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The Shareholder

AND INSURANCE GAZETTE.

"NOTHING IN MALICE."

Vol. IV.—No. 41.

MONTREAL, FRIDAY MORNING, OCTOBER 13, 1882.

\$2.00 per Annum

RAWLINGS'
CELEBRATED ENGLISH
SODA WATER,
BRIGHTON SELTZER,
POTASS WATER,
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NO OLD STOCK ON HAND.

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

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260 ST. JAMES STREET. 21

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1882.  1882.

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

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Calling at intermediate ports, and connecting with all Railways at Toronto, Hamilton and other ports.

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

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MONTREAL.

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

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

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

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

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General Manager.

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THE GUARANTEE COMPANY
OF NORTH AMERICA.

CAPITAL AUTHORIZED	1,000,000
PAID UP IN CASH (No Notes),	295,000
ASSETS, January, 1882,	350,000
DEPOSIT WITH GOVERNMENT, (at Ottawa)	57,000

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of this Company renders the Premiums in certain cases annually reducible until the rate of

ONE-HALF PER CENT. PER ANNUM IS REACHED.

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

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LOOKING FOR FINE CARRIAGES
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ALL KINDS OF
RAILWAY CARS
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The Steamer MAGNETTAWAN will leave Midland for Parry Sound every Monday and Friday (weather permitting) on arrival of train from Toronto and Port Hope. Returning, leaves Parry Sound at 7 a.m. on Tuesdays and Saturdays, connecting at Midland with train for Toronto and Port Hope.

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A. WHITE,
Traffic Manager. 21

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BREWERS AND MALTSTERS.

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

Families Supplied.

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BANK OF MONTREAL.

Established in 1818. INCORPORATED BY ACT OF PARLIAMENT. CAPITAL AUTHORIZED.....\$12,000,000

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BANK OF COMMERCE.

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BANKERS.

New York—The American Exchange National Bank. London, England—The Bank of Scotland.

Eastern Townships Bank

AUTHORIZED CAPITAL, - \$1,500,000 CAPITAL PAID IN 1st MAY, 1882 1,397,884 RESERVE FUND - - - 220,000

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Winnipeg, Portage La Prairie.

AGENTS.

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EXCHANGE BANK OF CANADA.

HEAD OFFICE, - - - MONTREAL.

CAPITAL.....\$500,000. SURPLUS..... 200,000.

BRANCHES:

Aylmer, Hamilton, Park Hill, Bedford. Interest allowed on deposits in Savings Department. Drafts on England, Boston and New York bought and sold. Good commercial paper discounted. Collections receive special attention, and are remitted for on day of payment. THOS. CRAIG, Cashier. 46-1r Nov. 10th, 1880.

LA BANQUE NATIONALE.

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

Head Office, - - - Quebec.

President.

HONORABLE IS. THIBAudeau.

Vice-President.

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Cashier.

P. LAFRANCE, Esq.

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N. MATTE, Esq.

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Honorable J. R. THIBAudeau, Montreal.

Branches.

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Ottawa, - - C. H. Carriere, do

Sherbrooke, - - John Campbell, do

Agents.

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France—Messrs. Alf. Grumbaum, & Co. La Banque de Paris et de Pays-Bas, Paris.

United States—The National Bank of the Republic, New York, The National Reserve Bank, Boston.

Newfoundland—The Commercial Bank of Newfoundland.

Province of Ontario—The Bank of Toronto.

Maritime Provinces—The Bank of New Brunswick. The Merchants Bank of Halifax. The Bank of Montreal.

Manitoba—The Merchant Bank of Canada.

A general Banking, Exchange and Collection business transacted. Particular attention paid to Collections and returns made with utmost promptness. Correspondence respectfully solicited. 6 1r

LA BANQUE DU PEUPLE.

ESTABLISHED IN 1835.

Capital: \$2,000,000

HEAD OFFICE - - MONTREAL.

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A. A. TROTTIER, Esq., Cashier.

FOREIGN AGENTS:

LONDON—Glynn, Mills, Currie & Co.

NEW YORK—National Bank of the Republic.

QUEBEC AGENCY—La Banque Nationale. 32

BANKS.

MERCHANTS BANK OF CANADA.

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

Head Office, - - - - - Montreal.

BOARD OF DIRECTORS:

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Agency in New York 48 Exchange Place, Messrs. Henry Hague and John B. Harris, Jr. Agents.

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

Chicago Branch—158 Washington Street, J. S. Meredith, Manager

A general banking business transacted.

Money received on deposit, and current rates of interest allowed.

Drafts issued available at all points in Canada.

Sterling exchange and drafts on New York bought and sold.

Letters of credit issued, available in China, Japan, and other foreign countries.

Collections made on favorable terms.

The Molsons Bank.

Incorporated by Act of Parliament, 1855. Capital, \$2,000,000. Rest, \$425,000.

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S. H. EWING, Esq. R. W. SHEPHERD, Esq.

Hon D. L. MACPHERSON, H. A. NELSON, Esq

MILES WILLIAMS, Esq.

F. WOLFFSTAN THOMAS, - Gen'l Manager.

M. HEATON, - - - Inspector.

BRANCHES:

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AGENTS IN THE DOMINION.

Quebec—Union Bank of Lower Canada and Eastern Townships Bank.

Ontario—Ontario Bank, Dominion Bank, "Mercer" Bank and their Branches.

New Brunswick—Bank of New Brunswick.

Nova Scotia—Halifax Banking Company and its Branches.

Prince Edward Island—Union Bank of P. E. I., Charlottetown and Summerside.

Newfoundland - - - - - Mercal Bank of Newfoundland, St. Johns.

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London—Alliance Bank (limited), Messrs Glyn, Mills, Currie & Co.; Messrs. Morton, Rose & Co.

Liverpool—The National Bank of Liverpool.

Antwerp, Belgium—La Banque d'Anvers. Collections made in all parts of the Dominion and returns promptly remitted at lowest rates of exchange.

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

THE SHAREHOLDER.

MONTREAL, FRIDAY MORNING, OCT. 13, 1882.

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BANK STOCKS AND THE GENERAL PROSPERITY.

THAT the country is prosperous goes without saying. That the recent harvest has been abundant there seems to be no doubt whatever. Commerce is flourishing, money is in fair request and the banks are making enormous profits. The Molson's Bank, which held their annual meeting on Monday, had the satisfaction of informing their shareholders that the earnings of the Bank for the year had been 15½ per cent. besides making "ample provision for all bad and doubtful debts as well as writing off a considerable sum from several that will probably turn out neither bad nor doubtful." The same state of things has marked the proceedings of all our other joint stock bank meetings with scarcely an exception during the year, but the declarations of the Molson's are especially interesting, not only on account of the high standing of the directors, but from the fact that their meeting has taken place since the ingathering of the harvest and when its results are beginning to be felt. Whether it is or is not a healthy sign, or conducive to the best interests of the country, that so large a proportion of the profits upon our trade should find its way into the pockets of capitalists, is a question that our limited space will not permit us to enter upon at present, however interesting or instructive such a discussion might prove. It must, however, be admitted that a trade which will bear the extensive depletion these profits represent cannot but be in an active condition. The immediate result of the present condition of Canadian trade must be in the direction of higher prices for, and a more speculative feeling in, all classes of securities, and more particularly in bank shares. An investment paying seven to eight per cent. per annum, and laying by as much more for a rainy day in the future, must prove too attractive to the possessors of money not to be eagerly sought after. And, after all, can it be said that the average price of bank stocks generally is disproportionate to their value as an investment? The business of a bank is built up by slow degrees. It gains public confidence only after repeated trials and costly experiences. A merchant in a good way of business might sell out his stock-in-trade for seventy-five cents on the dollar, or even less, but if

his business is prosperous he will ask a good deal more for the goodwill of his business than the entire value of his stock of goods. The case of a bank offers much in common with that of a business house, and the price of its stock depends more on the value of its connection than on the value of its stock-in-trade. In this view of the case, then, there is reason to believe that prices of bank shares have not yet reached their highest limit, but that another period of inflation has yet to come. What the limits of that inflation may be cannot be clearly foreseen. With the prospects of money at a reasonable rate during the coming season there appears at present nothing to prevent speculators from arranging prices at their own pleasure. That there will be a reaction, or rather several reactions, in which over-confident and inexperienced gamblers will probably get hurt in a way to surprise, is certain. Turning, however, from the question as it affects speculators, which is a matter of comparatively little account, we are led to enquire how the present prosperity is likely to affect the more vital interests of trade and commerce. And here we find that all articles of daily consumption bid fair to be abundant and at prices within the reach of all. Articles of food, the produce of our own soil, never were in better supply, and those manufactured goods which contribute to the well-being of the people are, thanks to improvements in machinery and a healthy competition, moderate in price. The wages of the artisan are good, but not excessive, so that while there is a fair living within the reach of all it is at a rate which still admits of surplus earnings to be added to the realized wealth of the community. Taking a careful view of the situation, there is but little cause for distrust in the commercial look-out; our people have not yet quite forgotten the reverses of the past and are working with a tolerable degree of economy, and while there is still a little loose store-keeping done both in city and country, and a probability of over-competition in some branches of manufactures, there is reason to believe that the fall and winter will see a further improvement in our financial condition.

THE SPECIAL TAX.

AFTER a considerable amount of legal proceedings, not of an inexpensive nature, it has been mutually agreed between the Quebec Government and the insurance companies that the forty actions in which the latter are interested shall be consolidated and a single plea filed covering them all. This compromise might have been advantageously arrived at long ago. In the meantime a number of influential Montrealers, including one of our city members, has this week waited on the Premier, at Ottawa, with the request that the Dominion Government will disallow the tax which has given rise to all this "little unpleasantness."

THE WESTERN UNION TELEGRAPH COMPANY.

THE great "cable king," Mr. JOHN PENDER, M.P., is now "taking a hand" in the above company's little game, he having been elected a director at New York yesterday at a meeting at which over 650,000 shares were voted upon. The report stated the capital to be \$80,000,000, of which \$20,172 is in the treasury, and the bonded debt to be \$6,009,190. The net profit of the year was \$7,118,070, out of which \$5,265,662 was paid for dividends, interest on bonds and sinking fund appropriations, leaving a balance of \$1,979,660. For new property there was appropriated during the first quarter of the year \$315,425.90, dating from January 1, 1882. The company has entered into contracts with the Gold and Stock Telegraph Company and with the International Ocean Telegraph Company to manage and operate the lines, property and business of those companies for a term of ninety-nine years, guaranteeing to the stockholders quarterly dividends at the rate of six per cent. per annum, and being entitled to all revenues. The statistics show: In 1882, 131,060 miles of poles, 374,368 miles of wire, 12,068 offices, 38,842,247 messages sent, \$17,114,165.92 received, \$9,996,095.92 expended, leaving profit of \$7,118,070. Among other conspicuous members of the new Board of Directors are Van Horne, Augustus Schell, Durkee, Jay Gould, Russell Sage, B. Cornell, Cyrus W. Field, Erastus Wiman, and Chauncey M. Depew.

BANK OF ENGLAND RETURNS.

LONDON, September 23.—Table showing the Bank of England returns, the rate of discount, price of consols and wheat, and the leading exchanges, during a period of three years, corresponding with the present date:—

At Corresponding dates with present week	Sept. 22, 1880.	Sept. 21, 1881.	Sept. 20, 1882.
	£	£	£
Circulation.....	26,624,530	26,054,590	26,077,060
Public deposits.....	6,629,864	5,401,873	5,245,075
Other deposits.....	24,469,254	25,487,406	23,198,356
Government securities.....	15,377,851	14,557,649	11,682,205
Other securities.....	17,575,975	21,891,456	23,957,894
Reserve.....	16,699,077	13,005,138	11,410,925
Coin and Bullion.....	28,323,607	23,309,728	21,737,985
Bank rate.....	2½ p. c.	4 p. c.	5 p. c.
Price of Consols.....	97½	99½	100
Average price of Wheat	42s. 11d.	54s. 5d.	44s. 5d.

NEW U. S. POSTAL ORDER.—A recently-issued postal-order for the transmission of money will supply a public need. The limit is raised from \$50 to \$100, and a sum less than \$5 costs only three cents. Persons will not be obliged to fill out a blank, but will receive an order payable to the bearer at any money-order offices desired. The new notes will be handsomely engraved and resemble those of the banks.

THE CITY PASSENGER RAILWAY.—Yesterday the Directors of this Company declared a dividend at the rate of 7 per cent. per annum for the year ending September 30, payable November 3. The annual meeting of shareholders will be held on Thursday, November 2.

LIMITED LIABILITY.

AN article in the September number of the *London Bankers' Magazine* shows the extent to which the banks of England and Wales have begun to take advantage of late of the limited liability principle. It was the failure of the City of Glasgow Bank and West of England and South Wales District Banks a few years ago that gave an impetus to the movement, although it had been noticed that there was a tendency toward the new arrangement even before that time. It will be remembered that the circumstances, accompanying the collapse of the institution first mentioned, were widely commented upon here at the time; and that a great many of the unfortunate stockholders were completely ruined by the assessments levied upon them to make good the liabilities of the bank. The particular hardship lay in the fact that a small stockholder was liable for the total debt of the bank, in case that the larger ones were unable to meet the assessments. However, the change toward limited liability has been steady since that time. In 1878 there were only 48 limited liability banks in England and Wales, but there are now 92, and two other large banks are about to become limited. Including these two, there are now only 23 unlimited banks in the country, and the majority of these are small. There was considerable opposition to the alteration on the part of old-fashioned bankers, and on account of the prejudice against deviating from the well-established principles under which the business had generally flourished for a long time. But this conservative spirit had in time to yield to the desires of the shareholders. One effect of the change has been the strengthening of the capital and reserves of the banks, which, after the two banks mentioned have adopted the system, will be about \$50,000,000 greater than it was three or four years ago.

LITIGIOUS INSURANCE COMPANIES.

WE give in another column details of a most extraordinary attempt to resist payment of a life policy. The case went into Court, and the defendant Company was defeated. The papers describe this Company indifferently as the New York Life Insurance Co. and the New York Mutual Life Insurance Co. We are not at all aware whether this is the Company of the same name whose Canadian licence expired in March, 1878; so far as relates to new business, but which is still in existence in Canada, with head-quarters in this city, and which duly reports annually at Ottawa, as required by law. At all events, like that, it is an American Co., having New York for its head-quarters. Nor, so far as our present object is concerned, are its real name and style material. It is what we regard as a deficiency in the official report, just issued in detail, of the Government Superintendent of Insurance, which has called up the subject now. The report in question is very elaborate, and it is evident that no pains have been spared

to make it perfect, so far as it goes. We have in all instances the most ample statistics—assets and liabilities, income and disbursements, number of policies issued, amount paid on account of policies, &c. All this is very necessary and useful, and has been, as before remarked, thoroughly well done in the Report. We would, however, suggest for consideration that in future other items be added. Let us have a statement showing how many policies have been refused payment, and why, and a chart of the progress of litigious resistance in the various Courts, and the final result when reached. As we had occasion some time ago to show, some of the Life Insurance Companies actually live on the policy of resistance to honest claims. These vampires select their victims with caution, knowing well that the financial resources of the latter are totally inadequate to a prolonged litigation with a wealthy and unscrupulous corporation. As a general rule, when the prey is so ill-advised as to make fight, it does not last long, and an inequitable surrender soon follows. Now and then a case of this kind gets into the Courts, and thence before the public through the newspaper reports, and more or less evanescent public indignation is excited. But where one instance of such oppression becomes known scores are quietly compromised, and the number of victims is legion. A simple and efficacious way to stop this kind of rascality would be, we think, such as suggested above. The annual official report would soon be generally studied by contemplating insurers, and the blood-sucking companies would at once grow chary of being gibbeted in black and white in an official report the truth of which there could be no possibility of gainsaying. We leave the idea for the consideration of the able and accomplished Superintendent, and should like to have his opinion on it.

