

THE CANADIAN MONETARY TIMES

AND INSURANCE CHRONICLE.

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

VOL. III—NO 16

TORONTO, FRIDAY, DECEMBER 3, 1869.

SUBSCRIPTION \$2 A YEAR.

Mercantile.

J. B. Boustead.

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

Buntin, Brother & Co.,

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

Wm. Croft & Co.,

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

Childs & Hamilton.

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

I. Coffee & Co.

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

John Fisker & Co.

ROCK OIL and Commission Merchants, Wellington Street East, Toronto, Ont.

Gundry and Langley.

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

Lyman & McNab.

WHOLESALE Hardware Merchants, Toronto, Ontario.

W. D. Matthews & Co.

PRODUCE Commission Merchants, Old Corn Exchange, 16 Front St. East, Toronto Ont.

R. C. Hamilton & Co.

PRODUCE Commission Merchants, 119 Lower Water St., Halifax, Nova Scotia.

H. Nerlich & Co.,

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

Parson Bros.,

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

Reford & Dillon.

IMPORTERS of Groceries, Wellington Street, Toronto, Ontario.

W. Rowland & Co.,

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

Sessions, Turner & Cooper.

MANUFACTURERS, Importers and Wholesale Dealer in Boots and Shoes, Leather Findings, etc., 8 Welton St West, Toronto, Ont

Sparrow & Whatmough,

IMPORTERS and Dealers in General House Furnishing Goods, Willow, Wooden and Hollow Ware, Chandeliers, Crocose Lamp Goods, Oils, &c. Manufacturer of Water Utensils, Refrigerators, Meat Safes, Children's Cabs, etc. 57 Yonge Street, Toronto.

Insurance.

MARINE DISASTERS.—The schooner Jennie and Annie went ashore, near the College grounds, at Racine, on Lake Michigan, the vessel has four feet of water in her hold. The tug G. W. Tift left Milwaukee with a steam pump on board to render assistance.

The schooner Wyandotte, is ashore near Sheboygan, between the light and point. Her stern-post and rudder are gone, and she is also badly strained and full of water. The chances of saving her are considered slim. She was built at Newport in 1856, and is owned at Detroit. She measures 452 tons, rates B 1, and is valued at \$14,000.

Captain Criqui, of the propeller Free State, passed a sunken vessel in the Straits.

The fore-and-aft schooner Grace Whitney is ashore on Bois Blanc Island. Another vessel, said to be a three-masted schooner is ashore on Simmon's Reef, north west of White Shoals, in the Straits of Mackinaw.

The bark Cream City, with a cargo of 31,850 bushels of wheat, from Milwaukee for Buffalo, is ashore six miles below Detour, on Drummond Island, Lake Huron. She is full of water, but has suffered only slight damage thus far. Her measurement is 767 tons, old style, rate A 2, and value \$25,000, upon which there is an insurance of \$20,000, as follows: Western, of Buffalo, \$5,000; Security, \$3,000; Underwriters, \$7,000; Home, \$7,000. She was built at Sheboygan in 1862. The wheat with which she was freighted is insured for \$42,000.

The bark John Miner, bound from Buffalo to Milwaukee with a cargo of 1,322 bars of railroad iron, is ashore in Hammond Bay, full of water. One of her crew was killed by the fall of something from aloft after the vessel struck. She was built at Detroit several years ago, rates A 2, and is valued at \$18,000. Insured in the Security and Western, and another Company.

The brig Racer loaded with iron ore, from Marquette, is ashore in Hammond Bay, and a total wreck. Owned in Cleveland. The Racer was built at Buffalo in 1856, measured 377 tons burden, rated B 1, and was valued at \$13,000.

The schooner Fayette Brown, was beached in Hammond Bay, and is full of water. She is a large and substantial vessel, quite new.

The schooner C. A. King, of Milan, is ashore in Hammond Bay, she is full of water, is a new and substantial craft.

There are several other vessels also reported ashore in Hammond Bay, whose names cannot be ascertained.

The bark Invincible is ashore in Thunder Bay. She has a cargo of 19,300 bushels of wheat from Milwaukee for Buffalo. Cargo will, in all probability, prove a total loss.

A bark, supposed to be the Golden West, is reported ashore above Presque Isle.

The scow Maria, with a cargo of supplies for Alpena, was totally wrecked on Skillagallee Reef. All hands are supposed to be lost.

The schooner Rainbow was loading from a pier at Alabaster when the storm begun, but managed to escape with the loss of her jibboom, bowsprit, and head sails.

The bark Winona, which recently collided with the propeller Nebraska in the Straits, came to anchor off Port Ryerse in a disabled condition.

The schooner Sam Amsden is ashore at Port Dover, full of water.

The schooner Julia was beached at Nanticook.

The scow J. C. Hill, loaded with staves, is ashore at Port Rowan. It is thought she will prove a total loss. She was built at Fairport in 1861, measures 135 tons, rates B 2, and is valued at \$5,000.

The schooner Volunteer was driven ashore at Port Ontario during the night of the 18th. Her entire crew are supposed to be lost. The Volunteer was built at Henderson, N. Y., in 1861; measures 257 tons, old style; rates B 1, and is valued at \$12,000.

The schooner Bermuda, with supplies for Marquette, is ashore on Short Point, Lake Superior, six miles east of Marquette, and a total loss. She was built by George Goble, in 1860, measured 394 tons, rated A 2 and was valued at \$18,000.

The schooner Harvest Home, loaded with iron ore from Marquette, is sunk in the Sault River, near Sailors' Encampment. She struck a rock on the 18th, and now lies full of water.

The schooner Two Charlies lost her foresail and flying jib, and the schooner Sarlinia her foresail, mainsail and flying jib.

A small fore-and-aft was driven ashore between Centreville and Mann's Landing. Supposed to be the Union, of Milwaukee. The Union is a vessel of about forty tons burden, and valued at \$3,000.

The scow Geo. Neville is ashore in Sand Bay, below Two Rivers.

The captain of the schooner W. J. Whaling, reports having seen, on the 19th, a large black bark ashore upon the east end of the North Manitou Island. Fears are entertained that this vessel is the W. T. Graves, which left Milwaukee for Buffalo on the evening of the 15th, with a cargo of 40,000 bushels of wheat.

He also saw a propeller, painted a dark color ashore close to the wood dock on the east side of the North Manitou Island. The seas were breaking over her aft. The propeller in question must be the Equator, of the Belle City line.

The scow Suttler Girl is ashore at Kelly's Island, laden with coal and full of water.

The brig Banner, was driven back to Buffalo, with the loss of nearly all her sails, and her centre-board carried away. Her bulwarks were damaged, and she was otherwise crippled, and will doubtless lay up for the season.

The propeller Avon, ashore near Forty Mile Point, has gone to pieces. No part of her is now visible above water.

The schooner W. H. Hawkins reached Michigan City with her mainmast entirely gone, foremast head twisted off, canvas torn, mainboom broken, and small anchor lost.

The schooner Grand Turk, of Chicago, which went ashore near Leland, Michigan, opposite the Manitou Islands, has become a total loss, with a deck hand drowned. She was insured for \$8,000 in the Republic, upon a valuation of \$11,000.

The steam barge H. Warrington is ashore at Tawas, full of water.

The propeller Equator has gone to pieces at the North Manitou. She was owned by S. T. Webster & Co., of Chicago.

Sarnia, Nov. 27.—The propeller *Colonist*, of Montreal, bound from Milwaukee to Montreal, with a cargo consisting of nine thousand bushels of wheat and fifteen hundred barrels of flour, sprung a leak on Lake Huron, and sank twenty-five miles this side of the Straits of Mackinac. The propeller and cargo are a total loss. Partial insurance in Milwaukee. Crew all saved.

FIRE RECORD.—London Township, Ont., Nov. 26.—Barn of Wm. Smith, with contents, loss stated at \$1,400; insurance \$400. Believed to be the work of an incendiary, a girl has been arrested for the act.

Coaticook, P. Q., Nov. 26.—The hotel occupied by one Paré, with several buildings, including the dwelling house and barns of J. Cutting, Banfield's dwelling house, barns and sheds, and the new tinshop of C. P. Carr & Co. A. F. Adams' store, and the building belonging to R. Baldwin, occupied by Mr. Doherty, as a tailor shop, G. O. Doak, as a law office, and Damon & Baker as a drug store; also the dwelling house and milliner shop of Mr. Thomas, were damaged. Cause accidental.

Dummer Township, Ont., Nov.—House of Robt. Morrison with most of the contents; loss \$1,500, insurance \$700.

Matilda Township, Ont., Nov. 13.—The barns and sheds of B. McConkey, in the 3rd con., were entirely consumed by fire, with contents.

Williamsburgh Township, Ont., Nov. 20.—The Saw Mill owned by Messrs. Henry and Gordon Fetterly, 8th con., was burned to the ground. It was the work of some evil disposed person. Loss about \$2,000 and no insurance.

VITAL STATISTICS.—There has been a great deal of discussion on this subject in the Montreal papers. A correspondent of the *Daily News* says:

The apparent average rate of mortality in Montreal during the 14 years ending with 1868, was about 3-6 per cent., or one in 28 of the living; but the average duration of life was only about 17 years! The explanation is exceedingly simple. A population with a high birth rate, must have a high death rate, and therefore a large number of deaths of infants, which reduces the general average duration of life. If the births and deaths were exactly equal, the birth rate would express the mean duration of life, there would be a low death rate. If we compare Montreal with Massachusetts, town and country, the result is, that a birth rate of less than 3 per cent., in Massachusetts, gave an average duration of life only 27 years, so that the proportionate term for Montreal with a birth rate of about 5.5 per cent. is less than 15 years. The average length of life, in Montreal, is 17 years, or two years longer than the proportionate average of Massachusetts, so that the health of Boston is "nowhere" in comparison with Montreal.

MARINE INSURANCE FRAUDS.—Attention has been directed by the *London Post* to the practice that prevails in Great Britain of sending unworthy ships to sea, and says it could name one port on the Northeast coast where a speculator, of originally small means, made a fortune by purchasing wrecks, patching them up with canvas, pitch and oakum, and sailing them till they went under, wrew and all. The ships were insured to the owner.

COMPULSORY FIRE INSURANCE.—A law providing for obligatory insurance by the people of Schleswig-Holstein is likely to pass the provincial assembly of that State. In some of the German States, it has long been in existence, where the Government, being the insurers, reap a handsome profit from the premiums; and although they pay their losses with tolerable liberty, they keep a watchful eye upon incendiarism.

—All hopes for the safety of the schooner *J. B. Martin* are given up. She was lost, it is believed, on the 4th inst., while entering the straits of Mackinac, and had no time to get into Lake Huron before the gale struck her. She belonged to Milwaukee, and had ten persons of that place on board.

—A man by the name of Brooks has recently been operating in some of the eastern townships as an insurance agent, and after collecting several hundred dollars, has stepped across the lines.

—In a suit of Mrs. Slayter vs. the Queen Insurance Company, tried in the Supreme Court, St. John, N. B., the jury returned a verdict for plaintiff for \$1,450, and interest. McDonald, Q. C., obtained a rule nisi to set the verdict aside.

—Mr. Cabbell having been appointed to a seat at the Board of the Scottish Provincial, in Glasgow, has been succeeded in the secretaryship by Mr. John T. Fyfe, from the head office of the Company.

—A writer in the *Montreal Daily News*, quotes authorities to show that gasoline is not explosive, though it is highly inflammable.

Financial.

MONTREAL STOCK MARKET.

Reported by Robert Moat, Broker.

MONTREAL, Nov. 30, 1869.

The Stock market during the past week has been extremely dull, and the transactions were of very limited extent. The amounts offering have not been large, but the demand is very small, and in most cases the prices are in favor of buyers. Money continues very abundant at last week's rates.

Banks.—A slight improvement is looked for on the payment of the dividends to-morrow, but today many of the stocks can be procured lower than in the beginning of the week, Merchants' being the principal exception, which has again advanced, closing firm at 109 buyers and 109½ sellers. Montreal sold at 152½ and 162½, but is to-day offered at 162, with no buyers over 161½. City, sold at 90 to 90½, and is still procurable at that. People's has declined to 106½, at which there are more sellers than buyers. Ontario was dealt in to some extent at 98 and 97½, closing rather weak at the latter price. Molson's is freely offered at 101½ to 102. There are buyers of Jacques Cartier at 106, Toronto at 127, Commerce at 111, Eastern Townships at 102, and Union at 107½.

Bonds.—There have been no Government Securities of any kind procurable during the past week. Montreal City Bonds sold at 97½ which would still be paid. Seigneurial claims are offered at 95, and asked for at 94.

Sundries.—There has been a steady demand for all the fancy stocks and an advance on last weeks prices would be paid. There are buyers of Montreal Telegraph at 139. Gas at 140. Richelieu at 125. Canadian Navigation at 100.

Sterling Exchange—declined to 8½ but has again advanced, closing firm and in demand at 9 to 9½ for Bankers 60 day bills.

TORONTO STOCK MARKET.

(Reported by Pellatt & Osler, Brokers.)

A very limited business has been done during the past week. The market has been almost entirely bare of favorite securities. The demand for Debentures and Building Society Stocks is very great.

Bank Stock.—Sales of Montreal, ex-dividend, were made at 161½ and 162, the market closed firm at the latter rate. British is in demand at 106½ and 107. A large sale of Ontario is reported at 98, still offering at this rate. No Toronto on market, would command 127. Royal Canadian has been freely dealt in at 65½ and 66, and continues in fair demand at the later rate. Commerce is asked for at 111 to 111½, none on market. Gore nominal, no sales. Merchants' has sold largely at 108½ and 109. Quebec, books closed, no quotations ex-dividend. Buyers of Molson's at 101½, and sellers at 102. City would be taken at 89½ ex-dividend, sellers ask 90. Du People has

sold at 106½ and 107, it is procurable at 106½. Nationale is nominal at 104 to 106. No Jacques Cartier on market; 105½ ex-dividend would be paid. Nothing doing in Mechanics'; 90 would be paid. No sales of Union in this market.

Debentures.—Canada Fives and Sixes are in demand at quotations. Dominion Stock is saleable at 106½. Toronto are in demand to pay about 63 per cent, none on market. County are in demand at quotations, limited amounts offering.

Sundries.—No City Gas on market; 112 would be paid. Buyers offer 75½ for British America Assurance, no sellers under 80. Western Assurance is offered at 85 to 85½. No Canada Building Society on market this week, 127 would be paid. No sales to report of Western Canada Building Society, a small lot is on market at 122½. Freehold Building Society, books closed, no transactions ex-dividend. Buyers offer 114 for Huron and Erie Savings and Loan Society, a sale is reported to have taken place at 112 ex-dividend. Buyers of Montreal Telegraph at 139, and no sellers under 140. Small sales of Canada Landed Credit at 82. There is rather more demand for money on good mortgages at 8 per cent.

NEW YORK STOCK EXCHANGE.—Course of the New York Stock Exchange, by telegraph, from Day & Morse, New York, to H. J. Morse & Co., Toronto.

