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21 Oct 1882

The Shareholder

AND INSURANCE GAZETTE.

"NOTHING IN MALICE."

Vol. IV.—No. 40.

MONTREAL, FRIDAY MORNING, OCTOBER 6, 1882.

\$2.00 per Annum

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continent of North America, and has been
patronized by all the Royal and noble person-
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CAPITAL PAID-UP..... 11,999,900
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Nov. 10th, 1880. 48-1r

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

THE SHAREHOLDER.

MONTREAL, FRIDAY MORNING, OCT. 6, 1882.

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Inspection of Steamboats.	Anecdotes of Dan O'Connell
Customs' Seizures in Montreal.	Miscellaneous.
	Contemporary Press.

THE TWENTY-FIVE FEET CHANNEL.

It was a "happy thought" this bringing together representative men of the financial, commercial, political and literary circles of the country to make personal cognizance of the existence and the utility of the new twenty-five "foot" channel. The daily papers have told us, principally by means of the publication of the speeches made on the occasion, the obstacles in the way of the accomplishment of this great work, the cost, the difficulty of raising the necessary funds, &c. We were specially glad to notice, by the way, the unanimity with which due merit was awarded to the lamented Hon. Mr. JOHN YOUNG for the great services he had rendered in connection with the improved waterway and the almost creative credit which is due to him in connection with it. We have, however, no intention of dwelling much on these speeches, or citing at any length the statistics connected therewith. It is the grand fact itself that we have mainly to deal with, and that is that any vessel of the largest size being constructed at the present day can come up, without danger or apprehension, into the heart of the port of Montreal. There are not over many in this city who remember the extent of our port trade previous to 1850, when the work of deepening the channel commenced, but the few who do will smile at the contrast between that date and the fall of 1882. The real prosperity of the port dates from that beginning, as the following table attests:—

	Tonnage.	Imports.	Exports.
1850.....	46,156	\$ 7,174,780	\$1,744,772
1854.....	70,740	16,221,004	1,833,640
1860.....	121,599	15,479,453	6,020,715
1866.....	205,775	28,793,321	7,286,878
1878.....	397,266	26,223,290	21,660,989
1881.....	531,929	46,622,719	31,96,000

As a further illustration of the immense progress we have made it may be added that the exports of grain last week from Montreal exceeded the whole yearly average in 1845-50, and that there were, within a fortnight, twenty large ocean steamships at one time in harbor, loading or discharging cargo! It is made evident, so far, that as our channel deepens the volume of our trade widens. It follows, then, as a matter of course that the twenty-five feet channel is barely officially and ceremonially opened when demand goes up for a still further deepening, to the extent of a maximum of thirty feet. The present channel is admittedly sufficiently deep for the passage of

all existing ships except the Great Eastern. But, with the recent tendency to add largely to the dimensions of each new ship constructed clear-sighted men who look somewhat before them are of opinion that it will remain so but a little time. How far this view is correct we do not undertake to say. One thing, however, is certain—that we must keep up the capabilities of our port to the fullest requirements of future shipbuilding, or prepare to see all the millions we have already expended as bad as utterly thrown away. In such circumstances the attempt made to sound the probable financial action of the Government should such a necessity arise was no doubt pretty generally anticipated. Sir HECTOR LANGEVIN, however, is about the last man to fall into a trap, especially so open a one as was this. He accordingly parried it with his usual address and *bonhomie*, at the same time avoiding disappointment or offence. This he was the better enabled to do because, though not caring on such an occasion to commit the Government of which he is so indispensable a member, the friendly feelings he is known to entertain towards Montreal and its best interests are thoroughly recognised. This he has specially proved by the very important aid he has before rendered to the prosecution of that great work the completion of which was celebrated on Tuesday last. Besides, the perfecting of all the Public Works, over which he officially presides, is little less than a passion with him, and we are not to infer that a discreet silence means a careless inattention. The Province of Ontario is disposed to view necessary improvements of our harbor unstained by any feeling of jealous sectionalism. This fact will greatly open the way to enabling Sir HECTOR LANGEVIN to suggest at the Privy Council table financial aid to our Harbor Commission, as occasion may arise, and we feel assured that he would at all times support such a proposition with the most sincere earnestness.

BUSINESS FAILURES.