A LIFE INSURANCE CAUSE
CELEBRE.

ANOTHER remarkable impersonation case, worthy of taking rank with the TICHBORNE and other *causes célèbres* of like kind, was exposed a few days ago in St. Louis. The impostor in this instance called himself WILLIAM WAEKERLE, and he was offered as the principal witness in a defence set up by the New York Life Insurance Co. (otherwise the New York Mutual Life Insurance Co.). The plaintiff represented herself as Mrs. WALBINGER WAEKERLE, who asserts that her husband WILLIAM was killed by a railway accident ten years ago, having previously insured his life for a considerable amount in the Company above named. Payment of the policy was resisted on the ground that the insured was not dead at all, and the defence put the before-named putative WILLIAM in the witness-box as being himself the alleged dead man! One witness only was brought to testify to the identity of this mock WILLIAM as the long-lost husband, but there was overwhelming testimony that he was an im-

postor. Nothing could be clearer than that the defence was a transparent fraud, and there was no difficulty in bringing in a verdict for the plaintiff for nearly \$7,000. The spurious WILLIAM did not even know how many children his alleged wife had borne, their sex, whether alive or dead, &c.! We read but too often of glaringly iniquitous resistances on the part of insurance companies to pay just claims, and how, to avoid doing so, they drag the poor and weary claimant from one Court to another. But of all the barefaced rascalities in this line the above case, if fairly reported, immeasurably bears away the palm above all infamous competitors. And perhaps the worst feature of all, among its many brazen ones, is that though perjury, conspiracy, and fraud are conspicuously manifest the hand of justice is not likely to be outstretched in punishment of any of these despicable offenders.

STATE RAILWAYS.

FRANCE and Germany keep moving steadily in the direction of acquiring each the entire railway system of the respective countries and bringing them under Government control. A similar acquisition on the part of the United Kingdom is now being discussed in the English papers also, and some of the statistics given are of much interest. As a technical journal puts it, the figures given are worth the consideration of those who believe that the purchase of the railways would be a step of no greater importance than the purchase of the telegraphs, and that the advantage to the public would be inconceivable. In the first place we learn that out of the £728,000,000 of railway capital existing at the end of 1880, £182,000,000 has been raised by loans and debenture stock, and £276,000,000 by guaranteed or preferential capital. This leaves only £270,000,000 of ordinary capital—a consideration of no little importance in attempting a practical view of the question. On the whole capital of 728 millions the interest divided amounted to 4.38 per cent. This, then, is the value of the property to be acquired by the nation in order to carry the plan of purchase. From the same source we learn that if converted into 3 per cent. stock, this would represent an amount of 1,062 millions sterling; and the annual interest for which the State would thus become responsible would be nearly 50 per cent. more than that now paid on the National Debt! But this is allowing nothing to the shareholders for compulsory purchase—a feature of some importance in the case. Again, out of the 458 millions of loan, debenture, preference, and guarantee capital, very little more than thirteen millions now pays less than 3 per cent. interest. The bulk of the remainder receives between 3 and 5 per cent., and small sums run up to as much as 10 and even 15 per cent. It is thus evident that the Government would require more than the present net earnings of 32 millions to save themselves from loss by the transaction; probably considerably

more. And this being so, from what source is any abatement of tariff to be made up? Either the railway customers, or the nation, would have to pay, and that no inconsiderable sum, for the mere transference of the property. Thus the first financial requisite, that of the lowering of rates and taxes, would be defeated by the charge made in order to secure it. In some new countries, where circumstances are so different, it might be possible for a government to construct and operate an entire railway system to public advantage. In the United Kingdom, however, where the expenditure already incurred is so overwhelming, and where so many powerful interests are at work to keep things as they are, the prospect of the acquisition of the railway system by the Government is a very remote one.

NEW ROUTE TO OTTAWA.

SINCE the opening of the Q., M., O. & O., now some years ago, the communication between the political and the commercial capitals has been all that could be desired. The general increase in trade and commerce, and with it the greater bulk of locomotion, have, however, brought a formidable rival into the field. The Grand Trunk now seeks a share of this large business, and in a few days will run trains direct to Ottawa *via* Coteau Landing, and starting from Bonaventure Station. This latter will be a great boon to residents in the western part of the city, and as the G. T. R. promises to cover the whole distance between the two points in three hours, and as its General Manager has a way of keeping his promises, the C. P. R. will no doubt be at once put on its best competitive mettle.

LOW INTEREST.—Interest in England for the past year has been from 3 to 4 per cent. and yet the July dividends of the London banks show that they have been able to divide up from 10 to 18 per cent. per annum with stockholders.

WINNIPEG THE THIRD PORT IN THE DOMINION.

It has been hitherto somewhat hard to believe all the stories as to the growth of Winnipeg, but when official government statistics are produced in support credence must be given. It appears from such figures that the amount of duties paid at that city during the three months of July, August, and September of this year amounted to \$553,566, or \$115,988 more than the receipts during the whole year ending the 30th June, 1881, which were \$437,578. The following table shows the amount received in each of the three months in the last three years:—

	1880.	1881.	1882.
July.....	18,750	49,258	166,518
August.....	20,522	52,390	183,828
September.....	19,400	70,705	203,236
Totals.....	58,672	172,353	553,566

The total receipts for 1880-81 were \$437,578, and for 1881-82, \$1,016,001. While the amount received in the last fiscal year was

thus considerably more than double that of the previous year, the receipts for the first three months of the current year are much more than half those for the twelve months ended last June. Already Winnipeg is the third port in the Dominion having passed Halifax and St. John, and it is probable that this year it will run Toronto close for second place. During last year the importations from the older provinces into Manitoba of dry good, groceries, liquors, settlers' effects, machinery, manufactures of leather hardware, and minor articles amounted in value to \$10,575,773, and in September last they reached a million and a quarter, as against about \$450,000 in 1878. This increase is likely to continue, as the immigration next year will be much larger than this, when 75,000 new comers entered the North-West for permanent settlement. Add to this, it is now definitely proved that large deposits of coal, easily accessible, occupy a large portion of the new territory.

EXCHANGE CERTIFICATES OF MEMBERSHIP.

A CASE involving some curious points as to the transferrability of a certificate of membership to an Exchange has just been heard in New York. As it is not impossible that an incident similar to that in question may arise in this country, we summarise it for the special benefit of "the street." The main points in the case appear to be as follows:—An argument was made for a peremptory mandamus, in an action by the People, upon the relation of CHARLES R. STILLWELL, against the New York Produce Exchange, to compel the Exchange to admit to the exercise of the rights of membership the relator in this action. Mr. STILLWELL, some time ago, was elected a member of the Exchange, and he subsequently became the purchaser of a certificate of one JONES under a sheriff's sale upon an execution. JONES was sued in the Marine Court by certain parties, and an attachment was granted and levied upon his property in November, 1881. The attachment was levied upon his right as a member of the Exchange. The Superintendent of the Exchange made his certificate to the Sheriff to the effect that the judgment debtor was a member of the Exchange and had a certificate of membership. The sale of the certificate took place, and the relator in this suit purchased the same. Mr. STILLWELL, however, has been refused the rights of a member of the Exchange, notwithstanding the fact that he has been elected a member and has purchased a certificate. It now appears that in 1879 Mr. JONES made a transfer of his certificate by agreement to Mr. LUKE, of Connecticut, for a moneyed consideration of \$300. The transfer was an absolute one, if LUKE was a qualified person to take the certificate of membership. Mr. E. C. JAMES, who appeared for the relator, claimed that LUKE was not a qualified person, inasmuch as he had never been elected a member of the Exchange. It was

also contended that the transfer of the certificate to Mr. LUKE was wholly void. It was made privately between Mr. JONES and Mr. LUKE; the officers of the Exchange were never made aware of it, and after the transfer JONES still had the certificate of membership opposite his name upon the books of the Exchange. Mr. LUKE does not appear in the action at all. On behalf of the Produce Exchange, it was contended that the remedy of the relator was not by mandamus against the Exchange, but by action against Mr. LUKE for the recovery of the certificate. The decision was reserved, but we shall duly publish the result when given.

CANADIAN vs. AMERICAN SILVER.

AMERICAN papers deny the assertion of certain Canadian journals that the United States silver currency compares unfavorably with that of the Dominion. They declare, indeed, that the fact is all the other way. On this subject, *Thompson's Bank-Note Reporter* says:—"The Canadians are complaining of the large circulation of United States silver in the Dominion. Some even cry out upon our money as a dishonest currency, unequal to what it claims to represent. In answer it is shown that the Canadian 25 cent piece, valued in our subsidiary silver is only worth 23 1-10 cents; their 20 cent silver is only worth 18 1/2 cents. Our quarter contains 96 grains silver and the Canadian quarter less than 90 grains. The silver mintage of France, Germany, Holland, Italy, Belgium, Austria and India, placed collectively at \$2,000,000,000 is 3.06 per cent. shorter than our standard dollar of 412 1/2 grains. Though the banks of the Dominion will not countenance our silver, it passes there freely in trade and at our own valuation." There is certainly a very widespread idea here that the United States silver money is inferior in purity to ours. But this belief being now so openly challenged, we should be glad to receive reliable data from some totally impartial authority. Cannot some of our readers decide this vexed question?

A WISE BANKER.—Under this heading *Rhodes' Journal* says:—"Mr. H. S. STEPHENS, who was manager of the Bank of Hamilton, at Port Elgin, Ontario, was promoted to the assistant-cashiership of the same bank at the head office in Hamilton. His friends and customers at Port Elgin wished to present him with a testimonial. This he declined, on the ground that in his new capacity he would still largely have the supervision of their accounts, and the acceptance of their testimonial would compromise his independence."

CHICAGO BOARD OF TRADE.—The Circuit Court has dissolved the injunction restraining the Chicago Board of Trade from suspending members for defaulting on July wheat contracts. The decision affects twenty-three members. The case will be appealed. The Board of Trade has voted to raise membership fees to \$10,000

THE DIVISION COURTS AND FOREIGNERS.

PERHAPS the most effective piece of machinery in existence for driving people to emigrate is the Division Court system of Ontario. It has depopulated that part of the Dominion more quickly than the worst times have. Mr. Justice CAMERON, however—than whom there is not an abler judge on the Bench of the sister Province—has, if he is correctly reported, just decided that the provisions of that odious system do not apply to foreigners. So, at least, we read in the *Mail* of this week, which says: "The Division Courts have only limited powers in their jurisdiction over causes of action properly arising therein. An action has been commenced in the 2nd Division Court of the county of Kent against a natural-born citizen of the United States, and a prohibition was granted yesterday on his application to restrain all further proceedings in the case on the ground that our Division Courts have not power to adjudicate upon the rights and liabilities of foreigners. This power is granted to the Superior Courts by express enactment."

THE STOCK MARKET.

THERE has been a fair amount of business done in Bank stock this week, and as a rule prices have been about maintained, with the exception of Federal, which rose from 155 last week to 165 this, closing at 162½, while the sales rose from 200 as per last report to 580 at the close of our weekly list. Montreal Telegraph was very weak, the total sales being only 175, while quotations fell as low as 128½—(a clerical slip in our last misquoted the price of this stock, but the error was so obvious that it would cause an immediate glance at our stock market table and thus at once correct itself). Richelieu was in steady demand daily, but not in such quantities as during the preceding week, the figures being respectively 4,923 and 1,750; prices somewhat receded, falling to 75½ and closing at 75½. City Passenger also fell off both in sales and prices, the former numbering 2,375 as compared with 2,860 as per last report, the latter falling steadily to 148½ as against 155½, and closing at 149. City Gas has also lapsed into quietness, there being two successive days in which there were no transactions, and those for the week aggregating only 2,394; prices, too, fell gradually and without rally to 185, closing at 185. The Saturday Board, suspended during the hot weather, has just been resumed, but to atone for this extra effort the Board treated itself to a holiday on Thursday afternoon with a view of joining the Hunt Club, the entire Board riding off perhaps to the chorus, "A-hunting we will go." The fact of this adjournment speaks volumes as to the apathetic state of the Stock Market as a whole.

The Money Market has been firm, but without any stringency, and plenty of business is done by the banks at 7 per cent. for discount of good commercial paper, and

a fraction lower for the best. The demand for currency for crop removal is not so heavy this week as it was anticipated it would be. On the other hand, the commercial demand in itself now affords full employment for all the funds at the disposal of banks, and no abatement in prices is now looked for, the indications being rather that before many months 7 and 8 per cent. will supplant 6 and 7 per cent. as the current rates of discount. Loans on stocks are not easily obtained at bank, even at 6½ per cent., and considerable inconvenience is sometimes experienced in procuring money on stock collaterals. Sterling Exchange is firm at 8½ prem. for round amounts of 60-day bills, 8½ prem. cash over the counter, 9½ prem. for demand bills.

THE SEPTEMBER REVENUE.

THE following is a statement of the revenue of Canada for the month of September, 1882, as compared with the revenue for September 1881:—From 1st to 30th September 1882:—Customs, \$2,246,150.72; excise, \$552,454.28; other sources, \$390,954.91,—total, \$3,189,550.91. From first to 30th September 1881:—Customs, \$2,060,415.77; excise, \$549,960.66; other sources, \$442,098.68—total \$3,052,474.51. Excess of September, 1882, over September 1881, \$137,085.04. Statement for the three months ending 30th September 1882, as compared with the same period of 1881:—From 1st July to 30th September 1882:—Customs, \$6,456,638.08; excise, \$1,517,704.58; other sources, \$1,184,321.91,—total \$9,178,664.57. From 1st July to 30th September 1881:—Customs, \$5,563,515.28; excise, \$1,387,625.82; other sources, \$1,287,819.77,—total \$8,229,960.87. Excess of three months ending 30th September 1882 over same period last year, \$948,703.70.

THE ANNUAL BALANCE SHEET.

THE annual statement of the financial position of the Dominion, made up, as usual, for the fiscal year ending June 30, has been made public within a few days. There were many, even among the most earnest supporters of and believers in the Finance Minister, who had misgivings that his anticipations were altogether of too sanguine a nature. The results now published, however, show that the very reverse was the case, and that the facts have even surpassed the calculations. During the period in question, the revenue reached the unprecedentedly large sum of \$33,381,381.20, without counting the receipts from the sale of Dominion lands, which reached the sum of \$1,744,456.48, which, under the arrangements for the construction of the Canadian Pacific Railway, are not counted as ordinary revenue, but are credited to capital account, in order to recoup the country for the expenditures on the railway. The total expenditures for the year amounted to \$27,155,902.95, leaving a net surplus on the ordinary transactions of the year of \$6,225,478.25. Adding to this the receipts from Dominion lands, which in

former years were treated as ordinary revenue, and the total surplus was \$7,969,934.73! That certainly is a most satisfactory exhibit. And not only does the yearly statement exhibit these grand results, but the returns of the first three months that have since elapsed show that the "boom" is still augmenting. We give the September returns for 1881 and 1882 in full elsewhere. But comparing the first new quarter of the new fiscal year with the corresponding period of its predecessor, we reach the following results:—

	1881.	1882.
Customs	\$5,563,315.28	\$6,456,638.08
Excise	1,307,625.82	1,517,704.58
Other sources	1,278,819.77	1,184,321.91
	\$8,229,960.87	\$9,178,664.57

So that the excess during the first three months of this fiscal year over the corresponding period of last year reached the large sum of \$948,703.70; and this in spite of the large remissions of duties last session on tea and coffee, the repeal of the Stamp Act and the abolition of the postage on newspapers. In face of these gigantic financial facts it is no wonder that mere party intrigues are "played out."