NOVEMBER.

| Stock. | 25th | 26th | 27th | 29th | 30th | Dec. 1st |
|--------------------|------|------|------|------|------|----------|
| Pacific Mail..... | 52½ | 52½ | 52½ | 51½ | 51½ | 47½ |
| West'n Union Tel. | 35½ | 35½ | 34½ | 34½ | 34½ | 34½ |
| N. Y. Central..... | 182½ | 178½ | 175½ | 174½ | 169½ | 163½ |
| Reading..... | 99 | 99½ | 99½ | 98½ | 98½ | 97½ |
| Michigan South'n | 88½ | 88½ | 87½ | 88½ | 87 | 83½ |
| Clev'd & Pittsb'g. | 83½ | 82½ | 81 | 79 | 80 | 80½ |
| Rock Island..... | 103½ | 103½ | 104½ | 106½ | 105 | 104 |
| North West Com. | 74 | 75 | 74½ | 75½ | 74½ | 71½ |
| Fort Wayne..... | 87½ | 86½ | 87½ | 87½ | 86½ | 86½ |
| Ster'g Exchange.. | 108½ | 109 | 109 | 109 | 109½ | 109½ |
| Gold..... | 125½ | 124½ | 124½ | 122 | 121½ | 121½ |
| 5 20 Bonds, 62.... | 115½ | 114½ | 114 | 113 | 112½ | 112½ |

BANK OF ENGLAND.—The return from the Bank of England for the week ending the 10th of Nov., gives the following results when compared with the previous week:—

Rest.....£3,103,017..Increase.....£8,176
Public deposits... 3,515,892...Increase...152,777
Other deposits.... 17,848,517. Increase... 219,765

On the other side of the account:

Gov. securities...£13,811,953...Decrease...200,000
Other securities... 16,090,129...Increase...368,483
Notes unemployed.. 8,740,010...Decrease...135,130

The amount of notes in circulation is £23,559,180, being an increase of £496,610; and the stock of bullion in both departments is £18,273,257, showing a decrease of £313,801 when compared with the preceding return.

By telegram from London of November 24th, we learn that the official report of the Bank of England made on that day, shows that the amount of Specie in vault had decreased £161,000 since the last report.

SPECIE IN NEW YORK.—The following are the quotations for Specie, on the 26th Nov.:—American silver, 97½ to 98; Mexican dollars, 103½ to 104; English silver, 470 to 480; Five francs, 96 to 97; English sovereigns, 486 to 468; Twenty francs, 386 to 382; Thalers, 69 to 70; Spanish doubloons, 15 20 to 16 30; Mexican doubloons, 15 45 to 15 60.

EXPRESS.—At the meeting of Wells, Fargo & Co., held on the 26th, the stockholders voted to issue \$5,000,000 of new stock, and to buy out the Pacific Express Company. Judge Cardozo granted an absolute injunction on the President, Secretary, and Treasurer, restricting the issue of the new stock.

AMERICAN GOLD.

Fluctuations in New York from January, 1862, to November, 1869 :

| DATE. | 1862. | | 1863. | |
|-----------|---------|----------|---------|----------|
| | Lowest. | Highest. | Lowest. | Highest. |
| January | par | 105 | 134 | 160 |
| February | 102 | 104 | 153 | 172 |
| March | 101 | 102 | 139 | 171 |
| April | 101 | 102 | 146 | 159 |
| May | 102 | 104 | 143 | 155 |
| June | 103 | 109 | 140 | 148 |
| July | 109 | 120 | 123 | 145 |
| August | 112 | 116 | 122 | 129 |
| September | 116 | 124 | 127 | 143 |
| October | 122 | 137 | 140 | 156 |
| November | 129 | 133 | 143 | 154 |
| December | 130 | 134 | 147 | 152 |
| | 1864. | | 1865. | |
| January | 151 | 160 | 197 | 234 |
| February | 157 | 161 | 196 | 218 |
| March | 159 | 169 | 148 | 201 |
| April | 166 | 187 | 144 | 160 |
| May | 168 | 190 | 128 | 145 |
| June | 189 | 251 | 135 | 147 |
| July | 222 | 285 | 138 | 146 |
| August | 231 | 262 | 140 | 144 |
| September | 185 | 255 | 142 | 145 |
| October | 189 | 229 | 144 | 149 |
| November | 209 | 260 | 145 | 148 |
| December | 211 | 244 | 144 | 148 |
| | 1866. | | 1867. | |
| January | 136 | 144 | 132 | 137 |
| February | 135 | 140 | 135 | 140 |
| March | 125 | 136 | 133 | 140 |
| April | 125 | 129 | 132 | 142 |
| May | 125 | 141 | 134 | 138 |
| June | 137 | 167 | 136 | 138 |
| July | 147 | 151 | 138 | 140 |
| August | 146 | 152 | 139 | 142 |
| September | 143 | 147 | 141 | 146 |
| October | 145 | 154 | 140 | 145 |
| November | 137 | 148 | 137 | 141 |
| December | 131 | 141 | 132 | 137 |
| | 1868. | | 1869. | |
| January | 133 | 142 | 134 | 136 |
| February | 139 | 144 | 130 | 136 |
| March | 137 | 141 | 130 | 132 |
| April | 137 | 140 | 131 | 134 |
| May | 139 | 140 | 134 | 144 |
| June | 139 | 141 | 136 | 139 |
| July | 140 | 154 | 134 | 137 |
| August | 143 | 150 | 132 | 136 |
| September | 141 | 145 | 131 | 162 |
| October | 133 | 140 | 128 | 132 |
| November | 132 | 137 | 128 | 121 |
| December | 134 | 136 | | |

—An agency of the Bank of Commerce is to be opened soon in Galt, under the management of Mr. John Davidson, formerly connected with the Gore Bank in that place.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending November 12, 1869.

| | | |
|--------------------------|----------|----|
| Passengers | 29,400 | 54 |
| Freight and Live Stock | 50,270 | 39 |
| Mails and Sundries | 2,068 | 57 |
| Total Receipts for week | \$81,739 | 50 |
| Corresponding week, 1868 | 76,652 | 80 |
| Increase | \$5,086 | 70 |

—A tunnel between Montreal and the opposite shore of the St. Lawrence, at or near the Victoria Bridge, is the latest project.

WHITBY AND PORT PERRY RAILWAY.—The *Whitby Gazette* furnishes some information respecting this projected route. Leaving Port Whitby at a point near the national hotel, it crosses the marsh in a north-easterly direction; thence northerly to the Grand Trunk. In the town of Whitby, it crosses Dundas street, adjoining the skating rink. It has not yet been determined upon whether the buildings will be on the north or south side of Dundas street; but in either case, the station grounds will adjoin that street. The line runs then slightly east of north to Brooklin, striking Anderson street, in the front of the sixth concession. At Brooklin, there is to be a passenger and freight station. From Brooklin the line runs to Myrtle, crossing the ninth concession of Whitby, a short distance west of the village, where there will be at least a flag-station, if not a regular station and freight shed. In Reach, the principal points of the line were determined upon by the bonus by-law of that township. At Thompson's, on the gravel road, about one mile south of Manchester, there will be a passenger and freight station; and at Prince Albert another passenger and freight station, either south of the village on Simecoe St. or east on the concession line, within the terms of the by-law. The road will enter Port Perry from the south, skirting the water's edge, with the necessary station accommodation at the foot of Queen street. At this point extension works will be required for the transshipment of lumber from the lower lakes. In addition to the grading now completed, the contract for the necessary ties—over 40,000—fencing, &c., has been let, all the material to be delivered during the winter months, and tenders will be shortly asked for the construction of the stations and other buildings along the whole line. The contract binds the contractor, on receiving notice to that effect, before the first day of March, to complete the whole road, buildings, &c., by the first of August next, and hand the same over to the company on that day. The contract compels Mr. Dumble to have the road in a sufficiently forward state to enable the moving of freight by the middle of June next. The financial position of the company is said to be as follows:—private stock, \$104,000; municipal bonuses, \$97,000; private bonuses, \$28,300; total, \$229,300. It will take \$290,000 to finish the road, together with \$65,000 for rolling stock; \$20,000 for right of the way; \$15,000 for piers; \$15,000 for the Lindsay locks. A meeting was lately held in Whitby, in opposition to the amendments to the act of incorporation now sought from the Ontario legislation. The company won the day.

AYLMER AND OTTAWA RAILWAY.—A public meeting was held at Aylmer, on the 22nd, to consider a proposal for connecting that village and Ottawa by railway in connection with the St. Lawrence and Ottawa road. A resolution was carried, requesting the municipality to take \$20,000 of stock. Messrs. Alexander, Marcoux and Devlin were appointed to obtain bonuses from the townships of Hull and Templeton; and Dr. Church, A. Wright, M. P., and the Mayor were instructed to confer with Mr. Reynolds, the manager of the St. Lawrence and Ottawa, with regard to the assistance likely to be obtained from the company.

—The township of Reach is excited over the railway debenture question. The Council granted a bonus of \$30,000 to the main line of the Port Whitby and Port Perry Railway, and \$10,000 to the branch. Through a careless wording of the by-law, the Company now claim the whole \$40,000 for the main line, with \$3,000 back interest, and the Council has allowed it.

—The ratepayers of the township of Loughboro' decided on the 24th inst., to recommend \$10,000 of a bonus to the Madoc Railway.

—The citizens of Norwood, Ont., are now agitating the extension of the proposed Kingston and Madoc railway to their village.

RAILWAY TRAFFIC RETURNS

FOR THE MONTH OCTOBER, 1869.

| RAILWAYS | Passengers | Mails and Sundries | Freight | Total 1869 | Total 1868 | Miles 1869 | Miles 1868 |
|---|------------|--------------------|---------|------------|------------|------------|------------|
| Great Western | 186,026 | 10,317 | 230,561 | \$20,004 | \$42,483 | 351 | 351 |
| Grand Trunk | 282,621 | 27,490 | 479,875 | 789,004 | 829,559 | 1,377 | 1,377 |
| London and Port Stanley | 1,112 | 134 | 3,675 | 4,921 | 4,989 | 24 | 24 |
| Welland | 1,231 | 2,153 | 12,804 | 16,188 | 11,385 | 25 | 25 |
| Northern | 19,445 | 5,879 | 56,292 | 79,617 | 69,974 | 97 | 97 |
| Port Hope, Lindsay and Beaverton, and Peterboro' Branch | 4,327 | 341 | 23,866 | 28,534 | 27,027 | 56 | 56 |
| The Cobourg, Peterborough and Mar. morra | 29 | 2,943 | 2,972 | 5,944 | 5,104 | 22 | 22 |
| Brookville and Ottawa | 6,281 | 1,181 | 14,967 | 21,129 | 21,461 | 86 | 86 |
| St. Lawrence and Ottawa | 7,883 | 779 | 4,648 | 13,010 | 12,364 | 54 | 54 |
| Carleton and Grenville | | | | | | | |
| Stanstead, Shefford, and Chambly | 445 | 1,113 | 1,658 | 3,216 | 3,277 | 12 | 12 |
| St. Lawrence and Industry | 1,801 | 9,470 | 11,271 | 22,542 | 22,542 | 116 | 116 |
| New Brunswick and Canada | | | | | | | |
| European and North American | | | | | | | |
| Eastern Extension | | | | | | | |
| Nova Scotia | | | | | | | |
| Total | 510,001 | 46,264 | 839,713 | 1,395,978 | 1,437,680 | 2,221 | 2,221 |

* No Returns.

Mining.

THE IRON MINES OF LAKE SUPERIOR.—There are fourteen companies engaged in mining on the Lake. Two that have just begun, while the others are well developed. The production of the twelve principal mines for the year 1868 will be seen from the following figures:—Jackson, 131,707; Cleveland, 102,213; Marquette, 7,977; Lake Superior, 105,745; New York, 45,665; Lake Angeline, 27,651; Edwards, 17,360; Iron Mountain, 3,854; Washington, 35,757; New England, 8,257; Champion, 6,255; Barnum, 14,380; Total 507,813 tons. The increase over the production of the previous year is between 40 and 50 thousand tons. I am informed that the production for 1869 will probably be about 650,000 tons. The entire production of all the mines up to the close of 1868 is two million three hundred thousand tons. The average cost of mining and delivering the ore in cars at the mines is estimated about \$2 per ton. The ore is shipped to Cleveland at the cost of \$4.35, making \$6.35, when laid on the dock in that city, where it is readily sold for \$8, leaving a profit of about \$1.65 per ton to the shippers. Perhaps including insurance and incidentals, the profit may be reduced to about \$1.25 per ton.

PURCHASE OF MINING LANDS ON LAKE SUPERIOR.—R. K. Turner, of Quincy, Ill., and P. M. Smart of Boston, Mass., on behalf of themselves and other capitalists, have purchased an interest in some four thousand acres of mining lands on Lake Superior, including the Black Bay property. These lands contain large mineral veins, and are chiefly situated near Fort William.

—Sir W. E. Logan, Chief of the Geological Survey, retires and recommends Mr. Selwyn of the School of Mines, London, as his successor.

THE CITIZENS' INSURANCE COMPANY
(OF CANADA.)

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

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

HUGH ALLAN, - - - - - PRESIDENT.

Life Department.

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

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

All Life Policies are absolutely Non-forfeitable.

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

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

Agent for Toronto: W. T. MASON. Agent for Hamilton: R. BENNER.

COMMERCIAL UNION ASSURANCE CO'Y.

CHIEF OFFICES.....19 AND 20 CORNHILL, LONDON.

CAPITAL, Fully Subscribed.....£2,500,000
Paid-up..... 250,000

THE attention of the public having been directed by recent events to the necessity of inquiring into the stability of Life Assurance Companies, the Directors of the COMMERCIAL UNION take the opportunity of suggesting to its Shareholders, Policyholders, and Agents, that they should make known to their connections the strong position of the Life Branch. They ask them to point out the unusual facilities which are afforded for ascertaining the principles upon which the business is conducted, and to direct attention to the Investigation Report, which was circulated last year, for a complete and clear statement of every necessary fact relating to the business.

The points to which attention should be especially directed are—

1. That this Company has issued accounts of Income and Expenditure from the commencement; and that every year a detailed Balance-sheet, with a statement of the Company's investments, is published.
2. That the Capital of the Company, £2,500,000, forming, with its other Assets, a Guarantee Fund, is one of the largest possessed by Assurance Companies.
3. That the Life Funds are, by Deed of Settlement, invested in the names of Trustees, for the special security of Life Policyholders.
4. That the expenses of Management, exclusive of ordinary Commission to Agents, are guaranteed by the Deed of Settlement not to exceed 10 per cent. upon the Annual Premium Income.
5. That the rates of Mortality and Interest assumed in the calculations were those which give the greatest reserve for existing liabilities.

The provision made at the Valuation for future expenses and the low rate of Interest assumed in the calculations, enable the Directors to state that, if they discontinued to grant Policies, the Life Reserve, invested even in Consols, would be sufficient, with the accruing Premiums on the existing Assurances, to satisfy every Policy, and to give a Bonus to those who participate in Profits. It must be borne in mind that new business, by diminishing the rate of expenditure, and by giving a wider average for results, will materially add to the amount of future Bonuses. The Directors, therefore, appeal to the Policyholders to augment the business in which they have so direct an interest.

The alarm now felt by those who are assured with Offices which neither publish accounts of Income and Expenditure nor state the principles on which their valuations are based, will lead to the effecting of a large number of new Assurances in Companies which give evidence of their stability. The sound position of the Commercial Union will undoubtedly attract a portion of this new business, but that portion may be much increased by the exertions of its Shareholders, Policyholders and Agents.

Copies of the Investigation Report and of the Accounts, can be obtained on application at the Office.