In *Bradstreet's* is an article on "The Quarter's Failures and the State of Trade." In this a most glowing account is given of the commercial situation in the United States, and reports from all quarters are said to be highly encouraging. Still the number of failures is on the increase, and much in excess of those for last year, as will be seen from the following table, showing their number for each of the three quarters of the two years as follows:—

	First quarter.	Second quarter.	Third quarter.
1881.....	1,936	1,270	1,131
1882.....	2,146	1,503	1,658

On the figures *Bradstreet's* says:—"The increase over the quarters for 1881 is striking, but we are not prepared to attribute it to anything beyond the fact that trade continued at the full for a prolonged period over a country constantly extending necessarily results in numerous failures, with a tendency to increase. The

recent large failures in the eastern cities are to be attributed simply to the effects of specific mismanagement. It will be seen that the liabilities for the last are considerably less than for the previous quarter. This is traceable in a great degree to the fact that in the South and West there have occurred very few failures of importance. The heaviest failures are mostly in the Middle and Eastern States. Five failures in New York city aggregate about \$3,260,000 in liabilities, or about 4 per cent. of the liabilities for the Middle States, and about 20 per cent. of the liabilities for the entire country. On the other hand, the percentage of assets to liabilities, though this is necessarily the result of an estimate, is less than for the previous quarter. But as we have previously explained, such a resultant is frequently caused by two or three exceptionally large and bad failures. It should be stated that in giving the returns for the quarter to-day the failures of the last day of September are necessarily omitted." Canada compares favorably with the above, as the following tables show:

	NUMBER OF FAILURES.		
	1st quar.	2nd quar.	3rd quar.
United States.....	2,146	1,503	1,658
New York city.....	100	64	89
Canada and provinces..	225	137	161

	ACTUAL ASSETS.		
	1st quar.	2nd quar.	3rd quar.
United States.....	15,323,591	12,006,174	9,122,250
New York city..	1,423,936	585,227	1,948,316
Canada.....	1,272,670	466,512	891,337

	GENERAL LIABILITIES.		
	1st quar.	2nd quar.	3rd quar.
United States.....	29,010,944	23,371,345	18,779,460
New York city..	3,014,664	1,318,689	4,559,032
Canada.....	2,594,004	937,064	1,940,565

	PERCENTAGE ASSETS TO LIABILITIES.		
	1st quar.	2nd quar.	3rd quar.
United States.....	52.8	50.9	48.6
New York city.....	47.2	44.4	42.7
Canada.....	49.0	44.7	45.9

It may be added that throughout the Dominion to-day business appears to be on a sound and solid footing.

NEW ANGLO-AMERICAN COMPANY.—The last mail brings us news that the prospectus has been issued in England of the North American Land and Timber Company, Limited, with a capital of £500,000, in shares of £10 each. The object of this company is to purchase certain large tracts of freehold long leaf yellow pine and other lands in the United States, "in such quantity as to secure to the company a practical monopoly of this valuable class of timber, to fell and make merchantable the same, or to reserve portions for future sale, and eventually to encourage the building of saw mills and railroads for the purpose of working and transporting the timber, and enabling settlers to establish themselves upon the rich alluvial bottom lands of the company.

WESTERN UNION RECEIPTS.—President GREEN states the receipts of the Western Union Telegraph Company for the fiscal year were \$17,100,000, and the net profits over \$7,100,000, against gross receipts of \$9,800,000 and net profits of \$3,100,000 the previous year.

POSTAL TELEGRAPHY.

AN innovation which seems not unlikely to result in a formidable amount of injury to the existing telegraphic companies is in a fair way of soon being tested. Nor can the Post-Office authorities fail to watch the experiment without a very real interest. It is claimed, indeed, that the business of the Post-Office Department will be very sensibly diminished under the operation of the new proposed Postal Telegraph Co. The objects of this Company are cheap and uniform rates; absolute certainty and celerity of transmission and delivery of messages to all points and at all times, without regard to atmospheric conditions; to transact any required volume of business without delay; to provide prompt and reliable communication between the stock and the produce exchanges and boards of trade of the large cities, and between them and the Atlantic cables; to provide a method whereby mercantile and financial houses may communicate by telegraph directly and promptly with each other and their correspondents at distant points over the Company's wires without the intervention or knowledge of any officer or employee of the Company; to supply a postal telegraph system by which long messages, letters, etc., will be received through the Post-Office or otherwise, and sent over the wires to be delivered by messengers, or through the Post-Office in the large cities, and through the mails, to places away from the lines, by posting at the receiving office; to transmit any amount of press news, at any time of day, simultaneously to all points, without delay, and without interfering with commercial business, and at cheaper rates than are now afforded. The intention, as we understand, is to commence this experiment with a communication only between New York and Chicago, making other connections from time to time as results may warrant. Rates are to be put so low as to tempt, in great commercial centres, the almost total substitution of telegraphy for communication through the slow medium of the Post-Office. The enormous economy of time thus effected is claimed as one of the most important elements relied upon for success, and the acquisition of marvellous speed, obtained by the purchase of some quite modern inventions connected with telegraphy, promises a capacity for promptly transmitting messages between any two places at the rate of thirty thousand messages per day! As the promoters themselves claim, "The Postal Telegraph Company, with its perfect wire, improved systems, trunk lines, cable connections, superior and reliable service, cheap and uniform rates, will discard inferior methods and appliances now in use and enter an entirely new and independent field with the most comprehensive and profitable telegraph system in the world." It seems beyond doubt that plenty of money backs the promoters. The capital stock of the Postal Telegraph Company is \$21,000,000; divided