U. S. NATIONAL DEBT.—According to a statement just issued the total national debt of the United States on the 30th September amounted to \$1,890,956,288. This includes the interest-bearing debt, amounting to \$1,421,341,350, the debt on which interest has ceased since maturity amounting to \$15,959,625; debt bearing no interest, \$440,915,229, and accrued interest \$12,740,083. The cash in the treasury on the above date amounted to \$246,836,064, which, if deducted from the total liability, would reduce the public debt to \$1,644,120,223. The reduction in the National Debt during September amounted to \$14,805,948, and since the 30th June last \$44,794,327.

THE UNION GÉNÉRALE.—The official liquidators of the French Union Générale have taken legal proceedings to have the last augmentation of the capital of the Union declared void, and to have the managers, auditors and directors made responsible for the deficiency caused by the excess of liabilities over the assets to the extent of twenty million francs.

FIRE INSURANCE.—The fire insurance companies, both in Canada and the United States, especially the latter, have had a bad time this year. Thus far in 1882 not less than \$67,500,000 has become ashes, being \$5,000,000 more than in the same nine months of 1881, \$7,000,000 more than in 1880, \$500,000 more than in 1879, and \$17,000,000 more than in the same nine months of 1878. No wonder so many are trying less hazardous occupations!

UNION BANK, OTTAWA.—The Union Bank of Lower Canada may pride itself on occupying the neatest banking-office in Ottawa; its position, too, is a great improvement on the old stand. The office in Montreal wants enlarging.

QUEBEC INSURANCE PREMIUMS.—The increased insurance tariff, adopted by insurance companies for Quebec city, went into force this week. It is calculated that it will add about \$75,000 a year to the premiums.

FEDERAL BANK OFFICE.—This commodious office, corner of Helen and Notre Dame Streets, in this city, is fast approaching completion. We hope shortly to see the active manager with his hands full of business.

CANADA LIFE.—J. W. MARLING, Esq., a veteran in the profession, has been appointed manager of this successful company, for the Province of Quebec.

ANSWERS TO CORRESPONDENTS.

BANK OF COMMERCE.—The overdue debts were wiped out in the last annual report.

A NERVOUS MAN.—That would be a tremendous smash; but it is not probable.

LOAN Co.—We are looking up that matter.

ENQUIRER.—We are not a mercantile agency. Apply to DUNN & Co. Under the present management you may rely on a fair report.

THE ELECTRIC LIGHT ON THE RAILWAY.

There is now to be seen at the Pennsylvania Railway Company's depot at Jersey City a passenger car lighted by seven incandescent electric lamps, representing the initial effort of the Pennsylvania Company to introduce electric lighting on their cars. The incandescent lamps used are manufactured by the Edison Electric Light Company, the electric force working being supplied by a number of Faure's secondary batteries manufactured by the Light and Force Company, of No. 234 Broadway. The car has made several journeys between New York and Philadelphia, its occupants enjoying the comfort of a clear, powerful, steady light. The same system of lighting railway cars was introduced a few months ago by the chief engineer of the Light and Force Company on the London, Brighton and South Coast Railway, England, where the system has ever since been continued with great success and is being largely extended.

It is the intention of the Pennsylvania Railway Company shortly to run a car a few miles along the Philadelphia road, for the purpose of allowing experts opportunity of witnessing the practical working of the system. So far the general opinion of disinterested persons is that the lighting of cars by electricity is entirely satisfactory and deserves to be regarded as a great success. The expense exceeds that of gas or oil, though to what precise extent cannot yet be determined, but the result obtained is so much more satisfactory that even if the expense could not be considerably reduced when the system is in working order, as electricians believe it might be, people who have seen and compared the new system with the old system will not readily relinquish the former for the sake of a trifling excess in cost.—*New York World.*

THE ENGLISH LOAN COMPANY.

At the meeting of shareholders held on Monday, a very complete set of new by-laws was adopted, including one reducing the number of Directors to five, whilst increasing the quorum from three to four. The five directors appointed were:—Hon. Alexander Vidal and Mr. George Walker, J.P.; two of the old Directors, and Mr. Joseph D. Saunby, Lt-Col. Lewis, and Mr. Edward LaRuey. The two latter joined the Board last July, whilst Mr. Saunby, who is elected for the first time, represents an excellent choice. The strong accession of new blood which has lately taken place is calculated to influence a prosperous future for the Company, and we wish the new Board every success.—*Free Press.*

GETEWAYO ON NEWSPAPERS.

When I asked why people were anxious to have things which seemed so worthless, the wise men that are with us answered with many words. And from what they told me I believe that these sheets of paper are made by certain men that are wonder-workers, like the witch-doctors in our own land, and that these are their spells. For these men are very powerful among the English, and the chiefs of the English listen to their words and fear them, and pay court to them, though they are neither great warriors nor Indunas, nor chiefs such as we saw in that Assembly. But, for all that, they are very wise, for they know not only what has happened, but what is going to happen, and tell the English what they are to do at all times. And they pronounce blessings and curses, as seems good in their own eyes. And if, indeed, they all agreed to bless and to curse, no man could lift up the heel against them. For, when they all bless one man at one time, he grows fat and has much wealth and honor, and he whom they all curse is withered up. But there is jealousy among the witch-

THE STOCK MARKET.

The following table shows the highest and lowest prices of stocks on the Montreal Stock Exchange on each day of the week ended 12th October, 1882, and the number of shares reported as sold during the week.

STOCKS IN MONTREAL.	Share.	Capital Paid up.	Rest.	Fri.		Sat.		Mon.		Tues.		Wed.		Thurs.		Total Trans.
				L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	
Bank of Montreal	\$200	\$11,000,000	\$5,500,000	182½	183½	182	210½	211	211½	209½	212	212½	212½	209½	212	1065
Merchants Bank	100	5,614,570	525,000	182½	183½	182	132½	131½	132½	132½	133½	132½	133½	132	1391	
Canadian Bk of Com.	50	6,000,000	1,400,000	180½	181½	180	143½	143	143½	143½	144	143½	143½	143½	1283	
Bank of Toronto	100	2,000,000	600,000	180½	181½	180	187½	187	188½	187½	188½	187½	188½	187	271	
Ontario Bank	40	2,998,280	100,000	128½	129	128½	129	129	129	129	129	129	129	129	125	
Banque du Peuple	50	1,000,000	240,000	88	88	88	88	88	88	88	88	88	88	88	60	
Bank British North	250	4,886,666	1,216,000	130	130½	130	130	130	130	130	130	130	130	130	400	
Molson's Bank	50	2,000,000	140,000	130	130½	130	130	130	130	130	130	130	130	130	350	
Dominion Bank	50	970,250	415,000	160	160	160	160	160	160	160	160	160	160	160	400	
Federal Bank	100	1,307,200	300,000	160	160	160	160	160	160	160	160	160	160	160	350	
Imperial Bank of C.	100	1,175,553	400,000	160	160	160	160	160	160	160	160	160	160	160	350	
Banque Jac's Cartier	25	500,000	500,000	160	160	160	160	160	160	160	160	160	160	160	350	
Quebec Bank	100	2,500,000	325,000	160	160	160	160	160	160	160	160	160	160	160	350	
Banque Nationale	50	2,000,000	150,000	160	160	160	160	160	160	160	160	160	160	160	350	
Eastern Townships	50	1,392,787	220,000	160	160	160	160	160	160	160	160	160	160	160	350	
Union Bank	100	1,995,510	18,000	94½	94½	94½	94½	94½	94½	94½	94½	94½	94½	94½	7	
Exchange Bank	100	500,000	200,000	94½	94½	94½	94½	94½	94½	94½	94½	94½	94½	94½	20	
Banque d'Hochelega	100	680,000	680,000	94½	94½	94½	94½	94½	94½	94½	94½	94½	94½	94½	20	
Maritime Bank	100	697,800	697,800	94½	94½	94½	94½	94½	94½	94½	94½	94½	94½	94½	20	
Montreal Tel. Co.	40	2,000,000	171,432	120	120	120	120	120	120	120	120	120	120	120	157	
Dominion Tel. Co.	50	711,709	711,709	120	120	120	120	120	120	120	120	120	120	120	157	
Rich. & Ont. Nav. Co.	100	1,565,000	21,704	75½	77	75½	76½	76	76½	76½	76½	76½	76½	76½	119	
City Pass. Ry. Co.	50	6,000,000	6,000,000	153	154	153	153	153	153	153	153	153	153	153	1750	
City Gas Co.	40	1,800,000	1,800,000	186	186	186	186	186	186	186	186	186	186	186	2370	
Canada Cotton Co.	100	1,800,000	1,800,000	185	185	185	185	185	185	185	185	185	185	185	2391	
Royal Canadian In. Co	50	1,800,000	1,800,000	185	185	185	185	185	185	185	185	185	185	185	2391	
Dominion 5 p.c.	100	100,000	100,000	100	100	100	100	100	100	100	100	100	100	100	208	
Mont. 5 p.c. Stock	100	100,000	100,000	100	100	100	100	100	100	100	100	100	100	100	208	
Ont. Investment Ass.	100	612,532	64,000	100	100	100	100	100	100	100	100	100	100	100	208	
Loan & Mortgage	100	481,027	481,027	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	63	
Mont. Building Ass.	50	481,027	481,027	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	1200	
St. Paul M. & M. R'way	100	100,000	100,000	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	63	
Graphic Printing Co.	100	100,000	100,000	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	1200	
Canada Shipping Co.	100	100,000	100,000	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	1200	
Montreal Cotton Co.	100	100,000	100,000	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	1200	
Dundas Cotton Co.	100	100,000	100,000	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	1200	
Canada Paper Co.	100	100,000	100,000	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	1200	
Canada Central Bonds	100	100,000	100,000	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	1200	
Champlain & St. L.	100	100,000	100,000	158	157	157½	158	158½	158½	158½	158½	158½	158½	158½	1200	

doctors, and they will not agree with one another; and the great chiefs encourage it, for each seeks by blandishments to win over as many of them as he can, that they may bless him and curse his adversaries.

CURIOS EXPERIENCES.

The wonderful discoveries of microscopists in the field of pathology and food adulteration are wittily commented upon by the *New York Times*. The author describes a dinner given to a number of microscopic experts:—

"When the microscopists sat down to dinner each one produced his compound oscillating microscope, and carefully examined every article of food. Excited shouts went up as new discoveries of metallic, vegetable and sausage substances were discovered in the soup. An examination made of the water resulted in the discovery of such an enormous quantity of mammalia and pachydermata that the microscopists unanimously refused to drink it. During the progress of the meal much enthusiasm was aroused by the announcement of Professor White that he had discovered a trace of hairpin in the beefsteak of American hotels, thus upsetting the theory that the beefsteak is a chemically pure capture of sole leather, and at a later hour Prof. Black's assertion—based on a thorough microscopic examination—that he had discovered whortleberries in the whortleberry pudding, and wine in the wine sauce, led to a heated discussion, in the course of which thirty-eight microscopists declared that Prof. Black was an ignorant and unprincipled pretender, and eleven others maintained that the professor was acting in good faith, and that his discoveries could be accounted for on the theory that the waiter had given him by mistake a piece of whortleberry pudding made expressly for the landlord's private table."

ENGLAND DEVoured BY THE SEA.

Judging from the reports which have been recently made to the Government, there can be no doubt that Sandgate Castle, and No. 7 Martello Tower above it, will follow the fate of Sandown Castle. It would appear that the waste of land on the English coast by the action of the sea is becoming a serious matter, which should engage the attention not only of the Crown, which has littoral rights, but of littoral owners generally. Indeed, so great is the loss, amounting to thousands of acres within a comparatively limited period, and so small, as a rule, the compensating accretions, that it is high time the art of the hydraulic engineer should be invoked by the authorities to avert the further loss of productive soil. The insidious character of the sea's action, its everlasting yet almost inappreciable appropriations, coupled with a rude idea that there is no help for it, go far to reconcile us to the loss. But in the aggregate this loss of land is momentous. What shall be said of one field after another succumbing to the devouring waves, and not only that, but of whole villages being engulfed? The south-eastern coast is pretty well watched, but on the northern coast the loss has been more serious and less noticed.

On the Yorkshire coast the village of Auburn has gone; the towns of Hartburn and Hyde, both at one time flourishing places, exist no longer. Owtarne has yielded to the same fate. The ancient church of Wilhensea has gone, another built in 1434 is dilapidated. Kilnsea Church has vanished; the tower, its last surviving portion, tumbled into the sea a few years ago, and now the village, itself is being menaced. The hamlets of Pennismerk and Upsail have been swept away since Camden's time, and at the present moment forty miles' length of this coast, according to the most careful computation, is losing 2½ yards of rich agricultural soil every year. There is no doubt,

however, that in reference to this last-mentioned area, tidal influences which have carried the soil away have, at a remote period, deposited it, forming an island, which has increased from nine acres, in 1680, to 10,000 acres of rich alluvial soil in 1881. We refer to Sunk Island, which belongs to the Crown.—*Land.*

A BANK DEPOSITOR'S FRIGHT.—A practical lesson was taught to a bank depositor a few days ago in the Queen street branch of the Dominion Bank. It appears he called to deposit about \$5,000, which he laid on the counter, and then turned round to speak to an acquaintance. On again facing the counter the money was gone, and consternation reigned supreme. The depositor accused a painter, who was at work near the counter, of abstracting the money, and threatened to call in a constable if it were not at once given up. While proceeding to carry out his threat he happened to look towards the counter, and to his amazement he saw the missing package of money lying in the exact spot where he had laid it. One of the bank officials explained the mystery by stating that on entering the office from the back room, and seeing the money so carelessly displayed, he picked it up and carried it away to teach the depositor a lesson to be more careful in the future, and then quietly returned it. An apology was tendered the accused painter, and all unpleasantness was removed.—*Mail.*

JAY GOULD is one of the prominent figures in American society to-day. Half of the political and commercial strokes are attributed to him. Yet in 1856 he was a humble school-master, and published a history of Delaware county, N. Y., every copy of which is now worth twenty-five dollars. But to-day that impecunious author and school teacher of twenty-six years ago is so burdened by wealth that when his bonds and securities and such like collaterals are to be transported from one spot to another for any purpose, he is compelled to hire a number of draymen for the work. Recently, when a question was raised on Wall street as to his solvency, he exhibited some seventy million dollars worth of this sort of paper. It was understood at the time that if this display was not sufficient to settle the question, the draymen would be sent to fetch other paper representing about double that sum in stocks of railroads, express companies, telegraphs, and the like. His wealth is not less than one hundred millions.

A DAUNTLESS AERONAUT.

M. Tissandier, who so nearly lost his life, some ten years ago, in the feat of scientific ballooning in which his two friends and fellow-ballooner were killed, is busy constructing a balloon which he will propel, and hopes to direct, by electricity. His electric machine is to weigh 5 cwt., and the secondary batteries, 17 cwt., representing about five-horse power. These will be carried by an elliptical balloon of a volume of 160,000 cubic feet. The balloon is to be 131 feet long, and its diameter in the centre 607 feet. The balloon will have a lifting power of 3½ tons, and will consequently be able to support one ton weight of passengers, ballast, &c., besides the batteries and machinery. With the air calm, its constructor expects it to make from 12 to 15 miles per hour, which speed, however, could only be maintained for a few hours. M. Tissandier intends, when his balloon is ready, to make with it short journeys over and around Paris. Though it is scarcely to be hoped that the problem of air travelling will be solved by this new experiment, it can hardly fail to yield results of value in the field of ballooning, and probably to familiarize the public with the idea of its being possible, some day or other, for human beings to journey in the region of birds.

A LOCOMOTIVE EXPLODES WHILE RUNNING.