BALANCE-SHEET ON 31st DECEMBER, 1868.

| Dr. | £ | s. | d. |
|----------------------------------|-----------|----|----|
| To Share Capital paid-up..... | 1,000,000 | 0 | 0 |
| Investment Reserve Fund..... | 812 | 10 | 1 |
| Life Fund..... | 162,488 | 4 | 10 |
| Fire Duty due to Government..... | 5,215 | 14 | 1 |
| Bills Payable..... | 5,313 | 9 | 5 |
| Unclaimed Dividends..... | 47 | 5 | 0 |
| Balance of General Account..... | 252,453 | 2 | 3 |
| | £676,330 | 5 | 8 |

| Cn. | £ | s. | d. | £ | s. | d. |
|---|---------|----|----|----------|----|----|
| By Government Securities..... | 96,488 | 12 | 0 | | | |
| Debt's & Guaranteed Stock | 86,836 | 15 | 0 | | | |
| vested in Life Trustees..... | 24,646 | 19 | 1 | | | |
| | | | | 207,792 | 6 | 1 |
| Advances on Mortgages, &c..... | 89,087 | 15 | 2 | | | |
| vested in Life Trustees..... | 128,541 | 3 | 2 | | | |
| | | | | 217,628 | 18 | 4 |
| Freehold Offices, Fittings and Furniture— | | | | | | |
| London and Branches..... | 66,000 | 0 | 0 | | | |
| Deposits at Interest, General Account..... | 95,000 | 0 | 0 | | | |
| Deposits at Interest, Life Account..... | 1,000 | 0 | 0 | | | |
| | | | | 96,000 | 0 | 0 |
| Balance at London and County Bank— | | | | | | |
| General Acct..... | £29,383 | 15 | 10 | | | |
| Life Account..... | 599 | 7 | 3 | | | |
| | | | | 9,983 | 3 | 6 |
| Marine Account— | | | | | | |
| Balance at London Joint Stock Bank..... | £4,001 | 17 | 1 | | | |
| Balance at Bank of Liverpool..... | 5,646 | 17 | 6 | | | |
| Balance at National Prov'l Bank of Eng. Manchester..... | 2,889 | 9 | 9 | | | |
| | | | | 12,538 | 4 | 4 |
| Petty Cash— | | | | | | |
| General Acct..... | £43 | 8 | 11 | | | |
| Life Account..... | 82 | 18 | 10 | | | |
| | | | | 125 | 7 | 9 |
| Bankers' and other Drafts not matured..... | | | | 22,647 | 15 | 7 |
| Stamps in hand..... | | | | 10,847 | 5 | 1 |
| Agents' Balances— | | | | 1,086 | 3 | 3 |
| Fire..... | £21,684 | 12 | 11 | | | |
| Life..... | 7,617 | 16 | 1 | | | |
| Marine..... | 4,256 | 6 | 3 | | | |
| | | | | 33,558 | 15 | 3 |
| Marine Premiums due 8th Jan., 1869..... | | | | 19,989 | 2 | 1 |
| | | | | £676,330 | 5 | 8 |

Examined and found correct.—William Milnes, Robert Porter, John P. Tate, Auditors.

All policies completed before the 31st Dec., inst., and on which the year's premium has been paid, will receive a year's additional bonus.

MORLAND, WATSON & Co., FRED. COLE, Esq.,
Gen. Agents for Canada. Secretary.
W. M. WESTMACOTT, Agent for Toronto.

THE CANADIAN MONETARY TIMES AND INSURANCE CHRONICLE is printed every Thursday evening and distributed to Subscribers on the following morning.

Publishing office, No. 60 Church-street, 3 doors north of Court-street.

Subscription price—
Canada \$2.00 per annum.
England, stg. 10s. per annum.
United States (U.S.Cy.) \$3.00 per annum.
Casual advertisements will be charged at the rate of ten cents per line, each insertion.
Address all letters to "THE MONETARY TIMES."
Cheques, money orders, &c. should be made payable to J. M. TROUT, Business Manager, who alone is authorized to issue receipts for money.

The Canadian Monetary Times.

FRIDAY, DECEMBER 3, 1869.

THE pressure of advertisements upon our space is such as seriously to curtail the departments devoted to reading matter. This fact affords unquestionable evidence of the public appreciation of THE MONETARY TIMES as an advertising medium in connection with the interests to which it is specially devoted; and it also impresses upon us the increasing necessity of a further enlargement to meet the requirements of all classes of our patrons. This step will have to be taken at an early date. We scarcely need add that vigor and usefulness shall go hand in hand with the ever expanding liberality of the patronage extended to us.

RAILWAY LEGISLATION.

The Railway Committee of the Ontario Legislature will soon have plenty of work. Indeed, its members have their hands full now, if one may judge from the number of lobbyists who have assembled for the promotion of the various railway projects which await legislation. Prominent among these projects is that which goes under the name of the Southern Railway scheme. The Ontario Legislature, at its first session, granted a charter to the Erie and Niagara Extension Railway Company, for the construction of a road from Fort Erie through St. Thomas to Sandwich or Windsor, with a branch to Amherstburgh. It was provided that \$2,000,000 of the capital stock should be subscribed, ten per cent. deposited in cash, the railway commenced within ten years from the passing of the Act, and at least \$1,000,000 expended in works of construction within three years; in default, the charter should become forfeit. As only three months have to run before the charter will expire, by reason of noncompliance with its conditions, application is now made to the Legislature to grant leave to change the gauge of the proposed road, to extend the time limited for subscription of stock and commencing and completing the railway, to increase the stock, to change the name of the company, and to give power to construct a branch line from St. Thomas to a point in the township of Moná, on the St. Clair. It appears that the period between February, 1868, and the present time has been consumed in bargaining with parties interested in the railway traffic between Chicago and New York. It is broadly stated, that the franchise which the Legislature conferred has been peddled about in an endeavour to sell out on the most profitable terms, and that those who hold it have not the slightest idea of building a railway. The whole proceeding looks very suspicious, and it behoves our legislators to take care that adventurers are not permitted to strut about the country with railway charters in their pockets, or to make merchandise of valuable public franchises. The coquetting with American companies, both east and west, which has characterized the proceedings of the Erie and Niagara authorities, and the delay which has taken place in complying with the conditions of its charter, give the whole project such an unreal appearance, that legislators may well hesitate before making themselves parties to a mere speculation. The railway requirements of Norfolk, Haldimand and Elgin, should not, certainly, be made dependant upon the selfishness of persons who make those the pretext for obtaining advantages which they wish to turn into money, nor

should the interest of the counties be forced to abide the result of sharp bargaining on the part of such as see more benefit in a dog-in-the-manger policy than in building a railway.

The western peninsula affords a short cut between New York and the western states. One party, concerned in the railways which terminate in Detroit, are said to seek the control of the Erie and Niagara Extension charter in the interests of that city, professing a desire to build a tunnel across the Detroit river, and a suspension bridge at Niagara. The Michigan Air-Line Railway Company form another party. Their line touches the St. Clair river, opposite the township of Moore, in the county of Lambton. A route from Buffalo to St. Clair would be fifty miles shorter through Canada than that *via* St. Thomas to Detroit. The third rival is the interest, which seeks a charter under the name of the Canada South Western Air Line Railway, with Oswego men as its promoters. These last do not propose to construct the road from St. Thomas to Detroit, but look at the route in the same light as the Michigan Air Line Company. We have besides these named, the project of the Great Western, to construct a line from Glencoe through St. Thomas to the Suspension Bridge. The through traffic is the bone of contention. In the last half year the local traffic of the Great Western was 36.9, and the foreign 63.1 per cent.

There are two railways in operation with which these projects may be regarded as interfering. One is the Great Western; the other, the Grand Trunk, and it becomes a serious question with Canadians, seeing that we are so deeply interested in the prosperity of these two, whether it will be to our advantage to encourage and assist rivals in carrying off a large share of the through freight and passenger traffic. There might be some excuse for chartering railways, whose object would be to furnish facilities to unsupplied sections of country, but it is manifestly unwise to allow existing lines to be injured for the accommodation of American shippers, or to minister to the cupidity of railway speculators. One of the principal objections to the Georgian Bay Canal scheme is that its whole aim is to benefit Chicago and Oswego, and our Legislature very naturally declines to dower it with our public lands. The requests of these railway projectors are about as reasonable as those of Mr. Capreol. Railway investments in Canada have been sadly unproductive, and now when the twenty-six millions, which the Great Western Company expended, are beginning to yield a return, we are coolly asked to give away charters to parallel lines whose proclaimed object is to compete for the through traffic.

It is alleged that American lines need additional means of communication. We are under no obligation to supply it. The endeavor to command through traffic has not reacted very favorably on Canadian interests. In the case of the Grand Trunk, it has, at times, seriously interfered with the business arrangements of Canadian shippers, and led to ruinous competition on the part of the companies themselves. But it has yet to be shown that a third railway is needed, at the present time, though doubtless, in the future, there will be plenty of business for all. The Great Western Company have not been idle. £58,000 was spent upon the permanent way last year, and £86,322 in the locomotive and car departments. But though the amount expended in all the departments was much greater than the year previous, the revenue was not proportionately larger. The earnings in 1868 were at the rate of 8d. sterling per car per mile, but in 1869 they were only 7d. This was owing to the fact that low rates prevailed during the latter year. The extra work of engines and cars added only £28,418 to the company's revenue. Had the receipts attained the same ratio to the car mileage that they did in 1868, the company would have been able to declare a dividend of nearly six per cent., instead of three. What has been done by the Great Western shows that they are ready and willing to furnish facilities for American through-traffic, as the demand increases. In 1867, they laid a third rail between Niagara and Detroit, and placed an iron ferry on the Detroit River capable of carrying fourteen loaded cars at a time. This third rail of 4ft. 8½in. gauge gives perfect connection between the New York Central, at the one end, and the Michigan Central at the other; so that it can hardly be urged with fairness that there is such a lack of facilities for the transport of through traffic as will justify the chartering of rival lines.

We know that some support the policy of giving charters to whatever company may ask them, without the slightest regard to whether they are rival lines or not. But the danger of such a policy is so apparent that we cannot think any large number are its supporters. No surer method could be adopted to prevent all investment in Canadian railway enterprise, and to thwart the object the Legislature has in view—namely, the construction of public routes. The true policy appears to us to be the construction of lines that will act as feeders to existing lines, or cut the country from north to south, instead of coming into direct rivalry with the trunk lines from east to west. A line running the entire length of the western peninsula, while it would run parallel with the Great Western for a hundred miles, would

not afford the best railway facilities to that portion of the district which requires additional accommodation. It is quite possible to procure this accommodation without injuriously affecting existing interests, as in the case of the proposed Norfolk Railway Company, whose route is from Port Dover or Port Ryerse to Simcoe and Brantford, with a third rail from Brantford to Harrisburgh. It will be for the Legislature to consider whether, under the circumstances, it is not better to consult the interests of our own country, our own people, and our own railways, than to injure all for the benefit of foreign lines or foreign shippers.

THE PRINCIPLES OF TAXATION: LOCAL ASSESSMENT.

Equality of taxation is the ground on which all economists and statesmen should alike take their stand. There will be difficulties of detail, and the perfect will not be attainable; but this cardinal principle must always be kept in view. If the question is one of income-tax, you must set out with the broad principle that all incomes, from whatever source derived, are alike taxable, deduction only being made of what is sufficient to support life. In England, all incomes under £150 (about \$700) are exempt; here, incomes under \$200. The former is too high, and the latter may be somewhat too low. After the amount named, all incomes, from whatever source derived, are taxed, and taxed equally—the same number of pence in the £—in England. Mill calls the proposal to tax one kind of incomes and except others, a mild kind of robbery, comparable in atrocity to a proposal to apply the sponge to the national debt. But he admits the force of the argument in favor of discriminating between different kinds of incomes, or incomes derived from different sources, for purposes of taxation. It is contended that an income derived from the personal exertions of the possessor is not of equal value with an income derived from realized property, since the former is only an annuity during life or health, while the latter survives health and life. On this ground, it is said, there ought to be a distinction made between the two classes of income, and that that which was most valuable, in not depending on the accident of health or life, should bear a larger burthen of taxation. A discrimination the other way is too monstrous to find a solitary advocate there; all the while that discrimination was in full force here.

Our assessment law has always contained a long list of exemptions. We have only to turn up the assessment law of any date, no matter what, to see what the greater part of them have been, and what they still are.

The disposition has been rather to increase than decrease the catalogue. The Consolidated Statutes, constructed ten years ago, but founded on laws much older, contained a list of twenty-one exceptions; now the number has grown to twenty-five, the increase embracing—1st. The property of horticultural societies, tacked on to a previous exception of mechanics' institutes, literary or scientific institutions, and agricultural societies; 2nd. Rental or income derived from real estate, and from Provincial debentures and debentures of Canadian municipal corporations; 3rd. The houses and premises occupied by officers and privates of the regular army or navy; 4th. The official salaries of the officers and servants of the Government Departments in Toronto and Ottawa. All the exemptions, except these four, have existed for the last fifteen or twenty years or longer—most of them, probably, since municipal taxes were first levied in the Province.

Of these, the last enumerated is probably the one that has elicited most objection. On general principles, there is probably no difference. But it would be quite competent for those cities to say, in effect—"We will throw off this much taxes in consideration of the advantages we derive from the presence of the Government." There is nothing to show that Ottawa made any such offer; but it is in evidence that the official organ of the Corporation of Toronto assured the Ontario Executive that that body desired this exemption to be made. It is not at all certain, however, that the great body of the rate-payers ratify that expression of opinion, and the preference will no doubt soon be removed.

But while this exemption has some, though insufficient ground to rest on, there are others, of old date, that have none at all. But let us first look at the other two that are new. That of houses and premises occupied by troops, stands out conspicuous. If there were a certainty that the benefit of this exception would reach those for whom it was intended, it would be anything but unreasonable. If we may trust the figures of Sir Chas. Dilke, England has, up to a very recent date, been spending three millions sterling a year for the protection of Canada: a sum equal to the entire cost, to our own people, of supporting the government of the Dominion. To considerations of this nature the exemption is due. Nevertheless, this mode of remitting taxes would fail of its object. The average rate of rent is determined, after the cost of building land and building, by the relation between the supply and demand for houses. The tax paid by a tenant is a tax on his expenditure, or if you will,—a tax on consumption—for the house is being slowly consumed, and a house free from taxes would bring the average

rate paid for similar houses with the taxes included. In other words, the landlord, not the tenant, would reap the advantage of the remission. If military men were occupying under lease, for a term of years, when the exemption went into effect, they would reap the benefit; but the transitory nature of their residence—their liability to be recalled at any time to another station—is inconsistent with any other holding than yearly tenancy.

If the property of agricultural societies be exempted, why not horticultural also? But why should either? There are too many exemptions, and some of them very unreasonable. Many would hesitate to class as such, churches and charitable and literary institutions. As for ministers of religion, what has been done with them of late, has been a little to increase their privileges. Time out of mind we exempted their salaries, or stipends, "from whatever source derived," up to \$2,000. Now the amount is unlimited, which is certainly unjust to the rest of the public, and the parsonage or dwelling house, is thrown in; but the words "from whatever source derived" have been dropped, and it is evident that the income must be a clerical one to entitle it to exemption. If the law has hitherto been administered differently by assessors, and those who revise their works, it has been administered wrongly. Rigorous justice would not require municipalities to supplement the incomes of ministers of the gospel to any extent, at least it has been done out of good nature.

The most formidable exemptions are: The income a farmer derives from his farm, income from provincial or municipal debentures; railroad stock, and bank stock. There can be no reason for exempting any of these, except the last. Bank stock is exempted, admittedly because there is a tax for general purposes levied on bank issues; and if that tax were repealed, the stock would, as the law now stands, be taxable. And here a very nice question arises: is the reason given for the the exemption, a good reason? This depends on what is considered the foundation of the tax on bank issues? The government in delegating to private corporations that part of the sovereign power of coining money, which consists of providing the substitute paper, parts with a valuable privilege, and it indemnifies itself by a tax on the issue of the paper. If the view be taken that when the corporation has paid that tax, it has paid for the privilege and no more, then the exemption could not stand. But if the privilege of issuing paper representatives of money is not valuable, if the government is justified in parting with it without an equivalent, and if the the tax on bank issues is an ordinary tax, a different conclusion may

be arrived at. But this consideration cannot well be left out of the account.