into 210,000 shares of \$100 each. First mortgage gold bonds, to run thirty years, interest at 6 per cent., amounting to \$10,000, have also been issued, and the Company claims a contract for the exclusive interchange of business with a Cable Co. that proposes to immediately construct and lay two submarine ocean cables, connecting the lines of this new Company with all the principal cities of Europe, the cable rates to be also cheap and uniform. There is no doubt that this scheme of uniform and very cheap rates is about to be practically tested on a large scale, for construction has already actually commenced. The result will everywhere be watched with lively interest, especially as success in the States means the putting of the system upon its trial in Canada also.

BANK OF ENGLAND DIVIDENDS.

THE Bank of England dividend of 10½ per cent., declared at the late general meeting, is stated to be higher than any made since 1866, that eventful year of financial disasters. It appears that for a period of three months in that year the bank rate of discount stood at 10 per cent., and at one time at the end of May the private securities showing the assistance required of the Bank stood at £33,500,000, the dividend on bank stock rising from 10½ per cent. in 1865 to 11½ per cent. Subsequently the dividend dwindled because the profits were lower, and the means of employing money at very high rates less, and a distribution of 8 per cent. was made in 1868. For three successive years 8½ per cent. was paid, then in 1872 9½ per cent., while 1873 and 1874 mounted up to 10 per cent. each. Nine per cent. was paid in both 1875 and 1876, 9½ per cent. in 1877 and 1878, 10 per cent. in 1879, and 9 per cent. in both 1880 and 1881; so that taking the 10½ per cent. for the past year the return exceeds by ½ per cent. any dividend paid since the financial and commercial crashes of 1866. The price of bank stock is higher now than it was at the commencement of the present century, when, for a succession of years, some sixteen or so, a 10 per cent. dividend was paid regularly.

THE INSURANCE INJUNCTION CASE.

WE mentioned in due course that proceedings had been taken on the part of insurance companies doing business in this Province to test the validity of the tax imposed last session by the Quebec Legislature on sundry commercial bodies. The North British and Mercantile Insurance Company appeared as plaintiff, and Mr. W. B. LAMBE, in his official capacity as Revenue Inspector for the District of Montreal, as defendant. Plaintiffs asked for a provisional order enjoining the defendant to suspend all proceedings in about forty actions brought by him against them for the recovery of the new tax imposed on these companies, on the ground that the law under which he claimed his authority to act was *ultra vires* of the Quebec Legislature. Lengthy and

able arguments were paraded on both sides, but though they were of great interest to the profession, and exhibited abundant research, they would have so little attraction for the general reader that it would be idle to reproduce them here. The judicial decision, which has just been delivered by the Hon. Mr. Justice JETTÉ, in the Superior Court, will suffice for the present. After a lengthy explanation of the reasons on which he had based his conclusions, the learned Judge came to the pith of his views as follows:—For these reasons, I think it "my duty to grant the injunction asked for by the insurance companies, but as the delays of the proceedings may imperil the recovery of the tax, by a possible change in the position of the companies when the final decision is rendered, I order that the amounts claimed by the Revenue Inspector be deposited in the Bank of Montreal by each of the said companies, to be paid to those who are entitled to them when the final judgment is rendered." This decision no doubt reaches all the reasonable hopes of the insurance companies at this stage at the same time that it can hardly be distasteful to the ruling powers at Quebec.