An extraordinary accident occurred Tuesday morning at 6:45 o'clock on the Northern Wisconsin division of the Chicago & North-Western Railway, one mile south of Oconto. The north bound passenger train, with a very large number of passengers, was running at not less than twenty-five miles an hour when her locomotive exploded with gigantic force. "I was seated in the smoking car, the third from the engine," said John F. Jerrard, a passenger, "and knew by the loud report and the heavy shock to the train what had happened, and, springing up, I said 'the boiler has exploded!' At almost the same moment a mass of rubbish from the explosion fell upon the top of the car, which rattled loudly, but did no other damage. Of course, in a moment the sensation of danger was passed, as the train ran smoothly along, except a peculiar and unnatural sound from the front of the train, which seemed to move along without any perceptible diminution of speed. I concluded that my impression that the boiler had exploded was erroneous, as everything seemed then to be all right, and a gentleman remarked that a torpedo had probably been exploded under the train with a view to mischief. By this time the train had run down and crossed the bridge across the Oconto river, when the brakeman suddenly set the brakes with great exertion, and brought the train to a halt. Up to this moment no one on the train knew what the actual situation was except the mail agent and baggage men, and they were unable, for some reason, to put on brakes to stop the train. The train was finally brought to a standstill. It was then found the four forward trucks of the engine were loaded handsomely upon the tender, which was intact. It was evident that not an individual on the train, as it stood there, was injured, from the fact that the majority of the passengers did not know that anything had occurred until they were told, as the report was not heard very far back and many were asleep. But the engineer and fireman—there was but one voice: 'They are dead.' Some of the passengers and the train men ran back, and were utterly amazed to find them standing by the wrecked engine, but little the worse for the dreadful shaking up. After a careful examination of the whole ground the following conclusions were reached by me and many others: First, that the explosion had been most terrific; that at the time of its occurrence the engine was lifted from its connection with the tender and violently wrenched clear of it; that at the same moment the cowcatcher was thrown downward as a matter of course, and as was shown by three ties being rooted up and broken in two nearly in the centre, and at the same point by the side of the track lay the nose of the badly demoralized cowcatcher. This must have occurred as the engine was thrown forward into the air with the most terrific force, as was fully established by its being hurled 185 feet forward and along a little to the right of the track before it struck the ground, where it buried itself half out of sight in the mud. Of course, this thirty ton mass of iron must have turned a complete somersault in the air at which time the forward trucks were dropped upon the tender, where they are now lying. The grass and bushes are blackened and dead by the escaping steam underneath the track where the engine flew through the air. The huge machine took itself and all its immense rubbish, the result of the explosion, absolutely out of the way and left a clear track for the train to pass along, and, strange to say, the rails at the point of the broken ties were scarcely disturbed. But the fireman and engineer were carried along in the cab and landed with it, or very near. One pair of trucks on the mail car jumped the track at the point where the explosion occurred and ran in that situation one mile, passing over the bridge at the Oconto river in that way; and another odd freak, passing a switch a moment before the train was stopped, they ran on again, and no great damage was done except to tear off the heads of all the spikes from one side of the rail for the whole distance, breaking nearly all the bolts which connect the ends of the rails together; all this without one life being lost or any one seriously injured. Who can cite anything like it in railroads to-day?"—*Milwaukee Republican.*

MOLSONS' BANK.

ANNUAL GENERAL MEETING.

The annual general meeting of the shareholders of the Molsons Bank was held in the Banking House, St. James street, at three o'clock yesterday afternoon. Among those present were Messrs. S. H. Ewing, R. W. Shepherd, Thos. Workman, R. W. Shepherd, Jr., N. B. Corse, J. H. R. Molson, Hy. Archibald, Miles Williams, Jno. Hutchison, R. J. Mont, and Algernon Stephen, of Sorel.

The President, Mr. Thos. Workman, having taken the chair, the General Manager, Mr. F. W. Thomas, read the following

ANNUAL REPORT.

GENTLEMEN,—It is gratifying to your directors to meet you at the close of this the 27th year of the Bank's existence, feeling sure that the results of the past twelve months' business are such as to merit your entire satisfaction. We have been enabled to increase the dividend to shareholders from six to seven per cent., to make ample and liberal provision for all bad and doubtful debts, and to add to the Rest \$175,000, a larger increment than has been realized in any former year.

Though the business of the Bank has largely developed during the past year, your directors are unanimous in believing it to be in a sound and healthy condition, and should no serious reaction to the general prosperity of the country set in, they entertain a reasonable expectation that the dividend for the year upon which we have now entered may be further increased.

During the year now passed all the branches of the

Bank, including Montreal, have undergone the usual inspection. They are without exception in a satisfactory condition, with every prospect of increased earnings in the coming year.

It is with pleasure we again express our entire satisfaction with the zealous and efficient manner in which the officers of the institution as a body, have discharged their duties.

THOMAS WORKMAN,
President.

PROFIT AND LOSS ACCOUNT.

Balance at profit and loss, on 30th September, 1881.....	\$ 9,862 18
Net profits of the year, after deducting expenses of management, reservation for interest accrued on deposits, exchange, and also making ample provisions for bad and doubtful debts.....	\$314,379 61
From which has been paid:	
53rd Dividend, at 3½ per cent, 1st April, 1882.....	\$70,000 00
54th Dividend, at 3½ per cent., 1st October, 1882..	70,000 00
	140,000 00
	174,379 61
Leaving a surplus of.....	184,341 79
From which deduct amount transferred to Rest account.....	175,000 00
	\$ 9,241 79

Leaving at credit of profit and loss, on September 30th 1882.....

GENERAL STATEMENT

Of the Affairs of the Molsons Bank on the 30th September, 1882.

Capital authorized..... \$2,000,000

Capital subscribed..... 2,000,000

LIABILITIES.

Capital paid up.....	\$2,000,000 00
Notes in circulation.....	1,958,825 00
Dominion Govt. Deposits payable on demand.....	70,191 27
Dominion Govt. Deposits payable after notice.....	200,000 00
Provincial Govt. Deposits payable on demand.....	10,086 53
Other deposits payable on demand.....	2,459,814 03
Other deposits payable after notice.....	2,224,085 77
Due to other Banks in Canada..	203,174 08
Due to other Branches.....	10,286 98
Due to Foreign Agents.....	59,996 89
Profit and Loss.....	9,241 79
Rest.....	425,000 00
Fifty-fourth Dividend.....	70,000 00
Dividends unclaimed.....	3,004 06
Interest, Exchange &c., reserved.....	77,165 21
	\$9,780,872 12

ASSETS.

Specie.....	\$348,729 31
Dominion Notes.....	306,182 75
	\$654,912 06
Notes and cheques of other banks.....	223,144 79
Balances due from other banks in Canada.....	140,203 32
Balances due from Dominion Government.....	7,582 82
Balances due from Foreign Agents.....	16,342 11
Loans and Bills discounted on Bonds, Debentures, &c.....	456,314 47
Loans to corporations.....	201,617 48
Bills discounted and current.....	7,691,801 13
Bills discounted past due, secured..	73,728 70
Bills discounted past due and not secured.....	4,450 12
Real Estate, other than Bank premises.....	96,745 40
Bank premises at head office and branches.....	184,000 00
Other Assets.....	30,029 72
	\$9,780,872 12

The PRESIDENT, in moving the adoption of the report, said:—

GENTLEMEN,—In addition to the report just read by the General Manager, I hope you will permit me to add a few words on the results of our past years business, as well as to express the hope we entertain for the one on which we have just entered. The principal statements now before you show these results to be eminently satisfactory, as also very profitable. We have increased our dividends from 6 per cent. to 7 per cent. per annum, and have added to the "Rest" \$175,000, equal to 8½ per cent. on our capital. We have also made ample provision for all bad and doubtful debts, as well as written off a considerable sum from several that will probably turn out neither bad nor doubtful. Within three years we have increased the Rest from \$100,000 to \$425,000, in addition to paying our regular dividends. The Rest is, I believe, a reality and good for every dollar it represents. Our business has been remarkably free from losses, in Montreal as well as at our several branches. I wish to avoid anticipating the future, in regard to higher dividends, but many of our stockholders have asked me why, after such a profitable year, we did not pay 8 per cent. To all such I would say, Have patience, and should profits continue as good this year as last, your Directors may deem it prudent to increase the dividend to 8 per cent. They also indulge the hope of ad-

ding considerably to the Rest. Money is now in active demand and commands higher rates—our profits ought therefore to be greater. This increased demand is the natural result of the enormous expansion that now pervades every branch of trade, and particularly bank loans. These are, I believe, at their extreme limit—and every effort ought to be used to prevent further expansion. It will therefore be the duty of your Directors to be cautious and conservative whilst using their best efforts to prevent any monetary panic or unnecessary alarm. Our national wealth is increasing every year, a vast impetus has been given it by the opening up of the great North-West, the construction of the Canada Pacific and other railways, the building of new factories, as also the floating of many new joint stock companies. The lumber trade, that staple of our country, is also very prosperous, requiring large advances to properly carry it on. The plentiful harvest just secured requires a large amount of money to bring it to the sea-board. Our stock speculators have also absorbed large sums. With all these demands upon us I think we may fairly calculate upon an active demand and higher rates of interest for some time to come. I have much pleasure in bearing testimony to the devotion and great abilities of our General Manager, Mr. Thomas, also to those of our Manager at this branch, Mr. Elliott. The labors of these gentlemen are arduous and constant I can bear similar testimony to our other agents and the employees of the Bank generally. To their united efforts, are we indebted for a large portion of our prosperity. Our Inspector, Mr. Martin Heaton, is also entitled to the best thanks of the stockholders for his able and minute reports on our different agencies as well as on the Montreal branch. His inspection returns show great ability and much hard work. The General Manager and I propose shortly to visit all our agencies in Ontario, feeling convinced such visits are important to the interest of the bank.

The motion having been seconded by Mr. J. H. B. Molson, was adopted.

Mr. N. B. Corse moved, seconded by Mr. HUTCHISON, "That the thanks of the shareholders are due and are hereby tendered to the President, Vice-President and Directors for their attention to the interests of the Bank during the year just closed." Carried.

The PRESIDENT thanked the shareholders for the resolution, and assured them that the Directors had endeavoured to their utmost to further the interests of the Bank, in which work they were ably assisted by the General Manager, Mr. Thomas, and the local Manager, Mr. Elliott.

The President stated that it was at the express wish of the General Manager and officers that no formal resolution conveying a vote of thanks to them for their services had been brought forward.

Mr. THOMAS, in response to a request by the President, explained the nature of the debt of the Bank against the St. Maurice Lumber Company. They had been asked the meaning of the action taken against this Company for \$126,000, and what effect it would have upon the assets and position of the Bank. We have already provided for the whole of the amount, with the exception of \$28,000, and we have retained the timber limits of 515 square miles in extent, more than half of which are of a very admirable description, although some distance removed from the St. Lawrence. It is quite possible that we may obtain forty, fifty, or even one hundred thousand dollars, or more, for the limits, of which, in excess of the amount of \$28,000 which I have already referred to, will again be a surplus to the Bank. I may add that we have taken this action to prevent the debt from becoming outlawed.

Messrs. Archibald and Corse having been appointed scrutineers, the ballot was opened and the following gentlemen re-elected directors for the ensuing year: Messrs. S. H. Ewing, J. H. R. Molson, Hon. D. L. Macpherson, H. A. Nelson, R. W. Shepherd, Miles Williams, and Thos. Workman.

At a subsequent meeting of the Board, Mr. Workman was re-elected President and Mr. Molson Vice-President.

THE NEW U. S. GOLD CERTIFICATES.

In anticipation of a very heavy demand for the new gold certificates the Treasury Department is printing \$200,000,000 as the first instalment, and these will be ready for circulation within a very few days. These notes are a trifle larger than the legal tender notes, but not dissimilar in general appearance, excepting the tinting of some of the lettering is in gold. The twenty-dollar notes (the smallest issued) have an excellent vignette of the late President Garfield, the fifty-dollar notes of Silas Wright, the one-hundred dollar notes of Thomas H. Benton, the five-hundred dollar notes of President Lincoln, the one-thousand dollar notes of Alexander Hamilton, the five-thousand dollar notes of James Madison, and the ten-thousand dollar notes of Thomas Jefferson.

There are Treasury officials who believe that the gold certificates will in a short time be at a premium, basing their belief upon the supposition that the notes will circulate abroad in lieu of the coin itself. And reasoning thus, say that the notes will be in such a demand that large amounts of legal tender notes will be turned into the Treasury in exchange for gold, which will at once be given up for the gold certificates. This will it is thought, result in reducing the amount of gold held as a reserve for legal tender notes below \$100,000,000, when under the law the issuance of gold certificates must cease.—*Thompson's Bank Note Reporter.*

The Traffic returns of the Midland Railway of Canada for the week ending Oct. 7th, 1882, was as follows:—Passengers and Mails, \$8,009.03; Freight, \$21,033.19; total, \$29,042.22, as compared with \$28,724.54 for the corresponding week of 1881, being an increase of \$317.68; and the aggregate traffic to date is \$805,576.80, being an increase of \$162,072.86 over 1881.

LUCKY OMENS.

(From Chambers's Journal, 1875.)

What an exhibition of human weakness is made in the petty superstitions regarding so-called omens, and lucky and unlucky days! Let us run over a few of these follies, not yet exploded in certain sections of the population.

Odd numbers—barring the ever fatal thirteen—are thought to be lucky. The shrill piping of the household cricket is prophetic of happiness to the hearth it haunts, as surely as the settling of a stork upon a Dutchman's roof-tree bodes pleasant times to the dwellers beneath it. That forlornness of animals, the masterless dog, that follows close upon the heels of a night-walker, and will not be balked of companionship, is a certain luck-bringer. Black cats should be at a premium, considering a stray puss of that hue who takes a fancy to establishing himself in a house, introduces good fortune with him; while a cat of any color, whether an uninvited visitor or an acknowledged member of the family, ought never to be restrained from sharpening his talons at the expense of the table's legs, since, when he thus scratches, he scratches for luck. Eat kindly the head of the first lamb of spring, if you have the chance; it will bring prosperity to you and yours; but avoid the innocent creature if it presents its tail to view. Hail the first hearing of the cuckoo's voice with thankfulness, if he salutes you upon your right hand—then his greeting is an assurance you will make your way in the world, and attain the highest object of your ambition; and begrudge not a sip of good liquor to the busy, curious, thirsty fly, dropping into your glass, but welcome the intruder as heartily, if not as poetically, as Oldys did; he brings good luck to the glass, and the drinker too.

To come suddenly upon a couple of magpies, to pick up a pin lying with its head towards you, to find—of course without seeking—a four-leaved clover, or a bit of old iron, is matter for rejoicing: if the iron take the shape of a rusty nail or an old horse-shoe, the omen is so much the more fortunate. Absent-minded and careless dressers are likely to be often in luck's way. To put on any garment wrong side out, provided we are not neat enough to spoil the charm, is an infallible prognostic that something is about to happen which will profit the sloven greatly. Mr. Village tells us, in the *Connoisseur*, how his pretty country cousin came down to breakfast one morning with her cap on wrong side out, whereupon her mother solemnly charged the heedless lassie not to alter her headgear all the day, for fear she should change the luck. When the Conquerer was arraying himself on the morning of Hastings, some one hinted he would get the worst of the coming bout, because, in his haste, he had donned his mail-shirt hind part before; but the ready-witted and confident Norman declared it to be a token that he was about to be transformed from a duke into a king; an interpretation, at any rate, not to be disputed a few hours later.