To exempt the holders of railroad stock and government and municipal debentures, is to discriminate in favor of realized property and against those who are struggling to realize a little, or for very existence.

The question of taxing twice any particular property has been treated with a discrimination of which the justice is not apparent. Merchant's stocks are taxed at the same time that their incomes are taxed. This is not exactly taking the same thing twice; but it is taxing, first the stock from which the income is derived, and then the income. The latter, it will be said, only really comes out of the merchant's pocket; he is reimbursed by the consumer all he advanced on the stock, whether in this shape or in the shape of customs' duties, price of purchase, insurance, or freight, with a profit on the whole transaction. This would be true under ordinary circumstances; but it is not true if stocks are taxed in Toronto and not in Montreal. The Toronto merchant has to compete with the merchant of Montreal; and if the former has to pay a tax that the latter is exempt from, he has to deduct the amount from his profits; for he cannot, by an increased price of goods, shift it on to the consumer.

The question of taking the incomes of fiscal corporations—as building societies—*en bloc*, may be easily disposed of. It is evident that they cannot, with any regard to equity, be taxed in that way, if the municipalities where they do their business would get the proceeds of a tax properly leviable where the owners of the stock reside, and for which they are properly assessable. This class of income should not escape its due contribution to public purposes; but it can be taxed *en bloc* only by requiring the different societies to undertake the duty of informing the municipalities interested what amount their various stockholders are properly assessable under this head; or by laying the tax on the dividend, provision being made for its proper distribution.

COMMERCIAL UNION ASSURANCE COMPANY.

We publish, to-day, a circular of this company, with the last balance-sheet. It is gratifying to observe that a number of leading companies have not been slow to observe the signs of the times. There is a growing conviction both in Great Britain and in this country in favor of greater publicity, especially on the part of the life companies. This is as it should be; a sound public opinion upon matters of the kind is an important safeguard against mismanagement, and the various abuses that are apt to arise in the conduct of life insur-

ance. From the widest publicity sound companies have nothing to lose but everything to gain.

So far as we are acquainted with the Commercial Union, we see no reason why it should not court the closest scrutiny of its affairs. In the matter of expenses, it will be noticed that the limit of ten per cent. of the annual premium income is fixed as the maximum percentage of expenses in the life department. All expenses in excess of this limit are charged to the fire department. This is a favorable provision for the interests of the life policies, and on this account chiefly the life profits have been large and steady from year to year. The life funds are invested with trustees for the benefit of policy holders, thus freeing them from the hazard attending fire business. This is an important and most useful provision. In the matter of safety, the directors state, "that if they discontinued to grant policies, the life reserve, invested even consols, would be sufficient, with the accruing premiums on existing assurances, to satisfy every policy, and to give a bonus to those who participate in profits." Taking the low ratio of expenses into consideration, and the safety that this company gives, we see good reason for recommending it to the notice of intending assurers.

QUEEN INSURANCE COMPANY.

A report by the President of the Institute of Actuaries, (London, Eng.,) to be found in other columns on the position of the Queen, is of interest to the policy-holders of that Company. It will be seen that Mr. Brown, no mean authority, certifies to the correctness of the director's statement as to the position of their affairs. Calculations made on a strictly conservative basis shew a surplus of \$130,000, which, Mr. Brown assures us "indicates a state of soundness and prosperity, with every prospect of its continuing hereafter."

THE GOLD PREMIUM.—From an interesting table given elsewhere, it appears that gold now stands at a lower point than at any time since September, 1862. The decline has been steady and continuous for several weeks past. It is worthy of notice that the downward movement seems to go on without the exercise of any kind of artificial pressure. Reports to the effect that the Supreme Court is likely to declare the Legal Tender Act illegal, and that the administration are determined to resume specie payments at an early day, have had a strong tendency to depress the gold premium; and the fact of such a marked decline argues a general belief in the truth of these reports. An important consideration bearing on the question is that the Treasury is in possession of a large supply of gold—about \$60,000 at a late date—and that the National banks have a sum in

their vaults in excess of the amount held at times during the "hard-money days." The internal revenue receipts are much larger than last year and are steadily increasing, showing an excess on a few leading articles of three or four millions per month. Besides we have a statement from Washington that the debt will show a reduction in November of several millions. All this tends to restore and re-establish confidence, the want of which is the cause of the existence of a premium on gold at all. It is to be hoped, if resumption is in the immediate future, that the progress toward it will be gradual, otherwise the sudden disturbance of values would involve thousands in ruin.

—One or two correspondents to whom we intend to give a hearing will have to wait till next week.

Real Estate.

SALES IN TORONTO.—A brick house on Gerard street, just east of Yonge street, lately occupied by the Hon. John Rolph, with lot, was sold by auction at Messrs. Coate & Co.'s Rooms, on the 2^d h, to Mr. J. Wright, for \$2,620.

—About 20 lots on the Macaulay estate, 79 feet deep, at \$10 per foot frontage.

—217 acres in the Township of Willoughby, Ont., 1st and 2nd con. \$30 per acre.

—Different lots making 800 acres in all, in the townships of Tiny, Tay and Medonte at an average price of \$3 per acre were sold by the Trustees of the Bank of Upper Canada.

Sales by J. W. G. Whitney, real estate agent.
A lot on Front street, west of Yonge, with 34 feet frontage, \$7,500.

2 lots on the Macaulay estate, each 50 feet frontage for \$2,000.

A lot on Carleton street, having 90 feet frontage, for \$1,260.

A block of 22½ acres, being part of 12 in the 1st con. of the township of York, for \$900.

A 5 acre block being part of lot 28, con. 3, of York township, sold for market garden, \$500.

A lot on Palace street in the vicinity of the Rolling Mills, Nos. 31 and 32, 59 feet frontage for \$250.

CROWN LANDS DEPARTMENT.—The following is the report of the Department of Crown Lands for the year ending 31st Dec., 1868:—

Crown Lands.—There were 3,403,873 acres of surveyed Crown Lands disposable at the commencement of the year, which, added to the 75,279 acres surveyed during the year, make a total of 3,479,152 acres; deducting therefrom the number of acres sold during the year, (23,299), and 76,519 acres disposed of under Free Grants and Homestead Act, leaves a total at the end of the year, for future disposal, of 3,402,633 acres.* The sales during the year amount to \$31,785, and the collections to \$124,355.

Clergy Lands.—Of the Clergy Lands, 9,528 acres were sold during the year. The sales amount to \$20,491, and the collections to \$133,873.

Common School Lands.—There was sold of the Common School Lands during the year 4,322 acres. The sales amount to \$4,960, and the collections to \$115,457.

Grammar School Lands.—There was sold of Grammar School Lands during the year 2,835 acres. The sales amount to \$3,413, and the collections to \$8,252.

Free Grants.—The lands in the following townships were opened during the year for location under the provisions of the Free Grants and Home-

* There appears to be some error in these figures.—(Ed. C. M. T.)

stead Act of 1868, namely:—Anstruther, Cardwell, Cardiff, Foley, MacDougall, Macaulay, Monmouth, Watt, Brunel, Chandos, Draper, Humphrey, McLean, Muskoka and Stevenson, in which 511 locations of Free Grants were made, and 2,120 acres of land were sold to Free Grant Locatees.

Woods and Forests.—The timber dues, ground rent and bonus accrued during the year amount to \$190,237. The total timber revenue collected on account of such accruals, and of the arrears of previous years, is \$234,209. Of this amount the sum of \$14,446 was received as bonus on the south half of the township of Sherborne, sold in two timber berths by public auction, at Peterboro, on the 23rd December, 1868. Berth No. 1, covering an area of 20½ square miles (and which had previously suffered from fire and trespass), was sold at a bonus of \$249 per square mile. For Berth No. 2, covering an area of 18 square miles, a bonus was obtained of \$519 per square mile, being far the largest bonus ever received by the Crown on the sale of timber limits in this Province.

Receipts and Revenue.—The total receipts of the Crown Lands Department during the year are \$627,140, of which the sum of \$369,293 is considered as revenue.

Colonization Roads.—The expenditure during the year for Colonization Roads was \$27,686.

REAL ESTATE BROKERS' COMMISSION.—The Chicago *Real Estate Journal* reports the following case upon this subject: C. A. Lincoln against James McClathe.—The decision in this case is of great importance, as establishing the rights of brokers. Lincoln, as a real estate broker, had a piece of property placed in his hands for disposal, and, on his own responsibility, without the knowledge of McClathe, advertised it. A reader of the advertisement notified a third party, and the latter negotiated directly with the owner, and made the purchase without consulting the broker at all. Lincoln thereupon brought a suit for commission, and H. C. Robinson, as a committee of the Superior Court, found for the defendant, and the finding was so recorded in the court below. The Supreme Court finds a manifest error; that is, that Lincoln shall receive his commission the same as if he had negotiated the sale, his advertisement being, in point of fact, the direct cause of the disposal of the property. In reference to which the New York *Real Estate Journal* says:—In this case the fact of effective agency is so incontrovertible that it is astonishing how the committee could decide in favor of the defendant. We regret to acknowledge that property owners are too prone to act upon the economical theory that a broker has no claim to commission unless he negotiates the purchase. This decision, as well as many others that have preceded it, shows that where the owner lacks the moral feeling to do justice to the broker, the law may be appealed to with advantage.

QUEBEC LEGISLATION.—Notice has been given that the following applications will be made to the Legislature:—For the incorporation of a company for the purpose of constructing a wooden railway from a point on the Grand Trunk Railway into the Townships of Leeds, Inverness, Ireland and Halifax. For an Act to repeal such sections of the Act of the Legislature 32, Viet. cap. 72, as relate to the expropriation of property for the enlargement of the Cote des Neiges Cemetery, and to authorize the raising of additional capital to the extent of fifty thousand dollars by means of the issue of preferential stock or of mortgage bonds and for other purposes. For the incorporation of a Company for trading purposes in Lumber and real estate, to be called "The Quebec, New York and Boston Lumber Company." On behalf of the Honorable John Young and other parties for such powers as may be necessary, for carrying out, in whole or in part, projects and enterprises, including the construction of a Dam between l'Isle au Heron and the South bank of the Island of Mon-

treal. The Company so to be incorporated to be called "The Montreal and St. Louis Hydraulic Company." For the incorporation of a company to construct a railroad from the town of St. John to the Basin of Chambly, with power to extend the same to some point on the Grand Trunk Railroad between St. Lambert and St. Hilaire, and to build such wharves and other structures as may be necessary for the efficient working of the said railroad. For an Act to amend the Acts incorporating the city of Quebec, and to place in the hands of Commissioners, for a limited time, the administration of the affairs of the said Corporation and of the Water Works, and also authorize the said commissioners to borrow a sum of money sufficient to pay the floating debt of the said Corporation, or to change the number of Councillors and Aldermen, the mode and time of elections, of taxation, the commencement of the fiscal year, the qualifications of electors and generally to obtain new and additional powers for the said Corporation. For an act to amend the several acts of an incorporation of the city of Quebec:—To make changes and alterations in the Franchise and representation of the divers wards in the council of the city of Quebec; to impose an income tax, to oblige merchants, traders and all persons engaged in any commerce, trade or business whatsoever, individually or as copartners, to pay specific rates or take out license; to create a consolidated fund to be called the city of Quebec consolidated fund, to the amount of one million five hundred thousand dollars, to pay off a portion of the city debt now becoming due, the said stock to be redeemable and to be issued in sums not less than \$100 each; to extend the provisions of the code of civil procedure of Lower Canada to summonses issued in civil matters from the Recorder's Court; to make proprietors or possessors of immovable property in the said city of Quebec, solely liable to the corporation for all assessments, taxes and water rates, subject to their recourse against the tenants in certain cases; and generally to obtain new and additional powers of the said corporation.

--A project has been started for the construction of a railway from Woodstock, N. B., by the valley of the river St. John, to Riviere du Loup, by a company to be called the Quebec and New Brunswick Railway. It is proposed to connect the "Western Extension," "New Brunswick and Canada," the "Frederickton, St. Stephens and Woodstock Branches," the "European and North American," and the Nova Scotia Railways, with the "Grand Trunk," the "Intercolonial," and general system of Railways in Canada and the Great West. The distance from Woodstock to the intersection of the boundary of Canada is about one hundred and twenty miles, and from thence to Riviere du Loup about sixty miles, making in all one hundred and eighty miles of Railway to be constructed to effect communication between Halifax, St. John, Quebec, Montreal, and Canada West. This route is said to possess advantages over every other yet proposed through British Territory, as constituting, with its connections—in addition to the important local traffic—the shortest and most direct medium of communication between the several Canadian Provinces, east and west.

Commercial.

Tea Duties in the Zollverein.

The council of the German Zollverein next session will have to take into consideration the expediency of a reduction in the present high rate of import duty on tea. Dr. Bitter, a chemist at Rostock, has discovered a simple and inexpensive method of extracting the *theine* from low-priced and even damaged tea, and it has already become a considerable article of export from Germany. The doctor has petitioned the government of Mecklenburg for permission to import a quantity of the same for the above purpose at the reduced

duty of half a dollar per centner, or 1s. 6d. per cwt. But as the Grand Duchy of Mecklenburg has renounced its autonomy in commercial affairs, and lately joined the Zollverein, it has no longer the power to grant the prayer of the petitioner; it has, however, done the next best thing, which was, not only to forward the petition to the Zollverein council endorsed with a strong recommendation in its favor, but to give notice of its intention in the next session of Parliament to move for a general reduction of the duty on inferior teas to half a dollar per centner, both for consumption and the extraction of theine.—*London Grocer.*

Toronto Market.

PRODUCE.—A slight improvement in Liverpool, though not leading to any advance in prices here, has imparted more confidence, and induced a good number of transactions in breadstuffs. *Wheat.*—The market has been rather more active and sales steady at quotations. Fall sold to some extent in car loads at 80 to 90c., according to sample. Some sales of spring also occurred at 82 to 85. *Barley.*—The market has been active, and closed higher, although the shipping season is over. Among the sales were 3,000 bush. at 50c. f. o. b.; 4 cars at 55c.; 6 cars at 57c.; 1 car at 58c.; and 2,500 bush. at 60c.; cargo of schooner Garibaldi, 5,000 bush. sold at 50c. Prime barley is held with a good deal of confidence. *Peas.*—Little doing at 55 to 56c. *Oats.*—Nothing doing, no receipts, nominal at 30 to 31c.

FLOUR.—is steady; sales of 600 to 800 bbls. No. 1 super, and different lots at \$3.80 to \$3.95 f. o. b. the latter for very choice. Spring wheat extra and fancy sold to a small extent at \$4. *Oatmeal.*—A carload sold at \$4, at Rockwood station G. T. R. *Cornmeal.*—Unchanged.

PROVISIONS.—*Butter*—is dull and stocks are accumulating in the absence of a shipping demand; a lot of 90 tubs was offered at 18c., without buyers. *Dressed Hogs.*—The feeling is easier, though there is little change in prices; there is a good deal doing with live hogs on the basis of 7c. *Pork.*—There is no demand for barrelled pork of any kind; mess is nominal at \$26 to \$26.50. There is some enquiry from the Ottawa district, but there were no offers made over \$25, which prevented transactions. *Cheese*—is held at 12½ to 13c. at the factories. *Eggs*—are scarce at 18 to 20c. *Bacon.*—No new offering yet. *Hams.*—Small lots of smoked sell at 14½ to 15c.