THE PROGRESS OF THE NATION UNDER QUEEN VICTORIA.

UNDER the above heading a London paper, the *St. James's Gazette*, reviews the progress of the United Kingdom from 1840 to 1880. In other words, it commences its data shortly after the accession of Her Majesty. The statistics, taken from official sources, should be reliable, and they more than dispose of the alleged decadence of the mother-country. The article in question is the pleasantest possible reading to all who have the interests of the Empire at heart, and we therefore reproduce it in full. The remarks on the enormous lessening of the public burden between 1840 and 1880 viewed *per capita* are novel to the general public, and the view that the reduction of the national debt is no advantage is still more so. The aggregate of the colonial trade, as here set forth, is so suggestive that we must confess we should like to see it supported by full statistics instead of a mere declaration of an alleged fact.

THE NORTH SHORE RAILWAY. — The business of the North Shore Railway has steadily increased since it passed into the hands of a private company in June last, and a very considerable reduction in expenses has also been effected. The earnings in the past three months have been as follows:—July, \$43,040.36, August, \$52,687.97, September, \$57,091.12, making a total of \$152,819.46 for the quarter, in addition to which the accounts outstanding amounted to \$32,000, so that the gross revenue of the company in the three months foots up to about \$185,000. The reduction thus far effected in expenses is at the rate of \$71,819.45 per annum.

INSPECTION OF STEAMBOATS.

SOME terrible and ever-memorable accidents on our inland waters preceded the amended Inspection of Steamboats Act of last session, and other quite recent disasters have more than justified its passage. The loss of the *Asia* stands in every way foremost among these latter events, but others involving fatalities on a minor scale have unfortunately not been wanting. The mischief done, thorough official investigations have been made or are making into the cause of these so-called accidents. So far as they have gone they show that the excellent provisions of the late Act have somewhere been most criminally neglected. Whether the faults lie with the Government Inspectors, or with the captains or owners, or that the dereliction is parcelable between them, is not yet in all cases made clear. It is manifest, however, that vessels have been allowed to leave port with hulls totally unseaworthy, with defective boilers, and enormously overloaded with passengers. Now it was mainly to prevent all this sort of occurrences that the bill of last session was passed, yet it has proved so far ineffective. The pains and penalties incurable seem to have carried no terrors whether to the captains and owners or to the inspectors themselves. Investigations being still in progress, we do not desire to anticipate what the final decisions may be. We cannot help here remarking, parenthetically, that an extraordinary oversight appears to have taken place in the Act of 1882 in failing to make provision to test the competency of the captain himself. The engineer has to undergo an examination before he can obtain his certificate, the ability of the inspector himself requires to be established, but any one, however incompetent, may take the responsibility of command so far as there are any provisions in the new Act to the contrary. This is a matter so grave that the Department of Marine and Fisheries should see to it at once, for an incompetent captain will have to rely only on a panicky crew in any moment of supreme danger. Some exculpation of these so-called accidents is attempted to be made out of the fact that the appointment of Inspectors of Hulls and Equipments, provided for in the Act, had not been made up to the time of the occurrence of the late tragedies. This pretext may go for what it is worth, and that is not much. It cannot, however, be again advanced, the Government having at length made an appointment in the person of Mr. C. R. COKER. A more judicious selection could not possibly have been made, that gentleman's thorough fitness for the position being probably unequalled by any one in the Dominion. Mr. COKER has held the very responsible post of Lloyd's Surveyor in Canada for a period considerably exceeding a quarter of a century, and if he was found sufficiently competent to meet the critical requirements of such an important body of underwriters, that alone is full testimony of his ability.

It is, in fact, in itself the very highest certificate of merit, and we congratulate the Government as much on having secured his services as Mr. COKER himself on receiving the appointment. Accidents on our inland waters may again occur, and no doubt will. We think, however, we are safe in predicting that none such will arise through defects in such hulls and equipments as have undergone this gentleman's inspection. As a matter of professional seniority Mr. COKER will be chosen Chairman of the Board of Inspectors of course.

