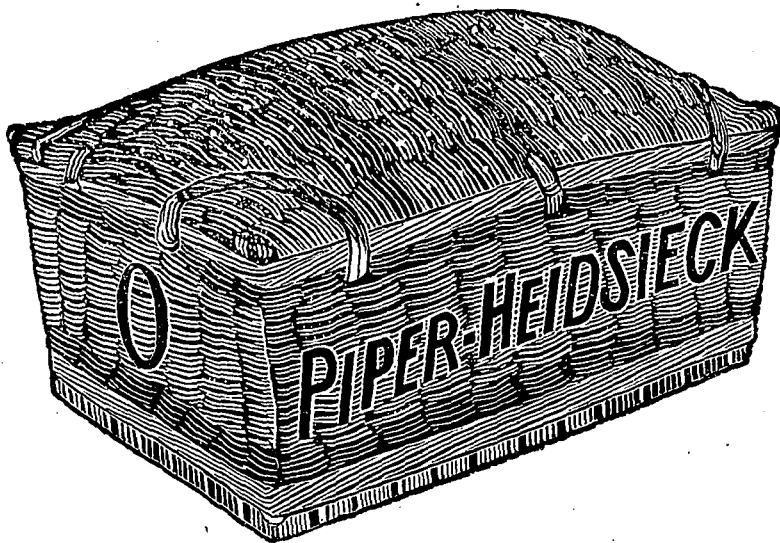
of the Company, which can be procured at all the Agencies of the Bank of Montreal, and other Banking Institutions throughout the country, will be

**RECEIVED AT TEN PER CENT. PREMIUM**

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

**CHARLES DRINKWATER, Secretary.**

MONTREAL, December 1st, 1881.



**"Old Reliable" Piper-Heidsieck.**

FOR SALE EVERYWHERE.

**WEDDING PRESENTS.**

**HENRY BIRKS & Co.,**

Have a large stock of NOVELTIES in

**ELECTRO-PLATE,**

OF THE FINEST QUALITY AT LOWEST PRICES. ALSO

**SOLID SILVER, IN BEAUTIFUL CASES.**

INSURANCE.

THE

**LIVERPOOL & LONDON & GLOBE**  
**Insurance Company.**

CANADA BOARD OF DIRECTORS  
 The Hon. HY. STARNES, Chairman.  
 THOS. CRAMP, Esq., Deputy Chairman.  
 THEODORE HART, Esq.  
 ANGUS C. HOOPER, Esq.  
 EDMOND J. BARBEAU, Esq.

CAPITAL.....\$10,000,000  
 AMOUNT INVESTED IN CANADA, 900,000  
 TOTAL INVESTMENTS..... \$1,000,000

Mercantile Risks accepted at the lowest our rates.  
 Dwelling Houses and Farm Property insured at reduced rates.  
 G. F. C. SMITH,  
 Chief Agent for the Dominion.

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

ESTABLISHED 1809.

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

**FINANCIAL POSITION OF THE CO'Y.**

|   |                    |
|---|--------------------|
| 1.—FUNDS AS AT 31st Dec., 1878.         |                    |
| Paid-up Capital.....                    | £350,000 Stg.      |
| Fire Reserve Fund.....                  | 794,577 "          |
| Premium Reserve.....                    | 305,005 "          |
| Balance of Profit and Loss Account..... | 57,048             |
| Life Accumulation.....                  | 2,852,567 "        |
| Annuitants' Funds.....                  | 30,080 "           |
| 2.—REVENUE FOR THE YEAR 1878.           |                    |
| From Fire Department:                   |                    |
| Fire Premiums and Interest.....         | £976,160           |
| From Life Department:                   |                    |
| Life Premiums and Interest.....         | £488,737           |
| Inte'st, &c. on Annuity Funds.....      | 12,040             |
|   | £450,777 "         |
| Total Revenue.....                      | £1,426,937 "       |
|   | or, \$6,944,426.73 |

WILLIAM EWING, Inspector.  
 GEORGE N. AIHERN, Sub-Inspector.

Head Office for the Dominion in Montreal  
**MACDOUGALL & DAVIDSON,**  
 10-1y General Agents.

**WILLIAM WINGFIELD-BONNYN,**

A. M. I. C. E., LONDON.  
 M. A. S. C. E. NEW YORK,  
 HON. M. C. I., MILAN.

**Consulting Civil Engineer,**  
 Inspector, Surveyor and Valuer of Railway Works.

IMPORTING AGENT OF ALL KINDS OF  
**British Made Machinery,**  
 Railway Springs,  
 Buffers, Axles, Wheels,  
 Weldless and Lap-Welded  
 Steel and Iron Tubes for  
 Locomotive & Marine Boilers,  
 Steel and Iron Rails,  
 Patent Fish-Joints,  
 Bolts and Nuts, &c., &c.  
 FILES, SPRING and SHEAR STEEL,  
 STEAM and HYDRAULIC PACKING  
 STEEL PLATES and BARS,  
 BEAMS and ANGLES,  
 ANGLE IRON GIRDERS,  
 PATENT, LATHES,  
 General SHOP FITTINGS  
 AND MACHINE TOOLS.