HOPS.—There is more activity in the market. Prices are unsettled, but range from 15 to 20c., and a small lot of extra choice is held as high as 30c.

HIDES AND SKINS.—*Hides*—are easier under the increased receipts. *Sheepskins*—are offered freely and meet with a ready sale.

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

Dominion Pacific Railway.

NOTICE is hereby given that application will be made at the next session of the Parliament of Canada, for a charter for THE DOMINION PACIFIC RAILWAY, to be constructed from a point, on or near Lake Superior via Red River, to a point, on the Eastern Boundary of British Columbia; with power to improve the Navigation, leading to and from Rainy Lake and Lake of the Woods. Toronto, 1st September, 1869. T.L.

Agents' Directory.

GEORGE A. YOUNG, Agent, Hamilton Branch, Royal Insurance Company, Fire and Life, corner James and Merrick Streets.

ARCHIBALD McKEAND, Agent, Hartford Fire Ins Co., Home Ins. Co., of New Haven, Travelers' Ins. Co No. 11, James Street, Hamilton.

J. D. PRINGLE, Agent for North British and Mercantile Fire and Life; Provincial, Fire and Marine; Scottish Provincial, Life; Etna, of Hartford, Inland Marine Phenix, Ocean Marine.

W. F. FINDLAY, Accountant, Official Assignee, Agent for Etna Ins. Co. of Hartford; London Assurance Corporation, and Edinburgh Life Assurance Company Hamilton.

J. W. WILSON, Produce Commission Merchant, Agent for the "Etna" and "Home" Marine Insurance Co's of Conn., Hamilton, Ontario.

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

GEORGE GIRDLESTONE, Fire, Life, Marine, Accident, and Stock Insurance Agent, Windsor, Ontario Very best Companies represented.

R. N. GOOCH, Agent Life Association of Scotland, North British and Mercantile (Fire), and Montreal Ins' Co's Comp'y (Marine), No. 32, Wellington Street East, Toronto.

JAMES FRASER, Agent Liverpool and London and Globe and Briton Medical and General Life Association, & Sec'y Metropol'n Perm't Bldg. Soc'y, No. 5 King-st. West Toronto.

J. T. & W. PENNOCK, Fire and Life Insurance Agents, Parliamentary and Departmental Agents, Mining Agents, and Exchange Brokers, Ottawa.

PETER McCALLUM, Agent for the Lancashire Ins' Co.; Travelers Insurance Co.; Hartford Fire Ins' Co.; Western Ins' Co., of Toronto; St. Catharines, Ont.

A. C. BUCK, Agent for Home Fire Insurance, Canada Life, and Canada Permanent Building and Savings Society, Caledonia, Ont.] 1-y

THOS. CARLISLE, Agent for Standard Life, Western Marine, and Niagara District Mutual Fire Insurance Company, Dunnville, Ont. 1-y

F. B. BEDDOME, Fire, Life, Marine and Accident Ins. Agent and Adjuster, Albion Buildings, London Ont. None but the most reliable Companies represented

MONEY.

The Union Permanent Building and Savings Society

HAVE Money to loan at moderate rates, on the security of city or town property, improved farms, &c., which may be repaid in monthly, quarterly, half-yearly or yearly instalments, extending over a period of 3, 5, 7, and 10 years, as may be required. Applications to be addressed to W. MACLEAN, Sec'y and Treas. Office—82 King Street East. Interest at the rate of 6 per cent per annum allowed on deposits. 16-1t

The Ontario Mutual Fire Insurance Company

HEAD OFFICE.....LONDON, ONT.

THIS Company is established for the Insurance of Dwelling-houses and non-hazardous property in Cities, Towns, Villages, and Country.

Applications for Insurance made through any of the Agents.

S. McBRIDE, President.
JAMES JOHNSON, Secretary-Treasurer. 16

Bank of Toronto.

DIVIDEND NUMBER TWENTY-SEVEN.

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 or its Branches on and after MONDAY, THE THIRD DAY OF JANUARY NEXT.

The Transfer Books will be closed from the sixteenth to the Thirty-first day of December, both days inclusive.

By order of the Board.
Toronto Nov. 24, 1869
16-td.

G. HAGUE,
Cashier.

Queen Insurance Company.

HEAD OFFICE FOR CANADA.....MONTREAL.

A. MACKENZIE FORBES, Resident Secretary.

IT has been well remarked, that intending assurers ought to satisfy themselves thoroughly in regard to a company's real and available resources, before committing themselves to so serious a thing as a Life Contract with it. The following facts will enable policyholders and the public to judge for themselves as to the sound and secure position of the QUEEN Insurance Company; and the Directors feel that in giving the fullest publicity to its affairs they are taking a course calculated to increase the confidence and support which the Company has already extensively enjoyed.

The Life Accumulation Fund, close of Quinquennium, 31st Dec, 1868, stood at.....£110,153
While the Actuarial Investigation, based upon a 3 per cent. net premium valuation, showed the sum of..... 83,545

to be sufficient to cover all the Life engagements of the Company; but the Directors, for their further satisfaction and that of the policyholders, requested Samuel Brown, Esq., President of the Institute of Actuaries, to examine into and certify the investigation that had been made by the Company's own Actuary, and it is gratifying to the Directors to be able to place in the hands of the policyholders the annexed very satisfactory report by Mr. Brown. A record of the valuations, in detail, is kept at the Chief Office, for reference, which may be inspected when desired by any policyholder or shareholder.

To render the present statement more complete, the Directors add the following information in regard to the funds and securities of the Company:—

The authorized Capital is.....£2,000,000
The Capital actually subscribed..... 1,798,000
The Paid-up Capital..... 179,800
The Fire Reserve Fund..... 80,000
The Funds of the Company, after making Provision for all outstanding, adjusted, or unadjusted claims and accounts at the close of the year were..... 385,804

£128,670 of the above sum was invested in the real Property of the Company.

£105,620 advanced on Landed Securities and Real Estate, subject to from three to six months' notice.

£45,195 invested in securities sanctioned by Acts of Parliament, viz., in the bonds of Local Boards and Corporations, of the Mersey Docks and Harbour Board, and of the London and North-Western Railway Company.

*£34,206 in the United States Government Bonds, interest and Principal payable in Gold.

*£20,905 in Canadian Government Bonds and Stock.

£7,720 advanced on the values of the Company's Life Policies.

£3,256 on Personal Security in connection with Life Policies.

£11,239 on Mortgages, &c., of Reversions.

Cash at Bankers, £23,000, the amount immediately available to meet claims beyond what any experience has shown to be necessary.

Finally the Books and Accounts are, and always have been, subjected to a continuous audit, in detail, by a public auditor appointed by the shareholders.

(By order) J. MONCHIEFF WILSON, General Manager.
THOS. WALTON THOMSON, Sub-Manager.
JOS. K. RUMFORD, Res. Sec., London.

Liverpool, 26th October, 1869.

*Investments required by the law to enable the Company to transact business in these countries. The Company's operations in the United States are confined to the Fire Department.

REPORT OF SAMUEL BROWN, Esq., PRESIDENT OF THE INSTITUTE OF ACTUARIES.

Gentlemen.—I have carefully examined the last Life Investigation of the QUEEN Insurance Company to the 31st December, 1868, and had the advantage of Mr. J. Monchieff Wilson's clear and full explanations of the method on which it has been conducted.

It appears that the valuation has been made for all classes of assurances by the Carlisle table of mortality, and at only 3 per cent. interest, thus assuming a rate of mortality which corresponds very nearly with the best recorded experience of Life Assurance Companies, and reckoning upon a rate of interest, which, both by past experience and the probable future, is likely to be very considerably exceeded on the whole investments of the Company.

It is also important to observe, that as the net premiums only have been valued all the excess of future premiums actually charged in the policies over what would be charged by the Carlisle 3 per cent. table of pure premiums has been reserved for future division of profits, and no portion of profit has been brought into account except that actually realized at the date of valuation.

Every care has been taken to ensure accuracy. All the computations have been worked in duplicate, to ascertain the value of each policy separately, and according to the number of years and months which each policy had been in force. I have made computations to check the accuracy of the results, and I have further examined and approve of the application of the mathematical formulae, by which the values of the different classes of assurances have been estimated.

The values of the Guarantee Policies have been obtained by the same methods as the original assurances, so as to reduce to their proper estimate the reserves for the actual risks in force.

Assuming, therefore, that the investments are first class, and have been so selected as to be able always to realize the amount at which they stood on the 31st December, 1868, the surplus of £23,609 ascertained on the principles above explained to exist in the Life Fund on the 31st December, 1868, indicates a state of soundness and prosperity, with every probability of its continuing hereafter.

I have the honour to be, Gentlemen, your very obedient servant,
(Signed) SAMUEL BROWN, Actuary.
Lombard St., London, 18th October, 1869.

WM. ROWLAND, Agent, Toronto.

The Freehold Permanent Building and Savings Society.

DIVIDEND No. 20.

NOTICE is hereby given that a Dividend of Five per cent for the half-year ending the 31st October last, has been declared, payable at the Society's Office, on and after 1st December next.

The Transfer Books of the Society will be closed from the 10th to the 30th instant, inclusive.

By order,
14-3t CHAS. ROBERTSON, Secretary.

Bank of Montreal.

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

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

By order of the Board,
Montreal, 26th October, 1869. E. H. KING, General Manager. 12-td

Ontario Bank.

DIVIDEND No. 24.

NOTICE is hereby given that a Dividend of FOUR per cent upon the Capital Stock of this Institution for the current half-year, has this day been declared, and that the same will be payable at the Bank and its branches on and after,

WEDNESDAY, THE FIRST DAY OF DECEMBER NEXT.

The transfer books will be closed from the 30th November, both days inclusive.

By order of the Board,
D. FISHER, Cashier.

ONTARIO BANK
Bowmanville, 28th Oct., 1869. 14-td

Real Estate.

Stayner & Cooper,

LATE of the Crown Timber Office, and formerly of the Crown Lands Department,

LAND, ESTATE, PARLIAMENTARY, AND GENERAL AGENTS,

No. 12 Exchange Buildings,
WELLINGTON STREET EAST,
Toronto, Ont. 16

Hime & Baines.

STOCK AND MONEY BROKERS,
ESTATE AND INSURANCE AGENTS, &c.,

DEALERS IN

STOCKS, BONDS, MORTGAGES, PROMISSORY NOTES, &c.

HAVE

IMPROVED FARMS AND WILD LANDS

FOR SALE

In almost every Township in the Province of Ontario BUILDING LOTS AND HOUSES

FOR SALE

In every part of Toronto and Neighborhood.

VALUABLE MINERAL PROPERTIES on Lake Superior.

Lists of the above sent free on application. Parties having property for sale will please send full particulars.

No charge is made unless sales are effected. Valuations and investments on Mortgage or otherwise carefully made.

Crown Patents taken out.

No. 6 WELLINGTON STREET EAST,
TORONTO. 16

The Canadian Land and Emigration Company

OFFERS for Sale, on conditions of Settlement, GOOD FARM LANDS,

in the COUNTY OF PETERBORO, Ontario, in the well-settled TOWNSHIP OF DYSART,

where there are Grist and Saw Mills, Stores, &c., &c.,

AT ONE DOLLAR AND A HALF AN ACRE.

In the adjoining Townships of Guilford, Dudley, Harburn, Harcourt and Bruton, connected with Dysart, and the Village of Haliburton, by the Peterson Road,

AT ONE DOLLAR AN ACRE.

For particulars, apply to CHAS. JAS. BLOMFIELD, Manager, C. L. & E. Company, Peterboro.

Or to ALEX. NIVEN, P.L.S., Agent C. L. & E. Company, Haliburton, Ontario.

Wadsworth & Unwin,
(Successors to Dennis & Gossage)

PROVINCIAL LAND SURVEYORS, Valuers, Civil Engineers, and Land Agents. Office—42 Adelaide St. East, opposite the Court House, Toronto.

N.B.—Surveys of every description performed in all parts of Ontario. Mining Lands and Timber Limits, in unsurveyed territory, surveyed in accordance with the rules, and regulations of the Crown Lands Department.

V. B. WADSWORTH, CHARLES UNWIN,
7-20t P. L. Surveyor. P. L. Surveyor.

NORTH BRITISH AND MERCANTILE ASSURANCE COMPANY.

Established 1809.

CAPITAL.....£2,000,000 Stg. | INVESTED FUNDS..... £2,838,118 18s. 8d Stg.
ANNUAL REVENUE (1868).....£901,806 12s. 9d.

£5 The £5 5s. Stg. paid Shares of this Company are now quoted on the London Stock Exchange at £21 10s. Stg., being over TWO HUNDRED PER CENT. PREMIUM.

This old established and undoubted Company insure all desirable risks, whether in the LIFE or FIRE Department, on most favorable terms

GENERAL AGENTS, CANADA MACDOUGALL & DAVIDSON.

LIFE DEPARTMENT.

Ninety per cent. of the whole Profits is divided among the assured on the participating scale. Profits divided every five years.

Policies are indisputable after having been five years in force.

Prospectuses and Tables of Rates can be obtained from the Agent,

H. L. HIME,
16-6m No. 6 Wellington Street East.

FIRE DEPARTMENT.

All descriptions of property insured at the lowest current rates, with especially liberal terms for insurances upon Dwelling-houses and Household Furniture.

Produce, and short period Risks generally, dealt with specially.

Apply to
R. N. GOOCH,
22 Wellington Street East.

J. W. G. WHITNEY,

REAL ESTATE AGENT,

OFFERS FOR SALE THE FOLLOWING PROPERTIES, CONSISTING OF TOWN AND COUNTRY HOUSES AND LOTS.

TOWN PROPERTIES.

- 1.—A BLOCK OF LAND, fronting on King Street, Frederick Street, and Palace Street, on which is erected, a Hotel, known as the *Ontario House* doing a large business, and capable of being very much enlarged. A BRICK DWELLING, two story, detached; at present rented for \$240 per annum. TWO BRICK STORES, fronting on King Street, and a FRAME DWELLING, also on King Street.
This property will be sold in separate parcels, at very low prices. To a purchaser of the whole, a large reduction would be made.
- 2.—TWO THREE STORY RED BRICK HOUSES, on the south side of Duke Street. These houses are large, with a great many rooms, and in good order; there is a Cellar Kitchen and Attic. At present leased to good tenants, and at fair rentals.
To Capitalists, these houses offer a safe investment, as, from their position and finish, tenants may always be had.
- 3.—TWO BRICK HOUSES, under one roof, on George Street; two stories, with Basement and Attic; containing about twenty Rooms, with Cellars, Pantries, &c.
- 4.—A TWO STORY BRICK HOUSE, on Duke Street, near Nelson; Basement, &c.; to be sold very cheap.
- 5.—A ROW OF THREE BRICK STORES, on the south-east corner of York and Boulton Streets; all rented at fair rentals, and in good order. Will be sold to yield an interest of about Twelve per cent on the investment.
- 6.—A LARGE BRICK RESIDENCE, on the west side of Mutual Street.
This is a bargain, and will be sold for less than an ordinary rough-cast house would cost.
- 7.—TWO LARGE THREE STORY BRICK HOUSES, on the east side of George Street. Yard, Stables, &c.
- 8.—ONE OF A ROW OF WHITE BRICK HOUSES on Jarvis St. (237); three stories, with Basement and Attic. The rooms are large and comfortable
- 9.—A BRICK HOUSE, at present used as a Tavern, on Front Street, west of John Street—cheap.
- 10.—TWO BRICK RESIDENCES, on Beverley Street, St. George's Square, with Garden, Out-houses, &c., &c.
The neighbourhood of this property renders it very desirable for Dwelling-houses, and property is much sought after here.
- 11.—A GROCERY STORE, on the corner of Caroline and Duchess Street; doing a very good business. Dwelling, over the store.
- 12.—A BRICK COTTAGE, on the north side of Duchess Street. A very comfortable place, and would suit a person of small means.
- 13.—A BRICK COTTAGE AND CARPENTER'S SHOP, on the north side of Duke Street, covering a frontage of 46 ft., by 110 ft. in depth to a lane.
This property is close to the Market and business part of the town, and would be suitable for a tradesman or mechanic.
- 14.—A TAVERN STAND AND LAND, on the corner of Yonge Street and Charles Street, having a frontage of 183 feet on Yonge Street.
would be divided to suit purchasers.