FIFTY-ONE PER CENTUM!—Such was the exaction practised upon the needy borrower last Monday, says the *New York Produce Exchange Bulletin*, and how much more frequently during the previous two weeks of stringent money is not named, but for that particular day the daily press of the following morning made special reference to. Fifty-one per cent., therefore, can be extorted on emergency from the man of business whose pressing need drives him into the den of the usurer! And another paper says:—"New York has been the scene of a demonstration to establish high rates for money, the movement being made possible by the low reserve of the New York banks, which had fallen last week to \$2,271,825 less than the legal reserve. On Monday the manipulators sent the rate for call loans on stocks up to plain 15 per cent. per annum, and Tuesday to 20 per cent., when they made loans among themselves at 1-16 per cent. per day. At this point the U. S. Treasury came in and ordered the prepayment each week, without rebate, of \$5,000,000 of called bonds, including the \$25,000,000 recently called for December 23, the prepayment to begin on the 27th instant. This broke up the plans of the money-squeezers, and the rate for call loans began to fall, though they have since recovered somewhat."

CUSTOMS' SEIZURES IN MONTREAL.

FOR some weeks past our local Customs' authorities have been developing an amount of vigilance not hitherto always perceptible here. The result has been many seizures in various branches of importation, and the subsequent investigations of the Departmental authorities at Ottawa have generally endorsed the action of their officers here. The *Mail* was the first fully to expose these frauds, which for some inscrutable reason our local papers denied altogether, or made light of, or endeavored to explain away. The *Toronto* journal has, however, thoroughly vindicated its assertions, and now vainly asks, Why these local endeavors to suppress such important facts? The principal seizures have been mainly in connection with frauds by importers of canvas and duck, American flour and pork, teas, sundries in which the Pullman Car Co. is under enquiry as delinquents, and, latest of all, fine Japanese ware. The confiscations so far have been very large and the fines heavy, and if the fraudulent importers

escape without indictment for perjury they may think themselves very lucky. We are quite unable to sympathise with those who would shield such offenders simply from a local sentiment. They are neither more nor less than thoroughly dishonest traders who are pushing our fair-dealing merchants to the wall. Our sympathies are wholly with the latter, and we trust that the *Toronto* paper will continue its exposures as fully and with as little regard as to what wrong-doers it offends as it has hitherto done.

THE FREE-CANAL AGITATION IN NEW YORK.

THE New York State elections come on next month, when the question of making the Erie Canal free of tolls will be submitted to the people. It is being made quite a party matter, and appearances indicate that the abolition of rates will carry. A strong organisation, known as the Free Canal Union, is vigorously active, and its President, Mr. FRANKLIN EDSON, thus sums up the *status quo*:—"I feel sure that the Canal has got to be made free or abandoned. It is not any contest between the railroads and Canal, but the issue has narrowed down to this—Can New York hold its commercial position against the free Mississippi River and the practically free St. Lawrence? It is one thing or the other. A vote against free canals is a vote in favor of permitting Canada to do the carrying trade of the North-West. And then, besides that, it is not a contest between the people of New York as to free canals, but between the people of this State and the people of Canada on one side and the people of Pennsylvania and Maryland on the other side. If the State of New York abandons its canal, Baltimore, Philadelphia, Boston and Montreal will be enormously benefited, because we are then placed on an equal footing with them." The result of the voting will be viewed with no common interest in this country.

U. S. GRAIN PORTS.—New Orleans and San Francisco are the ports showing the greatest changes in the volume of cereals shipped last year. At New Orleans there was an increase, comparatively small in amount, but large in percentage, of over a million dollars, and at San Francisco there was a decrease of \$169,000. Associating the two movements, the inference seems to be that the new route by rail to New Orleans is gaining favor in comparison with the all-water route from San Francisco. The lake ports almost uniformly show a decrease, in some cases of an important ratio.

CHINA AS A COTTON RIVAL.—Some excitement is visible in the British textile trade journals, owing to an announcement that the Chinese are preparing to manufacture cotton and silk piece goods. A cotton factory of an approved pattern will shortly be erected in Shanghai, and a factory to produce silk piece goods will be constructed in New Chiang. A blow at Lancashire and Cheshire commercial centres is feared.

THE HUNTER CASE.

OR, as later developments seem to teach, rather the HUNTERS' case. According to the *Mail*, the son is now detected following in his father's evil steps. The Toronto paper says that the son, C. S. HUNTER, has just had a criminal charge laid against him for obtaining moneys under false pretences. His *modus operandi* of raising the wind, according to this authority, has been to represent himself as an agent of the Citizens' Insurance Company, solicit parties to take out policies, and when he got the premium, to convert it to his own use. The victims who are taking legal steps are coal-merchants of this city, who paid him \$127, no account of which he ever gave to the Citizens' manager. The receipt which HUNTER gave to the firm he swindled bears signatures supposed to be forged. The insurance company repudiate the defaulter's connection with its business altogether. Young HUNTER is said to have absconded to the Western States. In the meantime fresh developments show additional and most cruel frauds on the part of the senior offender, and there really seems no end to his defalcations. So far, however, there is no actual proof that he has brought himself within the operation of the extradition law, though his son, according to the *Mail's* statement, undoubtedly has. The whole matter will probably result in another illustration of the HUNTERS becoming the hunted.