Trouble will never come near folks whose eyebrows meet. Ladies with overmuch down, gentlemen with overmuch hair upon their arms and hands, carry about them nature's own guarantee that they are born to be rich some day, as rich as those happy individuals whose front teeth are set wide apart. Steel belongings, such as keys and knives, get rusty by instinct, spite of all pains to keep them clean and bright, when some kind-hearted soul is laying up riches for their owner's benefit. To find a spider upon one's clothes indicates some money is coming to us. The moral of which, Fuller says, is this: 'Such who imitate the industry of that contemptible creature may, by God's blessing, weave themselves into wealth, and procure a plentiful estate.' The appearance of a white speck upon a finger-nail warns the owner of the finger a gift is on its way; and the same pleasant notification is made by the itching of the palm of the right hand; but in that case it is best to make assurance doubly sure, and rub the said palm against wood; then 'it is sure to be good.'

It is not pleasant to stumble up-stairs, but there is some consolation for sore shins in knowing that a wedding will come off in the house ere twelve months have passed by, even if the stumbler has no hope of being a party concerned in the event. Should a spinster or a bachelor be inadvertently placed between a married pair at the dinner-table, he or she will taste the sweets of connubial bliss before the year is out. A maiden who has constant ill luck at the card-table will play the game of life with greater success partnered with a good husband. Happy will be the bride the sun shines on; and if a hen cackles in her new home as she crosses its threshold, she will be a happy mother as well as a contented wife. The odd notion prevails in some parts of France, that when two marriages take place at the same time, the bride who first leaves the church will have a boy for her first child. Not long ago, two weddings were celebrated simultaneously at Archies. As soon as the ceremony was over, the two couples and their friends made all haste to reach the church door, and, to use a sporting phrase, made a dead-heat of it. Neither party were inclined to yield precedence, defiant looks were exchanged, and things wore a threatening aspect, when the mayor, stepping to the front, solved the difficulty by giving an arm to each of the brides, and taking them out together, to the immense relief of their respective friends.

Chance's freakish daughter is given to coming and going as the fit takes her, but there are ways and means of compelling luck to do us suit and service. That man need feel no doubt about triumphing over his foes who takes care to make an end of the first adder that crosses his path. If it is sometimes best to take a bull by the horns, it is always advisable to seize a black snail by his, and toss him

over the left shoulder, for while the first may help us out of a quandary, the last named performance insures us success in all our undertakings. In default of a black snail, a money-spinner will answer the purpose equally well. If too tender-hearted to treat snails and spiders so unceremoniously, the seeker after good fortune will be just as well off if he hangs an adder-skin over the mantel-piece, takes care to keep his fire burning through the last night of the year, or dons something new upon Whitsunday. Farley, of pantomimic fame, pinned his faith to a cap of which he was the fortunate possessor. At the first rehearsal of *Mother Goose*, when all was ready, Grimaldi happened to observe to Farley that he had not the red cap on his head, which he usually sported on such occasions. 'I will not go on without it,' said Farley, 'or we shall have no luck with the pantomime!' nor would he proceed to business until the cap of good fortune had been fetched. According to the fishermen of Buckie, full nets may be insured by dressing a corpse in a flannel shirt stuck over with burs, and wheeling him through the town in a barrow. A correspondent of *Notes and Queries* writes: 'Wife-beating to the effusion of blood may be a novel method of securing luck in the herring-fishery, but to draw blood is practiced in some of the fishing villages on the north-east-coast of Scotland, under the belief that success follows the act. The act must be performed on New-Year's day, and the good fortune is his only who is the first to shed blood. If the morning of the New Year is such as to allow the boats of the village to put to sea, there is quite a struggle as to which boat will reach the fishing-ground first, so as to gain the coveted prize, the first shed blood of the year. If the weather is unfavorable for fishing, those in possession of guns—and a great many of the fishermen's houses possess one—are out, gun in hand, along the shore before daybreak, in search of some bird or wild animal, no matter how small, that they may draw blood, and thus make sure of one year's good fortune.' Another Scottish plan for securing good luck for the space of twelve months at least, is to draw a bucketful of water from the village well at midnight on New Year's Eve, and after throwing a handful of gra into it, to carry it carefully home. If the drawer be a cow-keeper, he uses part of the water to wash his dairy utensils, and gives the remainder to his cows, in the rather dishonest hope, that he will thereby obtain the cream of the cows of such of his neighbors as use the well, and have not been so wise as himself.

To hatter away old shoes for the benefit of the 'translator,' is a sad waste; there is nothing like well-worn leather to propitiate fate. The time-honored custom of throwing an old shoe after a departing friend, in order that his journey may have a prosperous issue, is so ancient and so common, that we only mention it here, to remind intending throwers that the shoe should belong to the left foot—there is no virtue in its fellow; and the harder the recipient is hit, the happier will be the result. Old shoes are within everybody's reach, but a friend is not always at hand to perform the ceremony. However, that scarcely matters much, since we have lately learned success is to be retrieved, whether it be deserved or not, by simply pocketing a bit of coal. There is no reason why black diamonds should not be as efficacious as any other luck-bringers; still, belief must halt somewhere, and ours halts at coal, although ready to concede that incredulity would be lessened if the coal-carriers limited their faith to genuine Wallsend.

COMMERCIAL STATISTICS.

Little does the world think what tremendous capital is required to carry on its travel, trade and commerce. The railroad net, woven all over the globe, consists of 200,000 miles; Asia, Australia and Africa can claim only the fourteenth part, the other thirteen-fourteenths being nearly equally divided between Europe and America. The rolling stock in use over this railroad net consists of 66,000 locomotives, 120,000 passenger and palace cars and 1,500,000 freight cars. The capital invested in all the railways is estimated at \$20,000,000,000. The commerce on the seas is carried on by 12,000 steamers and over 100,000 sailing vessels. The tonnage of these vessels amounts to over 20,000,000 tons. Telegraphic communication is maintained by 500,000 miles of wires, of which about five-eighths fall to Europe, two-eighths to America, and fully one-eighth to the submarine telegraph system. There are 40,000 stations, from which 110,000,000 despatches are sent annually, or an average of over 300,000 daily. According to population, Switzerland does the most telegraphing, there being one despatch sent annually to every inhabitant. This is undoubtedly due to the great annual influx of travelers and pleasure seekers. Next come the Netherlands and then Great Britain, Russia comes last on the list, as she sends only forty-five despatches per annum for every 1,000 inhabitants. The transmission of letters by mail amounts in round numbers to about 4,000,000,000. According to the population of the several countries, the Americans write by far the most letters; next come the English; then Switzerland, Germany, the Netherlands, Denmark, Austria, France, Sweden, Norway, Spain, Hungary, Italy, Portugal, Greece, Russia, Servia Roumania and Turkey.—*Thompson's Reporter*.

FEMALE SWIMMERS.—The following appears in the *London Times*:—'Sir,—Reading in *The Times* of Mr. P. E. Evans's attempt to swim five miles, for the honour of my sex, I beg to inform you that two young ladies (sisters) swam about three miles—from Shanklin to Sandown—in one hour, three weeks back. The tide was in their favour, but a strong wind was against them, or they could have done it with ease in less time. They were not the least fatigued, and took a four miles walk after. I consider swimming as necessary for girls as boys in these days of canoeing and boating, and wish I could say anything to induce parents to have them taught early this most useful and healthy accomplishment.'

THE ENGLISH AVERAGE CLAUSE.

1. It is hereby declared and agreed, that whenever a sum insured is declared to be subject to the conditions of Average if the property so covered shall at the breaking out of any Fire be collectively of greater value than the sum insured thereon, then this Society shall pay or make good such a proportion only of the loss or damage as the sum so insured shall bear to the whole value of the said property at the time when such Fire shall first happen. 2. But it is at the same time declared and agreed, that if Property included in such Average, shall at the breaking out of any Fire be insured by any other Policy which, whether subject to Average or not, shall apply to part only of the Buildings or Places, or of the Property to which such Average extends, then this policy shall not cover the same excepting only as regards any excess of value beyond the amount of such more specific insurance, which a id excess is declared to be under the protection of this Policy, and subject to average as aforesaid. 3. And it is further declared and agreed, that if the assured shall claim under this Policy for Loss or Damage to Property embraced in the terms of any Average Policy extending as well as to other Buildings or Places, or to other Property not included in the terms of this Insurance and if at the breaking out of any Fire there shall not be any property in such other Buildings or Places, or any such other Property actually at risk to be protected by such Policy, then so far as regards the settlement of any Claim under this Policy, the terms and liability thereof shall be held to be concurrent in all respects, with those of such other Policy.

THE MANCHESTER SHIP-CANAL.

Liverpool seems to imagine that the construction of a ship-canal to Manchester will leave the docks at Liverpool and Birkenhead empty, and, therefore, there is said to be some hostility to the scheme upon the part of persons in Liverpool. This hostility, if it exists, is founded upon a misapprehension. It will necessarily be an entirely different class of trade which will be done at the new docks at Manchester from that which is done at Liverpool at present. Liverpool imports large quantities of goods and merchandise which are intended for inland consumption, and exports many things which seek the seaboard at the Mersey port from inland towns. So long as the ships are loaded or unloaded in the Liverpool docks it cannot matter to Liverpool whether the goods are carried thence in a train of trucks or a train of barges. That a large amount of goods destined for Manchester and places beyond will still make Liverpool their port we cannot doubt, but that goods will not in future have to be conveyed for shipment to London or Glasgow Manchester may be justified in believing.—*London Times*.

SAVINGS BANKS IN ITALY.

In the course of their report upon the reorganization of savings banks in Italy, the commission appointed for that purpose state that in 1825 Italy contained only 13 savings banks, with a capital of little more than £100,000, while in twenty-five years the number of banks had risen to 86, with a capital of £1,600,000. At the expiration of another quarter of a century in 1875, there were 327 savings banks, with a capital of £21,080,000, while in 1881 the total number of banks has risen to 355 with a capital of £28,560,000. Of postal savings banks, which numbered only 1,989 in the year 1876, there were 3,406 last year, with 471,000 depositors of sums amounting altogether to £2,600,000, the increase within the last five years being very remarkable, as the capital deposited in 1877 was not much above £250,000. Adding together the sums deposited in ordinary savings banks, postal savings banks, and one or two other institutions of a similar kind, the commission find that the total savings of the Italian people are close upon £40,000,000, of which £15,000,000 belongs to the province of Lombardy, £4,640,000 to Emilia £3,680,000 to Tuscany, £3,560,000 to Piedmont, £2,680,000 to Naples, £2,320,000 to Venetia, £2,200,000 to Latium, £1,760,000 to the Marches and Umbria, £1,440,000 to Liguria, £1,200,000 to Sicily, and £400,000 to Sardinia.

IMMENSITY OF LONDON.—London has a larger population than many a European State with a sovereign and a Parliament. There could be no better method of arriving at a true appreciation of the vast size of the metropolis than a comparison such as this. At the census of 1881, the area of metropolitan taxation and police contained 4,764,312 persons. Thus there are in London more than double the number of people in Denmark, including Greenland; nearly three times as many as in Greece; more than eighteen times the population of Montenegro; some thousands more than Portugal, including the Azores and Madeira; nearly treble the population of Servia; more than double that of Bulgaria; three-quarters of a million more than in Holland; more than Sweden, or Norway, or Switzerland. And yet this splendid capital, the most populous and wealthy city the world has ever seen, is practically without a Government!—*Land*. [In other words the population of London is considerably greater than that of the entire population of Canada from the Atlantic to the Pacific.]

WIDESPREAD FAME.—The *New York Sun* is again reminded of the wide circle of British possessions around the globe. 'We hear,' it says, 'of rejoicing over the British victory in Egypt from Quebec to Winnipeg and Vancouver, from Halifax to Jamaica and Belize, from Hong Kong to Calcutta, Bombay, and Aden, from Cyprus to Malta, Gibraltar, and northward to the Shetland Islands, and from Melbourne to Cape Town. Verily the fame of a victorious British soldier fills the wide world, both the dry land and the seas thereof.'

1882 — THE — 1882
Montreal Hunt

STEEPLECHASES

WILL TAKE PLACE AT
Fashion Course,
BLUE BONNETS,
THURSDAY, 12th OCTOBER, & SATUR-
DAY, 14th OCTOBER.

STEWARDS.

- CAPT. CAMPBELL, M. F. H.
- His Worship the Mayor of Montreal.
- JNO. CRAWFORD, Esq.
- J. HICKSON, Esq.
- JAS. O'BRIEN, Esq.
- CAPT. MILBURNE.
- L. GALARNEAU, Esq.
- LT-COL. E. A. WHITEHEAD.
- WALTER WILSON, Esq.
- W. C. RICHARDSON, Esq.
- J. R. HUTCHINS, Esq.
- H. BOUTHILLIER, Esq.
- ALEX. STRATHY, Esq.
- E. J. COGHILIN, Esq.
- HUGH PATON, Esq.

FIRST DAY.

1st—GREEN STEEPLECHASE.

For a Purse of \$200; \$150 to first horse,
\$50 to second.

For horses that have never won a Steeplechase or Hurdle race, and have been regularly and fairly hunted during the current season, and bona fide the property of members of the Montreal Hunt, or any other Hunt in the Dominion or United States, on or before 15th September, 1882, over about two miles of fair hunting country. Welter weight for age. Half-breds allowed seven pounds. Entrance, \$10.

2nd.—HALF-BRED STEEPLECHASE.

For a Purse of \$200; \$150 to first Horse, \$50 to second.

For half-bred horses, bona fide the property of members of the Montreal Hunt, or any other Hunt in the Dominion or United States, on or before 15th September, 1882 and that have been regularly and fairly hunted during the current season. Over the Green Course. Welter weights for age. Entrance, \$10.

3rd.—FARMERS' RACE.

For a Purse of \$125; \$100 to first Horse, \$25 to second.

For Horses, bona fide the property of farmers, owned by them previous to 15th September, 1882, to be ridden by farmers or farmers' sons engaged in farming at the present time. Horses that have won a steeplechase or hurdle race to carry 14 lbs. extra. Welter weights for age. Entrance free. Green Course.

SECOND DAY.

HUNT CUP.

For a Piece of Plate, value Three Hundred Dollars.

For horses that have been fairly and regularly hunted with the Montreal Hunt during the current year, and have not started for any race, except a Hunter's race, within 12 months and bona fide the property of members of the Montreal Hunt on or before 15th September, 1882. To be ridden by members elected on or before the same date, over about three miles of a fair hunting country. Weight, 12 stone. Entrance, \$20.

OPEN HANDICAP STEEPLECHASE.

For a Purse of \$150; \$125 to first Horse, \$25 to second.
Open to all horses; over the cup course. Entrance, \$15.

HUNTERS' FLAT (1½ Miles.)

For a Sweepstake of Ten Dollars each with \$50 added.

For horses that have been fairly and regularly hunted with the Montreal Hunt during the current season, and have not started for any race, except a Hunter's race, within 12 months, and bona fide the property of members on or before 15th September, 1882. Welter weights for age. Half-breds allowed seven pounds. Gentlemen riders.

Consolation Handicap Steeplechase.

For a Purse of Seventy-five Dollars.
For horses beaten during this meeting, winners excluded; over the green course. Entries

to close immediately after the Open Handicap Entrance Free.

CONDITIONS.

Entries to be addressed to the Secretaries on or before TUESDAY, 10th October, 1882, at the St. Lawrence Hall, before 3 o'clock p. m. No entry will be received unless the proper amount of entrance money is enclosed.

Members whose dues are in arrears will be disqualified unless the same are paid on or before the 10th October, 1882.

Members entering horses must, if thought necessary, be able to furnish certificates of membership from the Master of the Hunt Club to which they belong, and of having qualified their horses in the hunting field.

Three horses, the property of different owners, to enter.

Half of first money for a walk over.

Riders must appear in proper Jockey costume.

Riders appearing in wrong colors to be fined \$5.00.

The Stewards' decision to be final. Any person entering a protest must deposit \$15 with the Secretaries, to be forfeited if the protest is considered frivolous.