VACANT LOTS.

In all parts of the city, either in small lots or in blocks, suitable for all classes of residences, at all prices, varying from one dollar per foot up to twenty dollars, according to the situation. The subscriber has also lots to dispose of on Building Leases, a system whereby persons of small capital can invest all their means in building, without spending anything on the land for ten years—merely paying interest at the rate of six per cent. meanwhile.

MARKET GARDENS AND SMALL FARMS.

- 15.—A SMALL FARM OF TEN ACRES, in the Township of York, with House, &c. The land is of the richest quality, and the situation one of the finest in the country; distant four miles from Toronto.
- 16.—A PIECE OF GROUND, lying between Bloor Street and the Davenport Road, to be sold in parcels to suit purchasers; suitable chiefly for Market Gardens. The land slopes to the south, and is sheltered from the north by the Davenport Ridge.
- 17.—Kingston Road, TEN ACRES OF LAND, with House and Outbuildings; well fenced, Orchard, Root-house, &c., within three miles of the City of Toronto.
- 18.—KINGSTON ROAD—TWO BRICK COTTAGES, and one half acre of land to each.

FARMS AND WILD LANDS.

- 19.—A LARGE FARM OF 400 ACRES, in the Township of Etobicoke, suitable for a Dairy Farm, with a substantial Brick Residence, Outbuildings, &c.
- 20.—A FARM OF 76 ACRES, adjoining the Village of Weston, with a two-story Roughcast House, Stable, and Barn.
This property is beautifully situated, with a very extensive view of the surrounding country, River Humber, &c.
- 21.—A BLOCK OF 1,400 ACRES, in the Township of Middleton, County of Norfolk; 200 acres clear and free from stumps. A run for cattle contains about 800 acres. The buildings consist of Frame House, with Outbuildings of all descriptions, capable of accommodating 100 head of cattle. The soil is a deep black loam, and well drained.
The owner of this would exchange for City Property in part payment.

ABOUT ONE HUNDRED THOUSAND ACRES OF WILD LANDS AND FARMS, WITH SMALL CLEARINGS, in all parts of the Province.

LISTS SENT FREE TO ANY ADDRESS.

PROPERTIES ADVERTISED FREE OF CHARGE, upon being placed in the Subscriber's hands for sale.

Money to Loan on Farm or City Property, as Agent for the Trust and Loan Company,

Borrowers from which are dealt more liberally with, than by any institution in the country. Rate of interest, 8 per cent. No commission, and a very reduced scale of Solicitors' fees.

ADDRESS,

J. W. G. WHITNEY,
CORNER OF COURT AND CHURCH STREETS, TORONTO, ONT.

Mercantile.

John Boyd & Co.,

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

NEW SEASON TEAS,

COMPRISING

YOUNG HYSONS, GUNPOWDERS, IMPERIALS, COLORED and UNCOLORED JAPANS, CONGOU, SOUCHONGS, TWANKEYS, and PEKOES.

Ex "MOTO CASTLE," "EAGLE," & "ELIA MARIA," Direct from Havana,

BOXES BRIGHT CENTRIFUGAL SUGAR. 61 AND 63 FRONT STREET TORONTO.

Toronto, April 14th, 1869. 7-17

TORONTO SAFE WORKS.

J. & J. Taylor

MANUFACTURERS OF

Fire and Burglar Proof SAFES,

ANK LOCKS, VAULTS, DOORS, &c., &c.

AGENTS:

JAS. HUTTON & Co. MONTREAL.
H. S. SCOTT & Co. QUEBEC.
ALEX. WORKMAN & Co. OTTAWA.
RICE LEWIS & SON TORONTO.
D. FALCONER HALIFAX, N.S.

Manufactory & Sale Rooms, 198 & 200 Palace Street.

Robert H. Gray,

Manufacturer of Hoop Skirts AND

CRINOLINE STEEL,

IMPORTER OF

HABER ASHERY, TRIMMINGS

AND

GENERAL FANCY GOODS,

43, YONGE STREET, TORONTO, ONT. 61-5

EXPRESS.

Canadian Express Company,
GENERAL EXPRESS FORWARDERS,

SHIPPING AGENTS, AND CUSTOM HOUSE BROKERS,
FORWARD

Merchandise, Money and Packages, of every description;
COLLECT

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

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

SHIPPING AGENTS

In Liverpool, Eng., Montreal, Quebec, and Portland, Me.
GOODS IN BOND

Promptly attended to, and forwarded with despatch.
INVOICES

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

PRINCIPAL OFFICES:

LIVERPOOL, ENG.

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

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

Time and Insurance saved.
Consignments solicited.

G. CHENEY,
MANAGER.

TORONTO PRICES CURRENT.—DECEMBER 3, 1869.

| Name of Article. | Wholesale Rates. | Name of Article. | Wholesale Rate. | Name of Article. | Wholesale Rates. |
|-------------------------|------------------|---------------------------------|-----------------|---------------------------------------|------------------|
| Boots and Shoes. | \$ c. \$ c. | Groceries—Cont'd. | \$ c. \$ c. | Leather—Cont'd. | \$ c. \$ c. |
| Mens' Thick Boots | 1 85 2 50 | Gunpowd'r. to med. | 0 55 0 70 | Kip Skins, Patna | 0 30 0 35 |
| " Kip | 2 50 3 00 | " med. to fine. | 0 70 0 85 | French | 0 70 0 80 |
| " Calf | 3 25 3 75 | " fine to fine'st. | 0 85 0 95 | English | 0 65 0 80 |
| " Congress Gaiters | 1 65 2 45 | Hyson | 0 45 0 80 | Hemlock Calf (30 to 35 lbs.) per doz. | 0 50 0 61 |
| " Kip Cobourgs | 1 25 1 65 | Imperial | 0 42 0 80 | Do. light | 0 45 0 50 |
| Boys' Thick Boots | 1 00 1 80 | Tobacco, Manufact'd. | 0 27 0 31 | French Calf | 1 03 1 19 |
| Youths' | 1 40 1 70 | Can Leaf, # 5s & 10s. | 0 26 0 27 | Grain & Satn Cl'd doz. | 0 00 0 55 |
| Women's Batts | 0 95 1 35 | Western Leaf, com. | 0 23 0 33 | Splits, large # 5 | 0 30 0 33 |
| " Balmoral | 1 20 1 75 | " Good | 0 23 0 33 | " small | 0 20 0 23 |
| " Congress Gaiters | 1 25 1 65 | " Fine | 0 23 0 35 | Enamelled Cow # foot | 0 20 0 21 |
| Misses' Batts | 0 70 1 10 | " Bright fine | 0 42 0 50 | Patent | 0 20 0 21 |
| " Balmoral | 1 00 1 50 | " choice | 0 62 0 77 | Pebble Grain | 0 15 0 17 |
| " Congress Gaiters | 1 00 1 30 | | | Buff | 0 14 0 16 |
| Girls' Batts | 0 60 0 90 | Hardware. | | Oils. | |
| " Balmoral | 0 70 1 05 | Tin (net cash prices) | | Cod | 0 65 0 70 |
| " Congress Gaiters | 0 75 1 10 | Block, # 5 | 0 33 0 35 | Lard, extra | 1 25 0 00 |
| Children's C. T. Cacks | 0 50 0 65 | Grain | 0 35 0 00 | " No. 1 | 1 12 0 00 |
| " Gaiters | 0 60 0 85 | Copper: | | " No. 2 | 1 00 0 00 |
| | | Pig | 0 23 0 24 | Lubricating, patent | 0 00 0 00 |
| Drugs. | | Sheet | 0 30 0 33 | " Mott's economie | 0 30 0 00 |
| Aloes Cape | 0 15 0 20 | Cut Nails: | | Linseed, raw | 0 75 0 80 |
| Alum | 0 02 0 03 | Assorted 1 Shingles, | | " boiled | 0 80 0 85 |
| Borax | 0 00 0 00 | # 100 lb. | 3 95 3 00 | Machinery | 0 00 0 00 |
| Camphor, refined | 0 60 0 68 | Shingle alone do | 3 15 3 25 | Olive, common, # gal. | 1 25 0 00 |
| Castor Oil | 0 16 0 28 | Lath and 5 dy. | 3 30 3 40 | " salad | 1 80 2 30 |
| Caustic Soda | 0 04 0 05 | Galvanized Iron: | | " salad, in bots. | |
| Cochineal, s. g. | 0 90 1 15 | Assorted sizes | 0 08 0 09 | qt. # case | 3 60 3 75 |
| Cream Tartar | 0 36 0 45 | Best No. 24 | 0 07 0 00 | Sesame salad, # gal. | 1 30 1 35 |
| Epsom Salts | 0 03 0 04 | " 26 | 0 08 0 08 | Seal, pale | 0 75 0 85 |
| Extract Logwood | 0 15 0 20 | " 28 | 0 09 0 09 | Spirits Turpentine | 0 48 0 55 |
| Gum Arabic, sorts | 0 34 0 37 | Horse Nails: | | Varnish | 0 00 0 00 |
| Indigo, Madras | 1 15 1 20 | Guest's or Griffin's | | Whale, ref'd | 0 85 1 00 |
| Licorice, com. | 0 14 0 25 | assorted sizes | 0 00 0 00 | Paints, &c. | |
| Madder | 0 14 0 18 | For W. ass'd sizes | 0 15 0 19 | White Lead, genuine | |
| Galls | 0 32 0 37 | Patent Hammer'd do. | 0 17 0 18 | in Oil, # 25 lbs. | 0 00 2 35 |
| Opium | 11 00 13 40 | Iron (at 4 months): | | Do. No. 1 | 0 00 2 10 |
| Oxalic Acid | 0 26 0 32 | Pig—Gartsherrie No. 1 | 24 00 25 00 | " 2 | 0 00 1 90 |
| Potash, Bi-tart. | 0 25 0 28 | Calder No. 1 | 23 50 24 00 | " 3 | 0 00 1 65 |
| " Bichromate | 0 15 0 20 | No 3 | 22 50 23 00 | " 4 | 0 00 1 65 |
| Potash Iodide | 3 00 4 50 | Other brands. No. 1 | 22 00 24 00 | White Zinc, genuine | 3 00 3 50 |
| Senna | 0 12 0 60 | " No. 2 | 0 00 0 00 | White Lead, dry | 0 05 0 09 |
| Soda Ash | 0 03 0 04 | Bar—Scotch, # 100 lb. | 2 25 2 25 | Red Lead | 0 07 0 08 |
| Soda Bicarb | 0 00 4 00 | Refined | 3 00 3 25 | Venetian Red, Eng'h. | 0 02 0 03 |
| Tartaric Acid | 0 40 0 45 | Swedes | 5 00 5 50 | Yellow Ochre, Fren'h. | 0 02 0 03 |
| Verigris | 0 35 0 50 | Hoops—Coopers | 3 00 3 25 | Whiting | 0 85 1 25 |
| Vitriol, Blue | 0 08 0 10 | Band | 3 00 3 25 | Petroleum. | |
| | | Boiler Plates | 3 25 3 50 | (Refined # gal.) | |
| Groceries. | | Canada Plates | 3 75 4 00 | Water white, 5 brls. | 0 25 0 00 |
| Coffees: | | Union Jack | 0 00 0 00 | " single brl. | 0 37 0 25 |
| Java, # lb. | 0 22 0 25 | Pontypool | 3 25 4 00 | Straw, 5 brls. | 0 00 0 25 |
| Laguayra | 0 17 0 18 | Swansea | 3 90 4 00 | " single brl. | 0 00 0 25 |
| Rio | 0 14 0 16 | Lead (at 4 months): | | Amber, by car load | 0 00 0 00 |
| Fish. | | Bar, # 100 lbs. | 0 06 0 07 | Exportation Oil | 0 00 0 00 |
| Herrings, Lab. split | 5 00 6 00 | Sheet | 0 08 0 09 | Benzine | 0 00 0 00 |
| " round | 3 00 3 75 | Shot | 0 07 0 07 | Produce. | |
| " sealed | 0 00 0 00 | Iron Wire (net cash): | | Grain: | |
| Mackerel, small kits | 0 75 0 90 | No. 6, # bundle | 2 70 2 80 | Wheat, Spring, 60 lb. | 0 85 0 90 |
| Loch. Her. wh'efirks | 2 50 2 75 | " 9 | 3 10 3 20 | " Fall 60 " | 0 90 0 95 |
| " half " | 1 25 1 50 | " 12 | 3 40 3 50 | Barley 43 " | 0 40 0 50 |
| White Fish & Trout | 3 50 4 00 | " 16 | 4 30 4 40 | Peas 60 " | 0 55 0 56 |
| Salmon, salt water | 15 00 16 00 | Powder: | | Oats 34 " | 0 32 0 33 |
| Dry Cod, # 112 lbs. | 5 00 5 50 | Blasting, Canada | 5 50 0 00 | Rye 56 " | 0 50 0 00 |
| Fruit. | | FF | 4 25 4 50 | Seeds: | |
| Raisins, Layers | 2 60 2 75 | FFF | 4 75 5 00 | Clover, choice 60 " | 0 00 0 00 |
| " M R. | 0 00 0 00 | Blasting, English | 4 60 5 00 | " com'n 63 " | 0 00 0 00 |
| " Valentias, old | 0 08 0 08 | FF loose | 5 00 6 00 | Timothy, cho'e 4 " | 0 00 0 00 |
| Currants, new | 0 7 0 07 | FFF | 6 00 9 50 | " inf. to good 43 " | 0 00 0 00 |
| " old | 0 05 0 05 | Pressed Spikes (4 mos): | | Flax (per brl.): | |
| Figs | 0 13 0 15 | Regular sizes 100 | 4 00 4 25 | Superior extra | 0 00 0 00 |
| Molasses: | | Extra | 4 50 5 00 | Extra superfine | 4 60 0 00 |
| Clayed, # gal. | 0 40 0 42 | Tia Plates (net cash): | | Fancy superfine | 0 00 0 00 |
| Syrups, Standard | 0 00 0 50 | IC Coke | 7 50 8 60 | Superfine No. 1 | 3 90 4 00 |
| " Golden | 0 54 0 56 | IC Charcoal | 8 50 0 00 | " No. 2 | 4 00 4 20 |
| Rice: | | IX | 10 50 0 00 | Oatmeal, (per brl.): | |
| Arracan | 3 30 3 75 | IXX | 13 50 0 00 | Butter, dairy tub # lb. | 0 19 0 20 |
| Cassia, whole, # lb. | 0 33 0 40 | DC | 8 00 0 00 | " store packed | 0 18 0 19 |
| Cloves | 0 11 0 14 | DX | 10 00 0 00 | Cheese, new | 0 12 0 13 |
| Nutmegs | 0 50 0 75 | Hides & Skins, # lb. | | Pork, mess, new | 26 00 27 00 |
| Ginger, ground | 0 18 0 23 | Green, No. 1 | 0 67 0 00 | " prime mess | |
| " Jamaica, root | 0 17 0 22 | Green, No. 2 | 0 08 0 00 | " prime | |
| Pepper, black | 0 11 0 22 | Cured | 0 08 0 10 | Bacon, rough | 0 12 0 13 |
| Pimento | 0 08 0 00 | Calfskins, green | 0 00 0 10 | " Cumber'd cut | 0 12 0 13 |
| Sugars: | | Calfskins, cured | 0 00 0 12 | " smoked | 0 14 0 14 |
| Port Rico, # lb. | 0 9 0 9 | " dry | 0 18 0 20 | Hams, covered | 0 14 0 15 |
| Cuba | 0 9 0 9 | Sheepskins, butchers | 0 60 0 85 | " smoked | 0 14 0 15 |
| Barbadoes (bright) | 0 9 0 9 | " country | 0 20 0 25 | Shoulders, in salt | 0 00 0 11 |
| Canada Sugar Refine'y, | | Hops. | | Land, in kegs | 0 14 0 15 |
| yellow No. 2, 60 ds. | 0 0 0 9 | Inferior, # lb. | 0 00 0 00 | Eggs, packed | 0 15 0 17 |
| Yellow, No. 2 | 0 0 0 10 | Medium | 0 04 0 05 | Beef Hams | 0 00 0 00 |
| No. 3 | 0 10 0 10 | Leather, @ (4 mos.) | | Tallow | 0 08 0 08 |
| Crushed X | 0 11 0 11 | In lots of less than | | Hogs dressed, heavy | 9 00 9 25 |
| A | 0 12 0 12 | 50 sides, 10 # ent | | " medium | 8 75 9 00 |
| Ground | 0 12 0 13 | higher. | | " light | 8 50 8 75 |
| Dry Crushed | 0 12 0 13 | Spanish Sole, 1st qual'y | | Salt, &c. | |
| Extra Ground | 0 00 0 14 | heavy, weights # lb. | 0 21 0 22 | American bris. | 1 25 0 00 |
| Teas: | | Do. 1st qual middle do. | 0 22 0 23 | Liverpool coarse | 0 85 0 90 |
| Japan com'n to good | 0 45 0 50 | Do. No. 2, light weights | 0 20 0 20 | Godrich | 0 00 0 00 |
| " Fine to choicest | 0 55 0 60 | Slaughter heavy | 0 00 0 24 | Plaster | 0 00 0 00 |
| Colored, com. to fine | 0 60 0 70 | Do. light | 0 25 0 26 | Water Lime | 1 50 0 |
| Congou & Souch'ng | 0 42 0 75 | Harness, best | 0 25 0 26 | | |
| Oolong, good to fine | 0 50 0 65 | " No. 2 | 0 00 0 00 | | |
| Y. Hyson, com to gd. | 0 52 0 65 | Upper cavy | 0 30 0 32 | | |
| Medium to choice | 0 65 0 80 | light | 0 33 0 00 | | |
| Extra choice | 0 85 0 95 | | | | |