THE STOCK MARKET.

THE volume of business transacted on "the street" during the past week, so far as Bank stocks are concerned, has been below the average, and as a rule prices have not been maintained, but the differences have been so slight as not to require special comparison with our preceding report. Ontario and Molson's have slightly advanced, but the amount of transactions in neither was heavy. Montreal Telegraph was in greater demand than has been usual of late, the sales of this week and last being 1,510 and 662 respectively, while prices rose from a minimum of 209 as per last report to a maximum of 211½, closing at 211. Richelieu, for some time past so dormant, woke up suddenly in all its best energy, and prices crept up from 70½ to 78 in the early part of the week, but towards its end fell to 75½, and closed at 76½. A few knaves started the report that a big French company was going to buy up this line, and many fools believed it, running up quotations with a rush. By the way, it is perfectly extraordinary the wonderful things these French companies are doing or going to do—on paper! The effects of the *canard* was to run up the number of sales from 380 last week to 4,923 this. The excitement has now, however, wholly abated after thoroughly doing the work of its creators. City Passenger continues in its extra activity, the sales this week reaching as high as 2,860; prices, however, were by no means

maintained, the maximum of 157½ of last week being followed by a reaction to 150, but rallying to 155½ and closing at 152½. City Gas sales have largely fallen off, as was to have been expected, but they nevertheless reached 4,206; prices, however, fell from 197 to 186½, and closed at 187½, this decline thus exactly carrying out our recent predictions. St. Paul, M. and M. continued in good demand, the total of sales this week being 1,460, while prices ranged between 155½ and 160½, closing at 156½.

The Money Market is perhaps not quite so easy, and the Banks have ample use for all their available funds in making advances for the handling of crops and meeting legitimate trade demands. The rates at the close of the week to commercial borrowers remain unchanged at 6½ to 7 for prime mercantile paper, and old reliable customers, but outsiders have to put up with 7½ per cent. and higher, according to the quality of the paper offered. Call loans on stocks are negotiated at 6 to 6½ and 7. The market for Sterling Exchange continues dull at 8½ for bankers, 60-day bills and 8½ to 8¾ to the public. Demand drafts are 9½ and currency on New York ¼ to 3-16 premium. In New York the market for foreign exchange is barely steady at the recent decline. The posted rates for prime bankers' sterling are 4.81½ and 4.86 to ¼. The actual rates are 4.80½ to 4.81 and 4.85 to ½ with cable transfers 4.86 to ¾, and prime commercial bills 4.78½ to 4.79½.

OVERHAULING CANADIAN SHIPS.—Measures are being adopted to put into force the new U. S. law which provides for the annual inspection of foreign vessels touching at United States ports. The new provisions are important to Canada, as the law will affect lines plying between our ports and those of the States. There are to be six special inspectors at New York, and two each at Boston, Philadelphia, Baltimore, New Orleans, and San Francisco. The new Act will place foreign vessels almost on the same footing as American steam vessels in regard to the maintenance of their proper condition of hull, boilers, &c., and their equipments to secure safety. Should foreign vessels refuse to submit to inspection after arrival in port, they will be refused clearances by the Custom-house authorities.

SHIP INSPECTION IN ENGLAND.—A return has been issued showing that, from the passing of the Merchant Shipping Act of 1876 to the 30th June, 1882, the total number of ships ordered by the Board of Trade or its Officers to be provisionally detained as unsafe, and reported as defective in hull, equipments, or machinery, was 477, of which 9 were found safe, 459 unsafe, 3 were still waiting survey, and 6 were improperly detained. Of the ships detained 56 were steamships (54 iron and 2 wooden), and 421 sailing ships (5 iron and 416 wooden). The total number of ships reported for overloading or improper loading in the same time was 231, 2 of which were found safe

and 229 unsafe. Of those detained 197 were iron steamships, and 1 a wooden steamship, and 29 were wooden sailing ships, and 4 iron sailing ships.