Races to be run under the English Grand National Steeplechase Rules, except as to qualification and weight.

Welter weights for age:—

3 year..... 9 stone 12 lbs.

4 "..... 10 " 12 lbs.

5 "..... 11 " 8 lbs.

6 "..... 12 " "

Gentlemen Riders allowed 7 lbs. in open race.

mares and Geldings allowed 3 lbs.

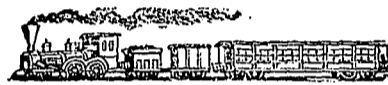
Allowances not accumulative.

Open handicap to be declared after first day's racing.

First Race to start each day at half-past 2 o'clock.

Badges [\$5 each] to be had from the Secretaries and members of the Montreal Hunt Club.

HUGH PATON, } Hon. Secs.
ALEX. STRATHY, } 40-2v



GRAND TRUNK RAILWAY.

REFINED BEEF TALLOW

TENDERS are invited for the supply of REFINED BEEF TALLOW in such quantities as the Company may require, the Tallow to be delivered on the Company's premises.

The estimated monthly consumption is 8 tons.

Tenders endorsed "Tender for Tallow," and addressed to the undersigned will be received on or before

Monday, 23rd October.

JOSEPH HICKSON,
General Manager.

Montreal, Oct. 10th, 1882. 41-2v



PUBLIC NOTICE

is hereby given that under "The Canada Joint Stock Companies Act 1877" letters patent have been issued under the Great Seal of the Dominion of Canada, bearing date the twenty-third day of September, 1882, incorporating Job Abbott, civil engineer, and Phelps Johnson, civil engineer, both of the City of Toronto, in the Province of Ontario; Angus McIntyre Thom, of the City of Montreal, in the Province of Quebec, bookkeeper; Henry McFarlane, of the Town of Stratford, in the Province of Ontario, contractor, and Luke Lyman, of Northampton, in the State of Massachusetts, Probate Judge, for the purpose of manufacturing, constructing, erecting, dealing in, and selling wood, iron and steel bridges and carrying on of the business of bridge business in all its branches, the manufacture, construction, erection, dealing in and selling structural metal work in all branches thereof, manufacturing, constructing, dealing in and selling the products and workings of iron and steel, and either or both of them in all branches thereof, and the manufacture, rolling and making of iron and steel in all the branches thereof, throughout the Dominion of Canada, by the name of "The Dominion Bridge Company (Limited)," with a total capital stock of five hundred thousand dollars, divided into five thousand shares of one hundred dollars.

Dated at the Office of the Secretary of State of Canada, this sixth day of October, 1882.

EDOUARD J. LANGEVIN,
Under Secretary of State.

41-2v



Grand Trunk R'y.
OLD MATERIAL FOR SALE.

TENDERS are invited for the following old material, which can be seen on application to the general storekeeper of the Company at Point St. Charles:—

	Estimated quantity.
Wrought iron.....	150 tons
Thin sheet iron.....	3 "
Barrel hoops.....	1 "
Wrought iron turnings.....	1 "
Wrought iron turnings and borings, mixed.....	1 "
Steel fish plates, &c.....	2 "
" Coil springs.....	3 "
" Boiler plate cuttings and punchings.....	6 "
" Leafspring.....	10 "
" " clippings.....	2 "
" Tools.....	1 "
" Files.....	1 "
" Turnings and borings.....	5 "
Cast iron borings.....	4 "
Brass tubes.....	2 1/2 "
Rabbit metal with brass backs.....	1500 lbs.
Locomotive fire boxes.....	10 "
" boiler barrel.....	1 "
Wrought iron driving wheels.....	2 tons.

Parties tendering to give price per ton of 2,240 lbs. The purchaser to pay for the full gross weight, and to accept the Company's weights.

Tenders endorsed "Tender for Scrap," and addressed to the undersigned will be received on or before

TUESDAY, October 31st.

JOSEPH HICKSON,
General Manager.

Montreal, October 7th 1882. 41-3w



Notice to Contractors.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Heating Apparatus, St. Catharines, Ont.," will be received at this office until WEDNESDAY, 25th instant, at noon, for the erection and completion of

HEATING APPARATUS

—FOR—

New Post Office at St. Catharines Ont.

Plans and specifications can be seen at the office of R. O. Windeyer, Esq., Architect, Toronto, at the Clerk of the Works office, new Post Office, St. Catharines, and also at the Department of Public Works, Ottawa, on and after MONDAY, 9th inst.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures.

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

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

By order,
F. H. ENNIS,
Secretary.

Department of Public Works, }
Ottawa, 2nd October, 1882. } 41-2w



Notice to Contractors.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Heating Apparatus, Belleville Ont.," will be received at this office until WEDNESDAY, 25th inst., at noon, for the erection and completion of

HEATING APPARATUS

—FOR—

NEW POST OFFICE, &c., BELLEVILLE, ONT.

Plans and specifications can be seen at the office of R. O. Windeyer, Esq., Architect, Toronto, at the Clerk of Works office, new Post Office, Belleville, and also at the Department of Public Works, Ottawa, on and after MONDAY, 9th instant.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied and signed with their actual signatures.

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

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

By order,
F. H. ENNIS,
Secretary.

Department of Public Works, }
Ottawa, October 2nd, 1882. } 41-2w

PELLATT & PELLATT,

HENRY PELLATT. HENRY MILL PELLATT.

STOCK BROKERS,
40 KING STREET EAST,

[Members of Toronto Stock Exchange.]

Canadian and American Stocks. Hudson Bay Co.'s Shares, &c., &c., bought and sold for cash or on margin.

Orders by letter or telegraph receive prompt attention. 35-1r

THE
European, American

CANADIAN & ASIATIC

Cable Company,

(LIMITED.)

International Telegraphy on a System of
MUTUAL PROFIT.

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

CAPITAL, - - - £1,500,000

In 150,000 Shares of £10 each.

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

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

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

TRUSTEES.

- The Right Hon. the Earl of Donoughmore, K.C.M.G.
 - H. J. Norman, Esq., Director of the London and Westminster Bank.
 - W. G. Foskick, Esq., 36 Cannon Street, E. C.
 - Gustav Godefroy, Esq., President of the Norddeutsche Bank, Hamburg.
 - Alfred H. Huth, Esq., Director of the London and St. Katherine Dock Company.
 - T. J. Reeves, Esq., (Messrs. Dent, Palmer & Co.), London.
 - P. Sechart, Esq., (Messrs. Sechart Bros. & Co.), London.
 - H. T. Stanes, Esq., (Messrs. Stanes, Watson & Co.), London.
 - James Somervell, Esq., [of Sorn], 43 South Street, Park Lane, W.
- The Trustees have agreed to act as the Board of Directors, to be elected at the meeting of shareholders to be called after allotment.

BANKERS.

- London—Messrs. Martin & Co., 68 Lombard Street.
- Scotland—National Bank of Scotland, Edinburgh, Glasgow and its branches; the Union Bank of Scotland, Edinburgh, Glasgow and its Branches.
- Germany—The Norddeutsche Bank, Hamburg.
- United States—Bank of British North America, New York.
- Canada—Bank of British North America, Montreal, Ottawa, Quebec, and its branches
- CONSULTING ELECTRICIANS and Engineers—Sir Samuel Canning, C.E., Robert Sabine, Esq., C.E.
- STANDING COUNSEL in Canada—The Hon. R. W. Scott, C.E.
- SOLICITORS to Trustees—Messrs. Goodhart & Medall, 11 Great George St. Westminster.
- SOLICITORS to the Company—Frederick Foss, Esq., (Messrs. Foss & Legg), 3 Abchurch Lane, E. C.
- AUDITORS—Messrs. Leslie, Kerby, Straith & Co., 4 Coleman Street, E. C.
- BROKERS—London—Messrs. Laurence, Sons & Gardner, 13 Goughal Court, E. C. Liverpool—Messrs. George Irvine & Son, Queen Insurance Buildings, Manchester—J. S. Pixton, Esq., 12 Half-Moon Street, Glasgow—Messrs. Auld & Auld, 65 St. Vincent Street. Dublin—Messrs. Wm. Geo. Dunhepat & Sons, Foster Place.
- TEMPORARY OFFICES—4 Coleman Street, Bank E. C.
- Secretary pro tem.—S. Leith Tomkins, Esq.
- Prospectuses may be obtained from the Bankers, Hon. R. W. Scott, Q.C., Ottawa, or from the undersigned.

B. BATHON,

30 Ottawa, Ont.

ST. LOUIS HOTEL,

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

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

SOCIETE POSTALE FRANCOISE DE L'ATLANTIQUE.

CANADIAN AND BRAZILIAN DIRECT MAIL STEAMSHIP LINE.

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

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

DATES OF SAILING.

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

Table with columns for destination (Montreal, Halifax), date, and ship name (Ville de Para, Ville de Ceara, etc.).

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

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

Richelieu & Ontario Navigation Co'y.

CHANGE OF TIME.

COMMENCING

On MONDAY NEXT, 9th INST., The Steamers QUEBEC and MONTREAL will leave for Quebec at Six o'clock p.m., instead of Seven.

ALEX. MILLOY, Traffic Manager. J. B. LAMERE, General Manager. Montreal, 5th October, 1882.

Pure Air! Pure Air!

THE IROQUOIS HOUSE,

Belœil Mountain St. Hilaire, P.Q.

This magnificent Hotel has been greatly enlarged and refurnished throughout, and can accommodate now 300 guests. Only one hour by Grand Trunk Railway from Montreal.

Queen's Birthday.

CAMPBELL BROS., St. Hilaire Station.



Notice to Contractors.

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

MONDAY, the 16th October next, inclusively, for the construction of a

NEW PARLIAMENT HOUSE AT QUE.

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

The Tenders must be endorsed:—

"TENDER FOR NEW PARLIAMENT HOUSE,"

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

By order,

ERNEST GAGNON, Secretary.

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

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

STEAMSHIPS.

ALLAN LINE.



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

CANADIAN AND UNITED STATES MAILS.

1882—Summer Arrangements—1882.

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

Table listing vessels, tonnage, and commanders for the Allan Line.

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

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

FROM QUEBEC:

Table listing ship names and departure dates from Quebec.

RATES OF PASSAGE FROM QUEBEC.

Table showing rates for Cabin, Intermediate, and Steerage.

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

Table listing ship names and departure dates for the Glasgow and Quebec service.

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

FROM HALIFAX:

Table listing ship names and departure dates from Halifax.

RATES OF PASSAGE BETWEEN HALIFAX & ST. JOHNS:

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

FROM BOSTON:

Table listing ship names and departure dates from Boston.

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

An experienced Surgeon carried on each Vessel.

Berths not secured until paid for.

Through Bills of Lading granted in Liverpool and Glasgow, and at Continental Ports, to all points in Canada and the Western States.

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

H. & A. ALLAN, 80 State Street, Boston, and Cor. Youville and Common Sts., Montreal.

Sept 10, 1882.

DOMINION SALVAGE AND WRECKING COMPANY.

HEAD OFFICE:

No. 26 HOSPITAL STREET, MONTREAL.

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

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

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

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

H. HERRIMAN, President. JAS. G. ROSS, Vice-Pres., Quebec. F. W. HENSHAW, Sec.-Treas.

La Banque Jacques-Cartier.

HEAD OFFICE, - MONTREAL.

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

DIRECTORS:

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

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

CANADIAN PACIFIC R'Y

EASTERN DIVISION.

A SPORTSMAN'S EXCURSION TO THE FAR-FAMED

Hunting Grounds of the Upper Ottawa.

SOMETHING ENTIRELY NEW. NEVER HAVING BEEN ATTEMPTED BEFORE.

For the special benefit of the sportsmen of Montreal and vicinity, giving them an opportunity of visiting a country abounding with all kind of game, the Canadian Pacific Railway offer the following great inducements:— Montreal to Pembroke and Return \$6.00

Tickets good to go on regular trains from MONDAY to THURSDAY, OCTOBER 9th to 12th, inclusive, and good to return until MONDAY, OCTOBER 23rd, 1882.

Trains leave Montreal 8.30 a.m., Arrive Pembroke 6.15 p.m. Returning, Trains leave Pembroke 12.25 p.m., Arrive Montreal 9 p.m.

Dogs carried in baggage car free of charge; and hunting equipments, to the extent of 200 pounds, free; returning, 200 pounds of game will also be carried free.

For tickets and information, apply at the Company's City Ticket Office,

103 ST. JAMES ST.

ARCHER BAKER, Gen. Sup't, GEO. W. HIBBARD, Asst. Gen. Pass. Agent, Montreal, October 5th, 1882.

Grand Trunk R'y,

TENDERS

Are invited for the privilege of selling News-papers and Books, &c., on the trains and at the stations of the Company.

Tenders will be received on or before the 15th November. JOSEPH HICKSON, General Manager, Montreal, October 4th, 1882.



Canadian Pacific RAILWAY.

EASTERN DIVISION.

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

LEAVE MONTREAL.

Table listing train destinations and departure times from Montreal.

ARRIVING IN MONTREAL.

Table listing train origins and arrival times in Montreal.

Four trains daily each way between Ajmer Hall and Ottawa. The time given above for leaving Montreal is from Hochelaga Station. Trains leave Mile End ten minutes later. Palace Cars between Montreal, Ottawa and Pembroke. Palace Cars between Montreal and Toronto. Trains run on Montreal time. Baggage Checked through.

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

MONTREAL

LOAN & MORTGAGE CO'Y.

—AND—

TRUST COMPANY.

INCORPORATED 1858.

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

LOAN MONEY ON REAL ESTATE AND PURCHASE MORTGAGES.

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

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

Trustees of Mortgages executed by Railroad and other Corporations.

Every facility offered in matters of a fiduciary character.

INTEREST ALLOWED ON DEPOSITS.

DEBENTURES.

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

BOARD OF DIRECTORS:

- M. H. GAULT, Esq., M.P., President, President Exchange Bank of Canada. Hon. A. W. OGLIVIE, Vice-President, Senator. ROBT. ESDAILE, Esq., of Messrs. J. & R. Esdaile. G. W. CAMPBELL, Esq., M.D., Vice-President Bank of Montreal. THEODORE HART, Esq., Director Liverpool & London & Globe Insurance Company. A. F. GAULT, Esq., of Messrs. Gault Bros. & Co. THOMAS CRAIG, Esq., Managing Director Exchange Bank.

GEORGE W. CRAIG,

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

The Royal Canadian

FIRE AND MARINE INSURANCE CO.

President

ANDREW ROBERTSON,

Vice-President

HON. J. R. THIBAUDEAU

JAMES DAVISON, Esq.,

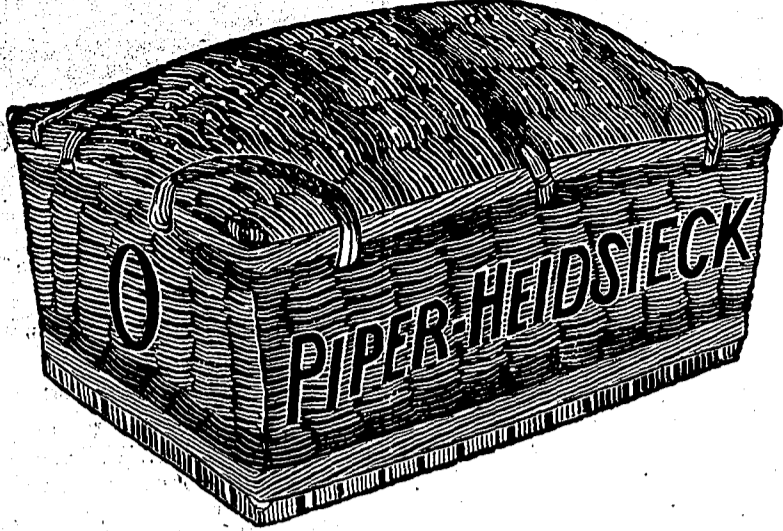
Manager Canada Fire Department.