STEEL & IRON LAUNCHES & YACHTS for shallow Lake and River navigation.  
 IRON and ZINC ROOFS, IRON BUILDINGS, FIRE PROOF STORES, MARKETS &c.

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

# Kilby & Abbott

ORDERS SOLICITED FOR IMPORTATION.

## RAILS.

STEEL AND IRON,  
BOILER TUBES, PLATES, &c.,  
AXLES, WHEELS AND TYRES,  
SPIRAL AND ELLIPTIC SPRINGS,  
CRUCIBLE BESSEMER SIGMENS  
CAST STEEL,  
STEAM HAMMERS,  
BRASS AND COPPER TUBES WIRE, &c.,  
SILICATE PAINTS, VARNISH, &c.  
ALL MATERIAL USED ON RAILROADS.

SAMPLES AND CIRCULARS AT  
10 St. Sacrament Street.



## Grand Trunk R'y OF CANADA.

### Changes in Train Service.

AFTER 30th SEPTEMBER, 1882, the 2.00 p.m. train for Lachine and 2.30 p.m. return train on Saturdays; also, 2.00 p.m. train for Vaudreuil on SATURDAYS will be DISCONTINUED.

On and after MONDAY, OCTOBER 2nd, the following trains will be DISCONTINUED:  
Local from Montreal for St. Hyacinth, at..... 5.10 p.m.  
And return train from St. Hyacinth, at..... 7.25 a.m.  
Local from Montreal for Vaudreuil, at..... 6.15 p.m.  
And return train from Vaudreuil, at..... 7.35 a.m.  
Day Express from Montreal to Portland and Quebec, at..... 7.30 a.m.

Commencing MONDAY, OCTOBER 2nd, trains will leave Montreal as follows:—  
Night Express for Quebec and Portland..... 10.00 p.m.  
Local Passenger Train for Island Pond and intermediate stations. 3.15 p.m.  
Mixed Train for Island Pond, Point Levis and intermediate stations. 7.00 a.m.  
Mixed for St. Hyacinth..... 5.30 p.m.

JOSEPH HICKSON,  
General Manager.  
Montreal, 20th Sept., 1882. 39



REVENUE DISTRICT OF MONTREAL,  
LICENSE INSPECTOR'S OFFICE.

Stores for the Sale by Retail of  
Intoxicating Liquors.

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

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

## The Royal Canadian

FIRE AND MARINE INSURANCE CO.

President  
ANDREW ROBERTSON,

Vice-President:  
HON. J. R. THIBAudeau

JAMES DAVISON, Esq.,  
Manager Canada Fire Department.

HENRY STEWART, Esq.,  
Manager Marine Department.

HEAD OFFICE:

160 ST. JAMES ST. MONTREAL.

## DOMINION BANK.

NOTICE is hereby given that a dividend of

**FOUR PER CENT.**

—AND A—

**BONUS OF ONE PER CENT.**

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

Wednesday, First day of November next,

The Transfer books will be closed from the 10th to the 31st October next, both days inclusive.

By order of the Board,

R. H. BETHUNE,

Cashier.

Toronto, September 26th, 1882. 40-4W

PROVINCE OF QUEBEC,  
Revenue District of Montreal.

Office of the License Inspector,  
Montreal, September 26, 1882.

## Notice to Chemists & Druggists

Wholesale and Retail.

SPECIAL NOTICE IS HEREBY GIVEN that Licenses, in virtue of the "Quebec License Act of 1878," will be granted to Wholesale Chemists and Druggists for the sale of Alcohol and Spirits for use in trade in quantities of not less than two gallons, Imperial measure, or one dozen bottles of not less than one pint each, Imperial measure, and that Retail Chemists and Druggists shall not be obliged to take out a License in virtue of the said law, but shall be limited in the exercise of their profession, to the sale of the said Spirits in quantity not exceeding one pint, Imperial measure, at a time.

Any violation of this law will be prosecuted.  
(By order of the Treasury Department),

W. B. LAMBE,  
License Inspector.

## CANADA PERMANENT LOAN & SAVINGS CO.

Incorporated, A.D. 1855.

Paid up Capital..... \$2,000,000  
Reserve Fund..... 1,000,000  
Total Assets..... 3,000,000

### THE COMPANY

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

### ALSO

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

### TO EXECUTORS AND TRUSTEES.

The laws of Ontario authorize the Investment of Trust Funds in the Debentures of this Company.