OUR IMPORTS.—The Customs receipts at Toronto, Halifax and St. John during September show a decrease of \$94,414 as compared with the corresponding month last year, while those at Montreal increased \$56,000. Judging from the returns received from eight of the principal ports of entry, the Customs revenues of last month will not exceed that of September, 1881, from which fact it is to be inferred that the extreme limit of importation has for the meantime been reached. It is inferred that the fact that the receipts at Montreal have considerably augmented means probably that this port is regaining its control of the import trade, which the depression seriously weakened.

NEW TELEGRAPH COMPANIES.—The following new companies were incorporated in the State of New York this week. The Commercial Telegraph Company; capital, \$500,000 (the lines of the Company are to run from New York to different cities and States). The Mexican Northern Telegraph and Telephone Company, of New York; capital, \$200,000 (its line is to run from New York through the State of New Jersey, and thence in a south-westerly direction to the city of Laredo and other cities in Mexico).

THE ESCOTT CASE.

THIS defaulter, it will be remembered, "cleared" from Montreal about three years ago with some \$13,000, belonging to the Canadian Investment and Agency Company, having previously committed other embezzlements. He was traced to Chicago, and arrested there as a fraudulent debtor, and failing to "schedule out," has remained in the county jail from that time up to the present, and so long as the Montreal company is willing to pay his board bill, which is not very much, it seems likely that he will remain under the sheriff's charge. The trouble with him is that he does not account for the missing money. He can only show that \$5,000 of it went into a bad speculation, and for the sake of the balance hidden away, he seems willing to undergo a wearisome imprisonment. The judge told him that he had tried hard to find a way to let him out of jail, but that he could not do so. If he had only spent the money in gambling or riotous living, or in some aimless extravagance, so as to account in any way for the deficit, there might be some hope for him, but as it was he would have to return to jail. This is very like imprisonment for debt, which is made illegal in Illinois.

THE DOMINION BANK.—It will be seen by our advertising columns that the Dominion Bank has just declared a dividend of four per cent. and a bonus of one per cent. upon its capital stock for the current half year—a gratifying evidence of its progress.

REPLY POST-CARDS.—The British Post-Office authorities have issued a notice that on and after the 1st October double or reply inland post-cards, bearing an impressed ½d. stamp on each portion, will be sold to the public at all post-offices, the price of a single thin card being 2½ cents, and that of a stout card 3 cents.

ANSWERS TO CORRESPONDENTS.

R. I. C. E.—Subscribe to the *Consulting Engineer*, published in Toronto. It is by far the ablest journal connected with the engineering profession that has ever been published in Canada.

EDISON'S LIGHT IN USE.

RESULTS IN NEW YORK CITY AND OUT OF TOWN.

The work of the Edison Electric Light Company in the down-town district has almost ceased to be an experiment; the lamps have burned steadily, night and day whenever wanted, since the 4th of September. The manufacturers of fixtures are overtaxed in supplying the demand, or the introduction of the lamps would go on faster; as it is, about one hundred lamps a day are added to the system, and enough are in operation at points further away from the central station to prove that the conductors are perfect and that no difficulty need be feared even on longer circuits. From the Pearl street station to the banking house of Drexel, Morgan & Co., at Broad and Wall streets, is about half a mile, and is the longest distance over which the current is sent in this district. The only complaints received come from persons who, having seen the arc lights in the streets, imagine that the Edison light would be something of that kind, and are disappointed at finding it of about the same power as a good gas burner. The metres are going in as fast as the inspector of the Board of Fire Underwriters passes upon the "wiring" of the buildings, and are found to work well. The upper floors of the central station in Pearl street are being fitted up as offices for the business of the district. An ingenious arrangement for detecting serious differences in the amount of light given has been introduced. When the light becomes too strong, owing to a large number of lamps being suddenly extinguished, a lamp painted red, lights up automatically, and a bell begins to ring. When the light becomes too weak a blue lamp lights up and the bell rings, and continues to ring until some more currents are turned on. By the first of next January the company hopes to have all their lights burning, and the business is settled on as firm a footing as that of the gas companies.