| Soap & Candles. | | Brandy: | | \$ c. \$ c. | |
|--------------------------------|-------------|-----------------------|------|-------------|--|
| D. Crawford & Co.'s | \$ c. \$ c. | Hennessy's, per gal. | 2 30 | 2 50 | |
| Imperial | 0 07 0 08 | Martell's | 2 30 | 2 50 | |
| Golden Bar | 0 07 0 07 | J. Robin & Co.'s | 2 25 | 2 35 | |
| Silver Bar | 0 07 0 07 | Otard, Dupuy & Cos. | 2 25 | 2 35 | |
| Crown | 0 05 0 05 | Brandy, cases | 8 50 | 9 00 | |
| No. 1 | 0 03 0 03 | Brandy, com. per c. | 4 00 | 4 50 | |
| Candles | 0 00 0 11 | Whiskey: | | | |
| Wines, Liquors, &c. | | Common 36 u. p. | 0 70 | 0 72 | |
| English, per doz. qrts. | 2 00 2 65 | Old Rye | 0 90 | 1 00 | |
| Guinness Dub Port. | 2 35 2 40 | Malt | 0 90 | 1 00 | |
| Spirits: | | Toddy | 0 90 | 1 00 | |
| Pure Jamaica Rum | 1 80 2 25 | Scotch, per gal. | 1 80 | 2 10 | |
| De Kuyper's H. Gin | 1 55 1 65 | Irish—Kinnahan's c. | 7 00 | 7 50 | |
| Booth's Old Tom | 1 90 2 00 | " Duannville's Belft. | 6 00 | 6 25 | |
| Gins: | | Wool. | | | |
| Green, cases | 4 25 4 50 | Fleece, lb. | 0 26 | 0 23 | |
| Booth's Old Tom, c. | 6 00 6 25 | Pulled " | 0 00 | 0 00 | |
| Wines: | | Furs. | | | |
| Port, common | 0 75 1 25 | Bear | 0 00 | 0 00 | |
| " fine old | 2 00 4 00 | Beaver, F.B. | 0 00 | 0 00 | |
| Sherry, common | 0 75 1 50 | Coon | 0 00 | 0 00 | |
| " medium | 1 70 1 80 | Fisher | 0 00 | 0 00 | |
| " old pale or golden | 2 50 4 00 | Martin | 0 00 | 0 00 | |
| | | Mink | 0 00 | 0 00 | |
| | | Otter | 0 00 | 0 00 | |
| | | Spring Rats | 0 00 | 0 00 | |
| | | Fox | 0 00 | 0 00 | |

INSURANCE COMPANIES
ENGLISH.—Quotations on the London Market.

| No. | Last Dividend | Name of Company. | Shares parval | Amount paid. | Last Sale. |
|------------------|-------------------|------------------------------------|---------------|--------------|------------|
| 20,000 | 8 | Briton Medical and General Life | 10 | 2 | 2 1/2 |
| 50,000 | 7 1/2 | Canar'l Union, Fire, Life and Mar. | 50 | 5 | 5 1/2 |
| 24,000 | 8 | City of Glasgow | 25 | 2 1/2 | 4 1/2 |
| 5,000 | 9 1/2 | Edinburgh Life | 100 | 15 | 36 1/2 |
| 400,000 | 5 | European Life and Guarantee | 2 1/2 | 11 5/6 | 4 3/4 |
| 20,000 | 5 | Guardian | 100 | 50 | 51 1/2 |
| 24,000 | 2 1/2 p.s. | Imperial Fire | 500 | 50 | 75 |
| 7,500 | 10 | Imperial Life | 100 | 10 | 16 |
| 10,000 | 10 | Lancashire Fire and Life | 20 | 2 | 2 1/2 |
| 35,332 | 30 | Life Association of Scotland | 40 | 7 1/2 | 25 1/2 |
| 10,000 | 5 | London Assurance Corporation | 25 | 12 1/2 | 4 |
| 87,534 | 20 | London and Lancashire Life | 10 | 1 | 1 |
| 20,000 | 5 | Liverp'l & London & Globe F. & L. | 20 | 2 1/2 | 7 1/2 |
| 20,000 | 15 1/2 | National Union Life | 5 | 1 | 1 |
| 40,000 | 16 | Northern Fire and Life | 100 | 5 | 14 |
| 40,000 | 10 | North British and Mercantile | 50 | 6 1/2 | 21 1/2 |
| 2,500 | 27 1/2 p.s. | Ocean Marine | 25 | 5 | 19 |
| 200,000 | 7 | Phoenix | 10 | 1 | 14 1/2 |
| 100,000 | 11 1/2 sbo 3s | Queen Fire and Life | 10 | 1 | 13 1/2 |
| 120,000 | 10 | Royal Insurance | 20 | 3 | 6 |
| 10,000 | 25 | Scottish Provincial Fire and Life | 50 | 2 1/2 | 5 1/2 |
| 4,000 | 5 bo 2 1/2 sbo 3d | Standard Life | 50 | 12 | 67 1/2 |
| | | Star Life | 25 | 1 1/2 | 12 1/2 |
| CANADIAN. | | | | | |
| 3,000 | 4-6 no. | British America Fire and Marine | \$50 | \$25 | 75 80 |
| 2,500 | 5 | Canada Life | | | |
| 4,000 | 12 | Montreal Assurance | £50 | £5 | 135 |
| 10,000 | None. | Provincial Fire and Marine | 60 | \$11 | |
| | None. | Quebec Fire | 40 | 32 1/2 | £28 26 1/2 |
| | 7 | " Marine | 100 | 40 | 85 86 |
| 10,000 | 4 6 no's. | Western Assurance | 40 | 10 | 85 85 1/2 |

| When org'd | No. of Shares. | Last Dividend. | Name of Company. | Parval of Sh'rs | Offered | Asked. |
|------------|----------------|----------------|----------------------------|-----------------|---------|--------|
| 1853 | 1,500 | | Etna Life, of Hartford | \$100 | 210 | 225 |
| 1819 | 30,000 | 6 | Etna Fire, of Hartford | 100 | 205 1/2 | 207 |
| 1819 | 10,000 | 10 | Hartford, of Hartford | 100 | 240 | |
| 1859 | 10,000 | | Home, of New Haven, Ct | 100 | | |
| 1863 | 5,000 | | Travelers' Life & Accident | 101 | 110 | 105 |

| RAILWAYS | | Sha's | Parl | Montr Nov 29 | London Nov 6 |
|--|--|--------|------|--------------|---------------|
| Atlantic and St. Lawrence | | £100 | All. | | 59 61 |
| Buffalo and Lake Huron | | 20 1/2 | " | | 2 1/2 3 1/2 |
| Do. de Preference | | 10 | " | | 5 7 |
| Br. E. Brant. & Goderich, 6 p.c. 1872-3-4. | | 100 | " | | 60 70 |
| Champlain and St. Lawrence | | | | 7 1/2 8 1/2 | |
| Do. do Pref. 10 p.c. | | | | 80 85 | |
| Grand Trunk | | 100 | " | 15 16 | 15 1/2 16 |
| Do. E. J. G. M. Bds. 1 ch. 6 p.c. | | 100 | " | | 85 83 |
| Do. First Preference, 5 p.c. | | 100 | " | | 56 56 |
| Do. Second Pref. Bonds, 5 p.c. | | 100 | " | | 40 42 |
| Do. Third Pref. Stock, 4 p.c. | | 100 | " | | 30 32 |
| Do. Fourth Pref. Stock, 3 p.c. | | 100 | " | | 18 19 1/2 |
| Great Western | | 20 1/2 | " | 15 16 | 15 1/2 15 1/2 |
| Do. New | | 20 1/2 | " | 18 | |
| Do. 6 p.c. Bds. due 1873-78. | | 100 | All. | | 101 103 |
| Do. 5 1/2 p.c. Bds. due 1877-78. | | 100 | " | | 95 97 |
| Northern of Canada, 6 p.c. 1st Pref. Bds. | | 100 | " | | 84 86 |

| EXCHANGE. | | Montr. | Quebec. | Toronto. |
|-------------------------|--|-----------|--------------|----------|
| Bank on London, 90 days | | 8 1/2 9 | 8 1/2 9 1/2 | 9 1/2 |
| Sight or 75 days date | | 7 1/2 8 | 8 1/2 8 1/2 | 9 |
| Private do. | | 17 1/2 18 | 18 19 | 8 1/2 |
| Bank on New York. | | 17 1/2 18 | 19 19 1/2 | |
| Private do. | | 1 1/2 dis | par 1/2 dis. | |
| Gold Drafts do. | | 2 1/2 3 | | 3 1/2 4 |
| American Silver. | | | | |

STOCK AND BOND REPORT.

| NAME | Shares. | Paid up. | Divid'd last 6 Months | Dividend Day. | CLOSING PRICES. | | |
|-------------------------------|---------|----------|-----------------------|-----------------|-------------------|----------------|----------------|
| | | | | | Toronto, Nov. 30. | Montre Nov. 29 | Quebec Nov. 29 |
| BANKS. | | | | | | | |
| British North America | \$250 | All. | 3 1/2 p.c. | July and Jan. | 106 1/2 107 | 106 1/2 107 | 107 107 1/2 |
| Canadian Bank of Com'e | 50 | All. | 4 | | 111 111 1/2 | 110 111 1/2 | 110 111 |
| City Bank Montreal | 80 | " | 3 | 1 June, 1 Dec. | 89 1/2 90 | 90 91 | bks clsd |
| Du Peuple | 50 | " | 4 | 1 Mar., 1 Sept. | 106 107 | 106 106 1/2 | 106 107 |
| Eastern Townships' Bank | 50 | " | 4 | 1 July, 1 Jan. | | 101 102 | 102 102 1/2 |
| Gore | 40 | " | none. | 1 Jan., 1 July. | 58 1/2 59 | 58 59 | 58 59 |
| Jacques Cartier | 50 | All. | 4 | 1 June, 1 Dec. | 105 106 | 105 106 1/2 | bks clsd |
| Mechanics' Bank | 50 | 80 | 4 | 1 Nov., 1 May. | 92 95 | 90 91 | 90 91 |
| Merchants' Bank of Canada | 100 | All. | 5 | 1 Jan., 1 July. | 108 109 | 108 109 1/2 | 108 109 |
| Molson's Bank | 50 | " | 3 | 1 Apr., 1 Oct. | 101 102 | 101 102 | 101 102 |
| Montreal | 200 | " | 6 | 1 June, 1 Dec. | 162 162 1/2 | 162 162 1/2 | bks clsd |
| Nationale | 50 | " | 4 | 1 Nov. 1 May. | 104 105 1/2 | 104 105 | 105 105 1/2 |
| Niagara District Bank | 100 | 75 | 4 | 1 Jan., 1 July. | | | |
| Ontario Bank | 40 | All. | 4 | 1 June, 1 Dec. | 97 1/2 98 | 97 98 | bks clsd |
| Quebec Bank | 100 | " | 3 1/2 | 1 June, 1 Dec. | bks clsd | 103 104 | bks clsd |
| Royal Canadian Bank | 50 | 60 | 4 | 1 Jan., 1 July. | 65 1/2 66 | 65 67 | 65 66 |
| Toronto | 100 | " | 4 | 1 Jan., 1 July. | 126 127 | 126 127 | 126 127 |
| Union Bank | 100 | " | 4 | 1 Jan., 1 July. | 107 107 1/2 | 107 108 | 107 108 1/2 |
| MISCELLANEOUS. | | | | | | | |
| British Colonial S. S. Co. | 250 | 32 1/2 | | | | | |
| Canada Land Credit Co. | 50 | £25 | 3 1/2 | | 81 1/2 82 | | |
| Canada Per. Bldg. Society | 50 | All. | 5 | | 126 127 | | |
| Do. In'd Steam Nav. Co. | 100 | All. | 7 12 m | | | 99 100 | 99 100 |
| Do. Glass Company | 100 | " | None. | | | | |
| Freehold Building Society | 100 | All. | 5 | | bks clsd | | |
| Hamilton Gas Company | | | | | | | |
| Huron Copper Bay Co. | | | | | | 30 45 | |
| Huron & Erie Sv'gs & Loan Soc | 50 | All. | 4 1/2 | | 113 114 | | |
| Montreal Mining Consols. | 20 | 15 | | | | 2 50 2 70 | |
| Do. Telegraph Co. | 40 | All. | 5 | | 139 140 | 139 140 | 138 139 |
| Do. Elevating Co. | 90 | " | 8 1/2 | | | 105 107 | |
| Do. City Gas Co. | 40 | " | 4 | 15 Mar. 15 Sep | | 139 140 | 139 140 |
| Do. City Pass. R. Co. | 50 | " | 2 | | | 108 109 | 108 108 1/2 |
| Quebec Gas Co. | 200 | All. | 4 | 1 Mar., 1 Sep. | | | 123 124 |
| Quebec Street R. R. | 50 | 25 | 3 | | | | 80 85 |
| Richelieu Navigation Co. | 100 | All. | 15-12 m | 1 Jan., 1 July. | | 124 125 | 128 130 |
| St. Lawrence Glass Company | 100 | " | | | | | |
| St. Lawrence Tow Boat Co. | 100 | " | | 3 Feb. | | | 25 30 |
| Tor'to Consumers' Gas Co. | 50 | " | 1/2 m | 1 My Au Mar Fe | 111 112 | | 111 112 |
| West'n Canada Bldg Socy | 50 | All. | 5 | | 122 122 1/2 | | |