HENRY STEWART, Esq.,

Manager Marine Department.

HEAD OFFICE:

160 ST. JAMES ST. MONTREAL.



"Old Reliable" Piper-Heidsieck.

FOR SALE EVERYWHERE.

The Mercantile Agency.

Dun, Wiman & Co.,

114 ST. JAMES STREET, - - - MONTREAL.

WM. W. JOHNSON, Manager.

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

QUEBEC CENTRAL RAILWAY.

SUMMER ARRANGEMENTS.

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

	Express.	Mixed.
Lv. Sherbrooke for Beauce Jct., Levis and Quebec...	8.15 A.M.	7.00 A.M.
Arrive Beauce Junction...	12.15 P.M.	8.35 P.M.
" Levis...	1.15 "	9.45 "
" Quebec Ferry...	2.00 "	7.00 "
Leave Quebec for Beauce Jct., Sherbrooke and New England points—Ferry...	1.45 P.M.	6.30 A.M.
Leave Levis...	2.10 "	7.00 "
Arrive Beauce Junction...	3.45 "	9.30 "
" Sherbrooke...	8.00 "	5.45 P.M.
Leave Levis for St. Joseph...	4.15 "	7.45 "
Arrive St. Joseph...	6.30 A.M.	10.00 "
Leave St. Joseph for Levis...	6.30 A.M.	10.00 "
Arrives Levis...	10.00 "	

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

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

JAS. R. WOODWARD, General Manager. General Ticket Offices, Opposite St. Louis Hotel.

Envelopes! Envelopes! JUST OPENED

A Large Consignment of Commercial Envelopes,

From 75c. per 1,000 upwards.

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

Stationer.

Blank Book Manufacturer & Printer.

236 & 238 St. JAMES ST. (SUTHERLAND'S OLD STAND,) MONTREAL.

THE STANDARD

Life Assurance Company,

(ESTABLISHED 1825.)

HEAD OFFICES:

EDINBURGH, SCOTLAND, AND MONTREAL, CANADA.

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

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

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

Over \$10,000 a day.

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

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

Total amount paid in Claims during the last eight years, over \$15,000,000, or about \$5,000 a day.

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

W. M. RAMSAY,

Manager.

THE RUSSELL OTTAWA.

The Palace Hotel of Canada.

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

JAS. A. GOVIN, Proprietor.

OTTAWA February 13th, 1882.

IMPERIAL BANK OF CANADA.

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

DIRECTORS.

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

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

D. R. WILKIE, Cashier.

B. JENNINGS, - - - INSPECTOR.

HEAD OFFICE; - - - - - TORONTO.

BRANCHES.

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

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



North Shore Ry.

CHANGE OF TIME.

COMMENCING ON

Monday, Sept. 25th, 1882,

Trains will run as follows:—

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

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

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

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

All Trains run by Montreal time.

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

GENERAL OFFICES—QUEBEC.

TICKET OFFICES:

13 PLACE D'ARMES, MONTREAL.

202 ST. JAMES STREET, QUEBEC.

OPPOSITE ST. LOUIS HOTEL, QUEBEC.

CANADIAN PACIFIC RY, OTTAWA.

A. DAVIS,

Gen'l Supt.



SOUTH EASTERN RAILWAY

—AND—

Montreal and Boston Air Line

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

LEAVE:

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

No. 3—5.00 P.M.—[Except Saturdays] LOCAL TRAIN for Knowlton and Richford and Intermediate Stations.

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

No. 15—2.00 P.M.—[Saturdays only], LOCAL TRAIN for Newport, Knowlton and Intermediate Stations.

ARRIVE:

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

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

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

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

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

H. P. ALDEN, Supt. Traffic.

BRADLEY BARLOW, Pres'd and Gen. Mg'r.

May 27th, 1882.

THE English Loan

COMPANY,

(LIMITED).

HEAD OFFICE:

LONDON, - CANADA.

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

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

DIRECTORS.

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

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

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

D. J. CAMPBELL, Manager.

HON. ALEX. VIDAL, President.

CANADA SHIPPING COMPANY.

BEAVER LINE OF STEAMSHIPS.

SUMMER ARRANGEMENTS

SAILING BETWEEN

Montreal and Liverpool.

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

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

LAKE MANITOBA, G. B. Scott	Sept. 27
LAKE HURON, W. Bernson	Oct. 4
LAKE WINNIPEG, W. Stewart	Oct. 11
LAKE CHAMPLAIN, P. A. Jackson	Oct. 18
LAKE NEPIGON, H. Campbell	Nov. 1
LAKE MANITOBA, G. B. Scott	Nov. 8
LAKE HURON, W. Bernson	Nov. 16

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

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

H. E. MURRAY,

General Manager,

20 1 Custom House Square, Montreal

ESTABLISHED 1818.

WALTHAM WATCHES.

SAVAGE & LYMAN,

219 St. James Street,

have now in Stock a large assortment of the Celebrated

WALTHAM WATCHES,

IN GOLD AND SILVER CASES,

direct from the Manufactory.

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

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

GEO. W. HAMILTON,
STOCK BROKER,
13 HOSPITAL STREET.
 Member Montreal Stock Exchange. Stocks and Bonds bought and sold.
 AGENT
NORWICH UNION FIRE INS. SOCIETY,
 OF NORWICH, ENGLAND.
 26-1r

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

THE
Marine Insurance Co
 (LIMITED.)
Old Broad Street, London.
 Established 1836.

Capital and Reserve over - \$8,500,000
 The undersigned have been appointed Agents for this well-known and old-established Company, and are now prepared to write
Ocean Marine Risks
 at CURRENT RATES, and beg leave to solicit a share of the patronage of the shipping public.
OPEN POLICIES ISSUED.
 LOSSES PAID PROMPTLY at any of the Company's Agencies in any part of the world.
J. F. NOTT & Co.,
 AGENTS,
119 ST. FRANCOIS XAVIER STREET,
MONTREAL,
 Telephone communication. 4

To Farmers and others wishing to Sell Improved Lands.
 The Department of Agriculture and Public Works request persons desirous of selling improved Farms should communicate with W. S. Desbarats, Esq., Province of Quebec Immigration Agent, P.O. Box 175, Quebec.
 They are requested at the same time, to give full particulars, when writing, as to the price conditions of payment, dimensions, resources, &c., of the Farms, and the locality where they are situated.

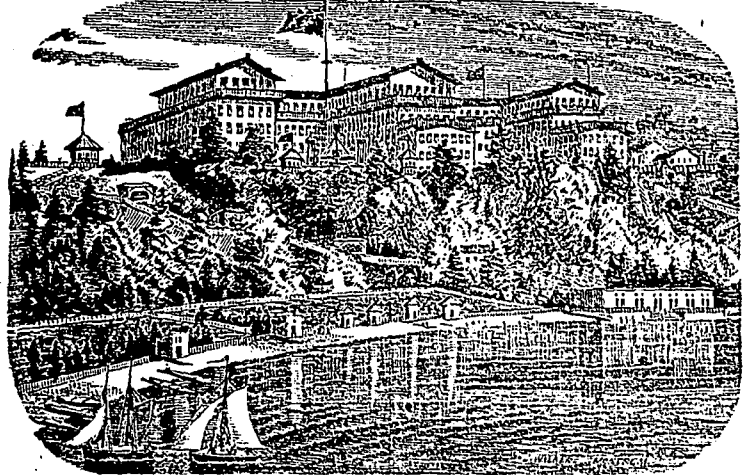
To Immigrants and Canadian Farmers desiring to purchase Improved Farms.
 The Department of Agriculture and Public Works, in order to give greater inducements to settlers, request that Immigrants and Canadian Farmers desirous of purchasing lands, should apply to W. S. Desbarats, Esq., Province of Quebec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

Blank Books!
Blank Books!
 LARGE STOCK always on hand.
 Special patterns to order on short notice.
JOSEPH FORTIER,
 [Late Akerman, Fortier & Co.,]
BLANK BOOK MANUFACTURER,
 Printer, Commercial and Law Stationer,
 258 and 259 St. James Street,
MONTREAL.

INSURANCE.
CONFEDERATION LIFE ASSOCIATION.
Incorporated by Special Act of the Dominion Parliament.
 Guarantee Capital, \$500,000. Government Deposit, \$56,300.
 Capital and Assets, 31st Dec., 1879, \$906,337.
HEAD OFFICE, TORONTO, ONT.
 President: Sir W. P. HOWLAND, C.B. K.C.M.G.
 Vice Presidents: Hon. WM. McMASTER. WM. ELLIOT, Esq.
 Directors:
 Hon. JAS. MACDONALD, M.P., Halifax. W. H. BEATTY, Esq. M. P. RYAN, Esq., M.P. S. NORDHEIMER, Esq.
 Hon. T. N. GIBBS, EDWARD HOOPER, Esq. W. H. GIBBS, Esq.
 ROBT. WILKES, Esq. J. HERBERT MASON, Esq. A. McLEAN HOWARD Esq.
 Hon. ISAAC BURPEE, M.P. JAS. YOUNG, Esq., M.P.P. F. A. BALL, Esq.
 Actuary: C. CARPMAEL, M.A., F.R.A.S., late Fellow of St. John's College, Cambridge.
 Managing Director: J. K. MACDONALD.
 Manager for the Province of Quebec: H. J. JOHNSTON.

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

CANADIAN PACIFIC RAILWAY COMPANY.
 The CANADIAN PACIFIC RAILWAY COMPANY offer lands in the FERTILE BELT of Manitoba and the North-West Territory for sale on certain condition as to cultivation, at
\$2.50 PER ACRE.
 Payment to be made one-sixth at time of purchase, and the balance in five annual instalments, with interest at Six per cent.
A REBATE OF \$1.25 PER ACRE
 allowed for cultivation, as described in the Company's Land Regulations.
THE LAND GRANT BONDS
 of the Company, which can be procured at all the Agencies of the Bank of Montreal, and other Banking Institutions throughout the country, will be
RECEIVED AT TEN PER CENT. PREMIUM
 on their par value, with interest accrued, on account of and in payment of the purchase money thus further reducing the price of the land to the purchaser.
 Special arrangements made with Emigration and Land Companies.
 For copies of the Land Regulations and other particulars, apply to the Company's Land Commissioner, JOHN McTAVISH Winnipeg; or to the undersigned.
 By order of the Board,
CHARLES DRINKWATER, Secretary.
 MONTREAL, December 1st, 1881. 51



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

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

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

NORTH BRITISH AND MERCANTILE FIRE AND LIFE INSURANCE CO.
 ESTABLISHED 1809.
 Subscribed Capital - - £2,000,000 Stg.
FINANCIAL POSITION OF THE CO'Y.
 1.—FUNDS AS AT 31st Dec., 1878.
 Paid-up Capital.....£350,000 Stg.
 Fire Reserve Fund.....794,577 "
 Premium Reserve.....305,065 "
 Balance of Profit and Loss Account.....57,018
 Life Accumulation.....2,852,567 "
 Annuity Funds.....30,080 "
 2.—REVENUE FOR THE YEAR 1878.
 From Fire Department:
 Fire Premiums and Interest.....£978,160
 From Life Department:
 Life Premiums and Interest.....£438,787
 Int'el, &c., on Annuity Funds.....12,010
 Total Revenue.....£1,428,957 "
 or, \$6,944,426.73
 WILLIAM EWING, Inspector.
 GEORGE N. AHERN, Sub-Inspector.

Head Office for the Dominion in Montreal
MACDOUGALL & DAVIDSON,
 19-ly General Agents.
WILLIAM WINGFIELD-BONNYN,
 A. M. I. C. E., LONDON.
 M. A. S. C. E., NEW YORK,
 HON. M. C. C. I., MILAN.
Consulting Civil Engineer,
 Inspector, Surveyor and Valuer of Railway Works.

IMPORTING AGENT OF ALL KINDS OF
British Made Machinery,
 Railway Springs,
 Buffers, Axles, Wheels,
 Weldless and Lap-Welded
 Steel and Iron Tubes for
 Locomotive & Marine Boilers,
 Steel and Iron Rails,
 Patent Fish-Joints,
 Bolts and Nuts, &c., &c.
 FILES, SPRING and SHEAR STEEL,
 STEAM and HYDRAULIC PACKING
 STEEL PLATES and BARS,
 BEAMS and ANGLES,
 ANGLE IRON GIRDERS,
 PATENT, LATHES,
 General SHOP FITTINGS
 AND MACHINE TOOLS.
 STEEL & IRON LAUNCHES & YACHTS
 for shallow Lake and River navigation.
 IRON and ZINC ROOFS, IRON BUILDINGS,
 FIRE PROOF STORES, MARKETS &c.
 SILICATE and other PAINTS.
 BOILER, BRIDGE and SHIP PLATES, &c.
26 HOSPITAL STREET, (up stairs)
MONTREAL.
 38-3m.

Kilby & Abbott

ORDERS SOLICITED FOR IMPORTATION.

RAILS.

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

SAMPLES AND CIRCULARS AT
10 St. Sacrament Street.



Grand Trunk R'y OF CANADA.

Changes in Train Service.

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

On and after MONDAY, OCTOBER 2nd, the following trains will be DISCONTINUED:

Local from Montreal for St. Hyacinth, at..... 5.10 p.m.
And return train from St. Hyacinth, at..... 7.25 a.m.
Local from Montreal for Vaudreuil, at..... 6.15 p.m.
And return train from Vaudreuil, at..... 7.35 a.m.
Day Express from Montreal to Portland and Quebec, at..... 7.30 a.m.

Commencing MONDAY, OCTOBER 2nd, trains will leave Montreal as follows:—

Night Express for Quebec and Portland..... 10.00 p.m.
Local Passenger Train for Island Pond and intermediate stations. 3.15 p.m.
Mixed Train for Island Pond, Point Levis and intermediate stations. 7.00 a.m.
Mixed for St. Hyacinth..... 5.30 p.m.

JOSEPH HICKSON,
General Manager.

GRAND TRUNK R'Y. OF CANADA.

TIES.

This Company is prepared to receive Tenders for TIES between

Montreal and Toronto,
Toronto and Sarnia,
Buffalo and Goderich,
Port Dover and Warton & Durham,
Port Huron and Detroit,
Ridgeway and Pontiac.

Specifications and Forms of Tenders can be obtained on application to

H. B. HOLLINSHEAD, Asst. Eng., Toronto,
JAS. BROTHERHOOD, " Stratford,
GEO. ROBINSON, " " "
D. KILBURN, Tie Inspector, " "
R. M. ROY, " Belleville,
A. DOW, " Montreal,
or E. P. HANNAFORD, Chief Engineer,
Montreal.

Tenders on the printed form will be received up to OCTOBER 20th, 1882, addressed to

JOSEPH HICKSON,
General Manager.

Montreal, October 1st, 1882. 40-3w

REVENUE DISTRICT OF MONTREAL,
LICENSE INSPECTOR'S OFFICE.

Stores for the Sale by Retail of
Intoxicating Liquors.

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

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

DOMINION BANK.

NOTICE is hereby given that a dividend of
FOUR PER CENT.

—AND A—

BONUS OF ONE PER CENT.

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

Wednesday, First day of November next,

The Transfer books will be closed from the 16th to the 31st October next, both days inclusive.

By order of the Board,

R. H. BETHUNE,

Cashier.

Toronto, September 20th, 1882. 40-4w

PROVINCE OF QUEBEC,
Revenue District of Montreal.

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

Notice to Chemists & Druggists

Wholesale and Retail.

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

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

W. B. LAMBE,
License Inspector.

CANADA PERMANENT LOAN & SAVINGS CO.