For further information apply to

J. HERBERT MASON,

Office  
Company's Buildings,  
Toronto. Manager.

## South Eastern R'y.

### Suburban Service.

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

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

### TO SHAREHOLDERS IN JOINT

Stock Companies and Speculators in Stock.—THE SHAREHOLDER, 760 Craig Street, Montreal, now in its fourth year, is a valuable journal for all interested in money matters. Buyers and Sellers of Stocks recommended to first-class brokers, who buy and sell only on orders received, and do not speculate themselves. The safety of money remitted to brokers, recommended by THE SHAREHOLDER, guaranteed by the Proprietor. SUBSCRIPTION, \$2 per annum, in advance.

## STEAMSHIPS.



## CUNARD LINE.

## LANE ROUTE.

## THE CUNARD STEAMSHIP

COMPANY (Limited),

between NEW YORK and LIVERPOOL, calling at CORK HARBOR.

FROM PIER 40 N.R. NEW YORK.

|                |                      |
|----------------|----------------------|
| CATALONIA..... | Wednesday, 25th Oct. |
| GALLIA.....    | 1st Nov.             |
| SERVIA.....    | 8th Nov.             |
| SCYTHIA.....   | 15th Nov.            |
| BOTHNIA.....   | 22nd Nov.            |
| CATALONIA..... | 29th Nov.            |
| GALLIA.....    | 6th Dec.             |
| SERVIA.....    | 13th Dec.            |

and every following Wednesday from New York.

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

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

Through Bills of Lading given for Belfast, Glasgow, Havre, Antwerp and other Ports on the Continent, and for Mediterranean Ports.

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

VERNON H. BROWN & Co.

Or to THOS. WILSON,

58 St. Francois Xavier street.

Aug. 12 6-1r

## DOMINION LINE

OF STEAMSHIPS.



RUNNING in connection with the  
GRAND TRUNK RAILWAY OF CANADA.

| Tons.                  | Tons.                        |
|------------------------|------------------------------|
| Montreal..... 3,281    | Toronto..... 3,281           |
| Dominion..... 3,176    | Ontario..... 3,176           |
| Texas..... 2,700       | Teutonia..... 2,700          |
| Quebec..... 2,700      | Sarnia (buil'd'g)..... 3,850 |
| Mississippi..... 2,650 | Oregon "..... 3,850          |
| St. Louis..... 2,000   | Vancouver "..... 5,700       |
| Brooklyn..... 3,600    |                              |

### DATE OF SAILING.

Steamers will sail as follows from Quebec:—

|                  |           |
|------------------|-----------|
| ONTARIO.....     | 7th Oct.  |
| BROOKLYN.....    | 14th Oct. |
| TORONTO.....     | 21st Oct. |
| DOMINION.....    | 28th Oct. |
| MISSISSIPPI..... | 4th Nov.  |
| SARNIA.....      | 11th Nov. |
| ONTARIO.....     | 18th Nov. |

### RATES OF PASSAGE.

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

\* Sarnia carries neither cattle or sheep.

Through Tickets can be had at all the principal Grand Trunk Railway Ticket Offices in Canada, and Thorough Bills of Lading are granted to and from all parts of Canada.

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

DAVID TORRANCE & CO.,

Exchange Court.  
May, 1882. 8-1r

## FAIRBANKS STANDARD SCALES,

Removed to their New Warehouse.

BUY ONLY THE GENUINE.

FAIRBANKS & CO.,

377 ST. PAUL STREET, MONTREAL.

## PROSPECTUS.

Contemplated New Hotel

— ON THE —

## DUFFERIN TERRACE!

Capital Stock. \$200,000,

LIMITED LIABILITY,

IN SHARES OF \$100 EACH.

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

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

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

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

### Conditions of Stock Subscription.

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

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

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

the  
For  
passenger  
rangements  
G.  
Eastern Fr  
(Opposite St. La  
D. POTTINGER,  
Chief Superinten  
Moncton, N. B., 1st J

## ROYAL MAIL

1882.



-OF-

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

COMMENCING ON THE 25<sup>TH</sup> INSTANT  
the well-known first-class Steamers  
"SAGUENAY," Capt. M. Lecours.  
"ST. LAWRENCE," Capt. Alex. Barras.  
Will leave the St. Andrew's Wharfas follows:  
TUESDAYS and FRIDAYS, at 7.30 a.m.,  
the "Saguonay," for Chicoutimi an Hal Hal  
Bay, calling at Baie St. Paul, Les Ebonle-  
ments, Murray Bay, Riviere du Loup and  
Tadousac.

WEDNESDAYS and SATURDAYS, at  
7.30 a.m., the "St. Lawrence," for Hal Hal  
Bay, calling at Baie St. Paul, Les Eboule-  
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