| | | Montreal | Quebec | Toronto. |
|------------------------------------|--|-----------------|-----------------|-----------------|
| SECURITIES. | | | | |
| Canadian Gov't Deb. 6 p.c. stg. | | 103 1/2 104 1/2 | 103 1/2 104 | 104 1/2 104 1/2 |
| Do. do. 5 p.c. eur., 1883 | | 93 1/2 94 1/2 | 93 94 | 93 1/2 95 |
| Do. do. 5 p.c. stg., 1885 | | 93 1/2 94 1/2 | 93 94 | 93 1/2 94 1/2 |
| Do. do. 7 p.c. eur., | | | | |
| Dominion 6 p. c. 1878 cy. | | 106 106 1/2 | 106 106 1/2 | 106 106 1/2 |
| Hamilton Corporation | | | | |
| Montreal Harbor, 8 p.c. d. 1869. | | | | |
| Do. do. 7 p.c. 1870. | | | | |
| Do. do. 6 1/2 p.c. 1883. | | 102 1/2 102 | | 102 103 |
| Do. Corporation, 6 p.c. 1891. | | 97 1/2 98 | 97 1/2 98 | 96 1/2 97 1/2 |
| Do. 7 p. c. stock. | | 111 1/2 112 1/2 | 111 1/2 112 1/2 | 111 1/2 112 1/2 |
| Do. Water Works, 6 p.c. stg. 1878. | | 97 98 | | 97 97 1/2 |
| Do. do. 6 p.c. cy. do. | | | | 67 97 1/2 |
| Ottawa City 6 p.c. d. 1880. | | 95 97 | | |
| Quebec Harbour, 6 p.c. d. 1883. | | | 40 50 | |
| Do. do. 7 p.c. do. | | | 55 60 | |
| Do. do. 8 p.c. do. 1886. | | | 65 70 | |
| Do. City, 7 p.c. d. 1 year. | | | 100 | |
| Do. do. 7 p.c. 8 do. | | | | |
| Do. do. 7 p.c. 5 do. | | | 98 98 1/2 | |
| Do. Water Works 7 p.c. 3 years. | | | 99 99 1/2 | |
| Do. do. 6 p.c. 1 1/2 do. | | | | |
| Toronto Corporation, 6 p. c. | | 91 93 | | 92 93 |
| Kingston City 6 p.c. 1872. | | 92 1/2 95 | | |
| County Debentures | | | | 90 90 1/2 |

PRODUCE—Comparative Prices in Toronto Market.

| | 1869. | | 1869. | | 1868. | | 1867. | | 1866. | |
|--------------------|--------------------|-------------|---------------------|-------------|-------------|-------------|---------|-------------|---------|-------------|
| | WEDNESDAY, Dec. 1. | \$ c. \$ c. | WEDNESDAY, Nov. 24. | \$ c. \$ c. | Dec. 1. | \$ c. \$ c. | Dec. 1. | \$ c. \$ c. | Dec. 1. | \$ c. \$ c. |
| Wheat, Fall | 60 lbs | 0 85 @ 90 | 0 90 @ 0 92 | 1 15 @ 1 24 | 1 50 @ 1 60 | 1 60 @ 1 65 | | | | |
| Spring | " | 0 82 @ 85 | 0 85 @ 87 | 1 05 @ 1 08 | 1 40 @ 1 42 | 1 40 @ 1 43 | | | | |
| Barley | 48 lbs | 0 55 0 58 | 0 40 0 50 | 1 23 1 30 | 0 78 0 80 | 0 50 0 51 | | | | |
| Oats | 34 lbs | 0 39 0 31 | 0 32 0 33 | 0 51 0 52 | 0 48 0 50 | 0 30 0 31 | | | | |
| Peas | 6 1/2 lbs | 0 53 0 56 | 0 55 0 56 | 0 85 0 88 | 0 70 0 75 | 0 60 0 60 | | | | |
| Flour, No. 1 Super | brl | 3 80 3 90 | 3 90 4 10 | 4 70 4 80 | 6 25 6 40 | 6 45 6 55 | | | | |
| Family | brl | 4 00 4 10 | 0 00 0 00 | 0 00 0 10 | 6 00 6 00 | 7 25 7 25 | | | | |
| Extra | brl | 4 30 4 40 | 4 55 4 60 | 5 30 5 40 | 7 15 7 25 | 7 40 7 60 | | | | |
| Oatmeal | brl | | | | | | | | | |

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ESTATE AGENT, VALUATOR, &c., &c.,

OFFICE—No. 2 British America Assurance Buildings,
Corner of Church and Court Streets,
TORONTO.

Real Estate of all kinds for sale, including
IMPROVED FARMS.

WILD LANDS IN EVERY COUNTY OF ONTARIO.

IRON ORE LANDS,
With Mines well developed.

CITY AND TOWN PROPERTY,

Toronto,
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Galt,

Stratford,
Berlin,

Hamburg,
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Properties advertised without charge, where full instructions are given as to price and terms of sale.

MONEY TO LOAN AT REASONABLE RATES.

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REAL ESTATE BROKERS and COMMISSION MERCHANTS SARNIA.
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ESTABLISHED.....1855.

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FOR
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Sets of Table Glassware, Hyacinth Glasses, Steam Gauge Tubes, Glass Rods, &c., or any other article, made to order, in White or Colored Glass.

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GEORGE CRONN PROPRIETOR.

Large addition lately made, including Twenty Bed Rooms
Dec. 10, 1868. 17-1

THE ONTARIO PEAT COMPANY.

CAPITAL, \$120,000.

THIS COMPANY is PROVISIONALLY organized as follows:—

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TREASURERS:

CHARLES J. CAMPBELL, Esq., Toronto. | WALTER G. CASSELS, Esq., Toronto.

BROKERS:

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SOLICITORS:

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

The owners of the land have taken stock to the amount of \$44,000

It is proposed to reserve for future contingencies 20,000

And to put upon the market the balance of 56,000

\$120,000

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

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DEALERS IN
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Assets 1,700,000
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ONE HUNDRED AND EIGHTEENTH SEMI-ANNUAL STATEMENT OF THE

Hartford Fire Insurance Company,

JULY 1, 1869.

CAPITAL, \$1,000,000

ASSETS.

Cash on hand, in Bank and Cash Items \$224,793 26
Rents and accrued Interest 5,000 00
Real Estate unencumbered 130,000 00
Loans on Bonds and Mortgages, 1st Lien 462,199 79
Bank Stock, Hartford, market value 325,811 00
do New York, do 264,300 00
do Boston, do 127,865 50
do St. Louis, Milwaukee, Albany and Montreal, market value 94,064 33
Railroad Stocks, do 33,857 00
State, City & RR Bonds do 198,870 00
U. S. Stocks and Bonds do 477,875 50

\$2,344,639 38

LIABILITIES.

Losses in process of adjustment \$85,135 18

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CAPITAL £1,000,000 Stg.
Deposited at Ottawa for the security of Canadian Policyholders \$67,000

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THIS Company transacts every description of Life Insurance on favorable terms.

Policies issued on the Limited Payment and Endowment Plans; and one-half the Premium loaned at 5 per cent. per annum.

A special reduced Table of Premiums, applicable to Clergymen, has been adopted, copies of which can be had on application. THOMAS SIMPSON,

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NATIONAL LIFE INSURANCE COMPANY

OF THE

UNITED STATES OF AMERICA.

CHARTERED BY SPECIAL ACT OF CONGRESS.

CASH CAPITAL.



\$1,000,000.
PAID IN FULL.

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This Company has deposited with the Canadian Government the required amount in GOLD, for benefit of Canadian Policyholders.

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

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Insurance.

Etna Insurance Company.
(OF HARTFORD.)
INCORPORATED 1819. CHARTER PERPETUAL.
CASH CAPITAL\$3,000,000.
LOSSES PAID IN FIFTY YEARS\$25,300,000
LICENSED BY THE GOVERNMENT OF CANADA.
July 1, 1869.
ASSETS (At Market Value)
CASH IN HAND AND IN BANK \$540,474 32
REAL ESTATE 253,319 14
MORTGAGE BONDS 950,250 00
BANK STOCK 1,418,450 00
UNITED STATES, STATE, AND CITY STOCK,
AND OTHER PUBLIC SECURITIES... 2,181,039 50
TOTAL\$5,352,532 96

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Phoenix Fire Assurance Company
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Assurances effected in all parts of the World.
Claims paid
WITH PROMPTITUDE and LIBERALITY.
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**THE CONNECTICUT MUTUAL
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SURPLUS ASSETS, \$7,361,967.—All profits divided among the members. Each policy holder is a member. There are no stockholders.
ITS DIVIDENDS—Have averaged over 50 per cent. annually. Total amount of dividends paid the members since its organization, \$6,000,000.
ITS SUCCESS UNPARALLELED—It has arrived at the extraordinary condition where the income from annual interest alone is more than sufficient to pay all the losses. Total amount of losses paid by the Company, \$8,500,000.
ITS RESPONSIBILITY—For every \$100 of liabilities it has \$154 of assets.

LAST YEAR'S PROSPEROUS BUSINESS.

Amount insured fiscal year, 1867\$45,647,191 00 | Income received fiscal year, 1867\$7,530,886 19
During its last fiscal year this Company paid to its living members, and to the families of deceased members, nearly \$2,000,000, and at the same time added more than four millions to its accumulated capital.
The whole record of this Company has been one of prudent management and prosperous advancement. Among the older and leading Life Insurance Companies its average ratio of expenses to income has, through its entire history, been the lowest of any.
\$140,000 deposited in Canada for the benefit of Policyholders.

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

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

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

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

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Montreal

28 17

COMMERCIAL UNION ASSURANCE COMP'Y.

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

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

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

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

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Agents in the principal Cities Towns and Villages in Canada.

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

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

No extra charge made to members of Volunteer Corps or services within the British Provinces.
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23-1y

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

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INSURES Dwelling Houses, Stores, Warehouses, Merchandise, Furniture, &c.
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THE PRINCE EDWARD COUNTY Mutual Fire Insurance Company.

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

Reliance Mutual Life Assurance Society
OF LONDON, ENGLAND. Established 1849.

Head Office for the Dominion of Canada:
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DIRECTORS—Walter Shanly, Esq., M.P.; Duncan Macdonald, Esq.; George Winks, Esq., W. H. Hingston, Esq., M.D., I.R.C.S.
Parties intending to assure their lives, are invited to peruse the Society's prospectus, which embraces several entirely new and interesting features in Life Assurance. Copies can be had on application at the Head Office, or at any of the Agencies.
JAS. GRANT, Resident Secretary.
Agents wanted in unrepresented districts. 43-1y

The Gore District Mutual Fire Insurance Company

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

ROBT. McLEAN, Inspector of Agencies.
Galt, 25th Nov., 1898. 15-1y

Canada Life Assurance Company.
ESTABLISHED 1847.

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

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

It is believed that such a voluntary submission of the Company's position to an eminent and entirely independent Actuary of the Hon. ELIZUR WRIGHT's well known high character, and professional skill, will add to that public satisfaction and confidence which the Canada Life Company enjoys.
Copies of Mr. WRIGHT's Report may be had at the Head Office, or at any of the Agencies throughout the Dominion. Persons who may be assured in the Companies whose condition is unsatisfactory, desiring to join the Canada Life, will be dealt with upon such terms as are reasonable and fair.

HEAD OFFICE, IN HAMILTON, ONT.
A. G. RAMSAY, Manager.
Agent in Toronto, E. BRADBURNE, Esq.,
May 25. 1y Toronto Street.

Queen Fire and Life Insurance Company,
OF LIVERPOOL AND LONDON,
ACCEPTS ALL ORDINARY FIRE RISKS
on the most favorable terms.

LIFE RISKS
Will be taken on terms that will compare favorably with other Companies.
CAPITAL, £2,000,000 Stg.
CANADA BRANCH OFFICE—Exchange Buildings, Montreal.
Resident Secretary and General Agent,
A. MACKENZIE FORBES,
18 St. Sacramento St., Merchants' Exchange, Montreal.
WM. ROWLAND, Agent, Toronto. 1-1y

THE AGRICULTURAL Mutual Assurance Association of Canada.

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

Capital, 1st January, 1899.....\$230,193 82
Cash and Cash Items, over.....\$86,000 00
No. of Policies in force.....30,892 00

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

Insurance.

The Waterloo County Mutual Fire Insurance Company.

HEAD OFFICE: WATERLOO, ONTARIO.
ESTABLISHED 1863.
THE business of the Company is divided into three separate and distinct branches, the
VILLAGE, FARM, AND MANUFACTURES.
Each Branch paying its own losses and its just proportion of the managing expenses of the Company.
C. M. TAYLOR, Sec. M. SPRINGER, M.M.P., Pres.
J. HUGHES, Inspector. 15-yr

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

FIRE RISKS
Taken at reasonable rates of premium, and ALL LOSSES SETTLED PROMPTLY,
By the undersigned, without reference elsewhere
S. C. DUNCAN-CLARK & CO.,
General Agents for Ontario,
25-1y N. W. Cor. of King & Church Sts., TORONTO

Western Assurance Company,

INCORPORATED 1851.
CAPITAL, \$400,000.
FIRE AND MARINE.

HEAD OFFICE.....TORONTO, ONTARIO
DIRECTORS.

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

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

The Victoria Mutual FIRE INSURANCE COMPANY OF CANADA.

Insures only Non-Hazardous Property, at Low Rates.
BUSINESS STRICTLY MUTUAL.
GEORGE H. MILLS, President.
W. D. BOOKER, Secretary.

HEAD OFFICE.....HAMILTON, ONTARIO
Aug 15-1yr

Montreal Assurance Company
(MARINE).
INCORPORATED 1840.

CAPITAL.....\$800,000
INVESTED FUNDS (approximately).. 400,000
HEAD OFFICE.....MONTREAL.
BRANCH OFFICE—32 Wellington Street, Toronto.
Consulting Inspector.....CAPT. A. TAYLOR.
Marine Inspector.....CAPT. F. JACKMAN.
Local Secretary and Agent.....R. N. GOOCH.

Inland Navigation, also Ocean Risks (to and from Ports of Great Britain) covered at moderate rates. 34-6ms

Imperial Fire Insurance Company
OF LONDON.

No. 1 OLD BROAD STREET, AND 16 PALL MALL.
ESTABLISHED 1803.
Canada General Agency,
RINTOUL BROS.,
21 St. Sacramento Street.
JAMES E. SMITH, Agent.
Toronto, Corner Church and Colborne Streets.

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