Incorporated, A.D. 1855.

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

THE COMPANY

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

ALSO

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

TO EXECUTORS AND TRUSTEES.

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

For further information apply to

J. HERBERT MASON,

Office
Company's Buildings,
Toronto. Manager.

South Eastern R'y.

Suburban Service.

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

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

TO SHAREHOLDERS IN JOINT

Stock Companies and Speculators in Stock.—THE SHAREHOLDER, 769 Craig Street, Montreal, now in its fourth year, is a valuable journal for all interested in Money matters. Buyers and Sellers of Stocks recommended to first-class brokers, who buy and sell only on orders received, and do not speculate themselves. The safety of money remitted to brokers, recommended by THE SHAREHOLDER, guaranteed by the Proprietor. Subscription, \$2 per annum, in advance.

STEAMSHIPS.



CUNARD LINE.

LANE ROUTE.

THE CUNARD STEAMSHIP

COMPANY (Limited),

between NEW YORK and LIVERPOOL, calling at CORK HARBOR,

FROM PIER 40 N.R. NEW YORK.

SCYTHIA.....	Wednesday, 11th Oct.
BOTHNIA.....	" 18th Oct.
CATALONIA.....	" 25th Oct.
GALLIA.....	" 1st Nov.
SERVIA.....	" 8th Nov.
SCYTHIA.....	" 15th Nov.
BOTHNIA.....	" 22nd Nov.
PARTHIA.....	" 29th Nov.

and every following Wednesday from New York. RATES OF PASSAGE: \$60 \$80 & \$100, according to accommodation.

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

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

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

VERNON H. BROWN & Co.

Or to THOS. WILSON,
58 St. Francois Xavier street.
Aug. 12 6-1r

DOMINION LINE

OF STEAMSHIPS.



RUNNING in connection with the
GRAND TRUNK RAILWAY OF CANADA.

Tons.	Tons.
Montreal.....3,281	Toronto.....3,281
Dominion.....3,176	Ontario.....3,176
Texas.....2,700	Teutonia.....2,700
Quebec.....2,700	Sarnia (buil'd'g).....3,650
Mississippi.....2,680	Oregon.....3,850
St. Louis.....2,000	Vancouver.....5,700
Brooklyn.....3,600	

DATE OF SAILING.

Steamers will sail as follows from Quebec:—
BROOKLYN..... 2nd Sept.
TORONTO..... 6th Sept.
DOMINION..... 16th Sept.
MISSISSIPPI..... 23rd Sept.
SARNIA..... 30th Sept.
ONTARIO..... 7th Oct.
MONTREAL.....

RATES OF PASSAGE.

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

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

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

DAVID TORRANCE & CO.,

May, 1882. Exchange Court. 8-1r

FAIRBANKS STANDARD SCALES,

Removed to their New Warehouse.

BUY ONLY THE GENUINE.

FAIRBANKS & CO.,

377 ST. PAUL STREET, MONTREAL.

PROSPECTUS.

Contemplated New Hotel

— ON THE —

DUFFERIN TERRACE!

Capital Stock. \$200,000,

LIMITED LIABILITY,

IN SHARES OF \$100 EACH.

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

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

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

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

Conditions of Stock Subscription.

So soon as \$100,000 is taken up, a meeting of the subscribers will be called for the election of five Directors, one of whom shall be chosen president,—three to form a quorum. The Directors will call for tenders, thereby establishing the cost of the building, and forming the basis of proposed arrangements with the Russell Hotel Company for the lease, guarantee of stock dividends and sinking fund, and until such action is had by the Directors in a manner entirely to their satisfaction, no calls will be made on the stock and the organization not considered perfected; it may be proper to state that the proposal to lease the Hotel for a term of 20 years to the Russell Hotel Co., covers the guarantee that about \$100,000 will be expended in furnishing; this item with an insurance for the amount will be held as security for the quarterly dividends, payable to stockholders. In addition, the building is also to be insured at the expense of the Russell Hotel Co., who pay all municipal taxes and ordinary repairs. The promoters cannot close this outline of the scheme without saying that Quebec, above all cities on this continent which should enjoy modern hotel accommodation, stands in the connection just where she stood twenty-five years ago. This fact, by the travel, is contrasted sadly to our disadvantage, in comparison with American and Canadian cities which have made such vast strides in hotel accommodation during the period referred to.

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

INTERCOLONIAL RAILWAY,

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

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

Table with 2 columns: Station, Time. Includes Point Levi, Riviere du Loup, Cacouna, Trois Pistoles, Rimouski, Little Metis, Metapedia, Campbellton, Bathurst, Neweastle, Moncton, St. John, Halifax.

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

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

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

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

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

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

ROYAL MAIL LINE

1882. 1882.



-OF-

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

COMMENCING ON THE 25th INSTANT the well-known first-class Steamers

"SAGUENAY," Capt. M. Lecours. "ST. LAWRENCE," Capt. Alex. Barras.

Will leave the St. Andrew's Wharf as follows:

TUESDAYS and FRIDAYS, at 7.30 a.m., the "Saguenay," for Chicoutimi an Hal Ha! Bay, calling at Baie St. Paul, Les Eboulements, Murray Bay, Riviere du Loup and Tadousac.

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

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

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

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

A. GABOURY, Secretary.

July 12, 1882.

GRAND TRUNK R'Y.

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

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

Fare from Montreal.....\$65.80

RAILWAYS.



Central Vermont R.R. Line.

OLD RELIABLE SHORT ROUTE.

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

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

TRAINS LEAVE MONTREAL.

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

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

3.20 p.m. For Waterloo and Montreal.

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

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

GOING NORTH.

FAST TRAIN FROM New York. The night Express via Troy leaves New York at 6.30 p.m. and arrives in Montreal at 8.25 a.m.

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

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

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

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

A. C. STONEGRAVE, Canadian Passenger Agent. Boston Office, 200 Washington street. New York Office, 271 Broadway.

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

MANITOBA AND THE NORTHWEST.

FARMING LANDS FOR SALE.

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

THE GREAT FERTILE BELT FOR SALE.

500,000 ACRES

in the Townships already Surveyed.

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

Splendid Prairie Farms, Grazing Lands and Wood Lots.

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

Terms of payment remarkably easy.

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

C. J. BRYDGES,

Land Commissioner Hudson's Bay Co.

THE MINING WORLD

Engineering Record,

LONDON, ENGLAND.

A Weekly Journal of Mining, Railway, Banking, Assurance and Joint Stock Enterprise.

Annual Subscription for the United States, including postage, \$6.25.

Subscriptions received at the office, 241 & 242 Graham House, London.

THE Canada Mutual Telegraph Co.

MAIN OFFICE, 56 ST. FRANCOIS XAVIER STREET.

Direct Connection with OTTAWA, TORONTO, HAMILTON, ST. CATARINES, THOROLD, &c., IN THE DOMINION OF CANADA, and with all principal points in the UNITED STATES.

Encourage competition and secure prompt despatch and low rates.

NORTH AMERICAN LIFE ASSURANCE COMPANY.

(Incorporated by Special Act of Dominion Parliament.)

Head Office, 23 Toronto Street, Toronto.

HON. ALEX. MACKENZIE, M.P., Ex-Prime Minister of Canada, President,

WM. McCABE, F. L. A. Managing Director.

HON. ALEX. MORRIS, M.P.P., Ex-Lieut.-Gov. of Manitoba, Vice-President.

JOHN L. BLAKIE, Pres. Can. Landed Credit Co., Vice-President.

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

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

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

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

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

MONTREAL LOCAL DIRECTORS:

- Hon. D. A. MACDONALD, Ex-Lieut.-Governor of Ontario.
- Hon. J. R. THIBAUDEAU, Senator.
- ANDREW R. BERTS, Esq., President Montreal Harbor Trust.
- Hon. H. MERCIER, M.P., Ex-Sol. General.
- JOHN McOUGAL, Esq., Manufacturer.
- A. DESJARDIN, Esq., M.P., President Jacques-Cartier Bank.
- THOMAS WHITE, Esq., M.P.
- W. H. HINGSTON, Esq., M.D.
- E. P. LACHAPPELLE, Esq., M.D., Prof. Laval University.

THOMAS SIMPSON, Manager Prov. of Que., MONTREAL OFFICE: 185 ST. JAMES STREET,

JOHN CLARK, JR., & CO'S

M. E. Q. SPOOL COTTON. Recommended by the principal SEWING MACHINE Co's as the BEST for Hand and Machin Sewing.

M. E. Q. THIS THREAD is the only MAKE in the CANADIAN MARKET that RECEIVED an AWARD - AT THE - CENTENNIAL EXHIBITION - FOR - Excellence in Color, Quality and Finish.

Wholesale Trade Supplied by WALTER WILSON & CO., 1 & 3 St. Helen Street, MONTREAL.

Wm. Barbour & Sons, IRISH FLAX THREAD LISBURN.

Received Gold Medal the Grand Prix Paris Exhibition, 1878. Linen Machine Thread, Wax Machine Thread, Shoe Thread, Saddlers' Thread, Gilling Twine, Hemp Twine, &c.

WALTER WILSON & CO., Sole Agents for the Dominion. 1 & 3 ST. HELEN STREET, MONTREAL.

COAL TRADE JOURNAL.

PUBLISHED EVERY WEDNESDAY. Established April 21st, 1869. It is the only paper in the United States entirely devoted to the interests of the coal trade. Subscription price, \$3.00 a year. F. E. SAWARD, Editor and Proprietor 111 Broadway, New York.

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

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

All descriptions of property insured at the lowest current Rates.

HEAD OFFICE FOR THE PROVINCE OF QUEBEC: 53 and 55 St. Francois Xavier Street, MONTREAL.

W. R. OSWALD, General Agent.

33-3m

THE BELL TELEPHONE CO. OF CANADA.

ANDREW ROBERTSON, President. C. F. SISE, Vice President. C. P. SOLATEL, Secretary-Treasurer.

This Company, which owns the Telephone Patents in Canada of Bell, Blake, Edison, Phelps, Gray and others, is now prepared to furnish, either directly or through its Agents, Telephones of different styles, and applicable to a variety of uses, also to arrange for Telephone lines between Cities and Towns where exchange systems already exist, in order to afford facilities for personal communication between subscribers or customers of such systems. It will arrange to connect places not having telegraphic facilities with the nearest telegraph office, or it will build private lines for individuals or firms, connecting their different places of business or residence. This Company is also prepared to manufacture Telegraph and Electrical Instruments, Electro-Medical apparatus, Fire Alarm apparatus, Magnets for Mills, Electric Gas-lighting apparatus, Burglar Alarms, Hotel and House Annunciators, Electric Call-bells, &c. Any further information relating hereto can be obtained from the Company.

No. 12, Hospital St., Montreal.

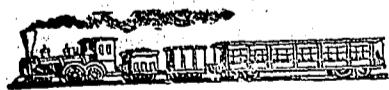
N.B.—All persons using Telephones not licensed by this Company are hereby respectfully notified that they are liable to prosecution and for damages for infringement, and will be prosecuted to the full extent of the law. 9-1r

CLENDINNENG'S STOVES!

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

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

MR. CLENDINNENG'S STOVES and RANGES, Are made in his own works here. No Dealer can sell the same quality of Goods CHEAPER THAN THE MANUFACTURER. 15



CANADIAN PACIFIC R'Y EASTERN DIVISION.

Saturday Afternoon Express Train to the Country.

To accommodate the large number of city people who spend their Sundays during the summer at Ste. Rose, Lachute and the other fashionable suburban summer resorts situated on the line of the Canadian Pacific Railway, a special train will run every Saturday for the remainder of the season, commencing Saturday, August 5th, leaving Hochelaga at 2 p.m., Mile End, 2.10 p.m., for Lachute and intermediate stations; returning Monday, reach Mile End at 8.35 a.m., Hochelaga 8.45 a.m.

For Tickets and Information apply at CITY TICKET OFFICE, 103 St. James Street. ARCHER BAKER, GEO. W. HIBBARD, Gen. Supt., Asst. Gen. Pass. Agt.



THE WEBER BABY GRAND. RECEIVED HOME.

"THE WEBER PIANO"

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

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

NEW YORK PIANO CO., ST. JAMES ST., MONTREAL, SOLE AGENTS WHOLESALE AND RETAIL. SEND FOR THE NEW ILLUSTRATED CATALOGUE.

THE SUN

Life Assurance Company of Canada.

"LIBERALITY and SECURITY."

The only Company in America issuing Unconditional Life Policies.

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

ASSETS, about \$1,000,000.

LIFE AND ACCIDENT ASSURANCE.

THOMAS WORKMAN, Esq., President. M. H. GAULT Esq., M.P., Vice-President. R. MACAULAY, Manager.

THE MARITIME BANK

OF THE Dominion of Canada. Head Office, ST. JOHN, N.B. Paid-up Capital, . . . \$670,800.

BOARD OF DIRECTORS. THOS. MAGLEILAN, President. LEB. BOTSFOED, M.D., Vice-President. ROBT. CRUIKSHANK (of Jardine & Co., Grocers). JER. HARRISON (of J. & W. F. Harrison, Flour Merchants). JOHN H. PARKS (of Wm. Parks & Son, Cotton Manufacturers). JOHN TAPLEY (of Tapley Bros., Indiantown). H. D. TROOP (of Troop & Son, Shipowners). CASHIER, ALFRED RAY.

AGENCIES. FREDERICTON.—A. S. Murray, Agent. WOODSTOCK, N.B.—G. W. Vanwart, Agent.

A general Banking Business transacted. Correspondence solicited. Business transacted for Banks and Mercantile Houses in Quebec and Ontario, on favorable terms. 23

COMMERCIAL UNION

ASSURANCE CO., OF LONDON, England.

CAPITAL, - \$12,500,000.

FIRE AND LIFE.

NO. 64 ST. FRANCOIS XAVIER STREET

FRED. COLE, GENERAL AGENT.

Canada Paper Co.,

PAPER MAKERS

AND

WHOLESALE STATIONERS

378, 376 & 378 St. Paul Street, MONTREAL, P. Q.

Toronto Branch: 11 Front St., West.

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

RICHELIEU AND ONTARIO NAVIGATION CO.

SPRING ARRANGEMENTS.

The Steamers of this Company between **MONTREAL and QUEBEC**

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

STEAMERS BETWEEN

Montreal and Hamilton

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

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

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

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

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

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

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

JACKSON RAE,

Office: ROYAL INSURANCE CHAMBERS, NOTRE DAME STREET.

General Financial, Investment and Commission Agent. Municipal and other Bonds and Stocks Bought and Sold. Loans on Mortgages or other Securities effected. Advances on Stocks, Merchandise or Commercial Paper negotiated. Represents in Canada the INTERNATIONAL MARINE INSURANCE COMPANY, Limited, of Liverpool, and is prepared to insure Cargoes of Merchandise inwards or outwards at current rates. 20-1r

DAWES & CO.

BREWERS AND MALSTERS.

INDIA PALE AND XX MILD ALE.

EXTRA AND XXX STOUT PORTER

(IN WOOD AND BOTTLE.)

Families Supplied.

LACHINE LAGER now ready.

Office, 215 St. James Street, MONTREAL. 37-1r

THE SHAREHOLDER is printed and published every FRIDAY morning by S. B. FOOTE, Editor and Proprietor, 769 Craig street, Montreal.

Subscription \$2 per annum in advance. Ten Shillings, England. All correspondence and letters containing money should be addressed to the Proprietor.

THE SHAREHOLDER may be seen at the Bank of Montreal Reading Room, London, England; 5th Avenue Hotel, New York; St. Lawrence Hall and Windsor Hotel, Montreal; Russell Hotel, Ottawa; the St. Louis Hotel, Quebec, and Queen's Hotel, Toronto.