Outside the city the Edison Company now has 16,976 lamps run by isolated plants, several of which are in this city. The *Herald* building, which is not in the district, has a plant of its own, and for several months has run 500 lamps from its own dynamos. Among the places into which the Edison light has been recently introduced, it will be shortly, is the new Fall River steambot Pilgrim, which is to have 802 lamps; the American Printing and Dye Works at Fall River has 250 lamps; the Baltimore Sun, 150; the United States Fish Commission steamer Albatross, 130; Amory Mills, Manchester, 250; Bridgeport Organ Company, 250; Partridges dry goods store, Chicago, 310; Best Brewery, Milwaukee, 506; Beatty's Organ Factory, Washington, N.J., 300. The most remarkable letter received by the Edison Company, in response to a request for statistics of cost, is from the Wamsutta Mills, New Bedford, Mass., whose agent, Edward Kilburn, reports that, after using three hundred Edison lamps for one year, the saving over gas at \$2 per 1,000 feet—the price formerly paid—has been \$2,250. Another report from the Merrick Thread Mills, at Holyoke, Mass., gives the cost of 120 lamps for 1,080 hours of burning at \$42, as against \$275 for gas; but this comparison is unfair, because no account is taken of the cost of the power used except the estimated coal burned. The greatest durability of lamps has been in these mills, where, with 120 lamps in use, only five have broken since last April.—*N.Y. Evening Post, September 30.*

STILLING THE WAVES WITH OIL.

In Parliament recently, the Earl of Carnarvon called attention to the effects said to be produced by pouring oil upon the sea in tempestuous weather, and inquired what measures the Board of Trade, had adopted to test the value of recent experiments, and to encourage a discovery valuable to life and property at sea.

Lord Sudeley said the idea of throwing oil on troubled waters had a certain fascination about it which would always render the experiment interesting. Unfortunately, it was a subject on which a great deal of sensational and impracticable matter had been published. There was no doubt upon a certain point. With special conditions of wind, tide, and current, oil on troubled waters was of considerable use, and undoubtedly it had been found of advantage on tidal bars, and in case of boats beaching through a surf. They must, however, divert themselves of all idea that it would altogether prevent shipwreck and loss of life on harbor bars. Oil on waves had been constantly used on the Assyrian coast, and in Pliny's time it had been used by divers to keep the waters smooth so that they might get more light. Dr. Badley, in 1857, had tried many experiments on the subject, but they were not very successful. A number of papers had also been read at many institutions, and there had been a very able review article on the subject. The Board of Trade had taken great interest in the matter, and they were most anxious

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 5th 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 Trade.
				L.	H.	No. Board.		L.	H.	L.	H.	L.	H.	L.	H.	
						L.	H.									
Bank of Montreal	\$200	\$11,999,200	\$5,500,000	210½	211½	.....	.....	211½	211½	211½	211½	210½	211	210½	211	531
Merchants Bank	100	5,014,570	525,000	130½	131	.....	.....	131	131½	132	132	131½	132	132	132	1031
Canadian B'k of Com.	50	6,000,000	1,400,000	.....	.....	.....	.....	143½	143½	143	143½	143½	143½	143½	143½	1085
Bank of Toronto	100	2,000,000	660,000	180½	181½	.....	.....	180½	181	180	187½	188	188½	189	189	794
Ontario Bank	40	2,998,280	100,000	128	129	.....	.....	128½	129	.....	.....	.....	.....	128½	128½	178
Banque du Peuple	50	1,600,000	240,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bank British North A.	£50	4,898,668	1,216,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molson's Bank	50	2,000,000	140,000	.....	.....	.....	.....	.....	.....	130½	131	130½	131	.....	131½	495
Dominion Bank	50	970,250	415,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Federal Bank	100	1,367,260	300,000	.....	.....	.....	.....	.....	.....	155	156	.....	.....	.....	156½	200
Imperial Bank of C.	100	1,175,558	400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Banque Jac's Cartier	25	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quebec Bank	100	2,500,000	325,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Banque Nationale	50	2,000,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eastern Townships	50	1,382,787	220,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Bank	100	1,995,510	18,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Exchange Bank	100	500,000	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Banque d'Hotelaga	.....	880,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mutual Bank	100	697,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Tel. Co.	40	2,000,000	171,422	.....	.....	.....	.....	130	130	130½	129	129½	.....	130	1510	.....
Dominion Tel. Co.	50	711,709	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Riel & Ont. Nav. Co.	100	1,565,000	21,704	724	784	.....	.....	744	76	77	78	77	75	76½	4923	.....
City Pass Ry. Co.	50	800,000	.....	151	154½	.....	.....	154	155½	150	151	152	151	152½	2809	.....
City Gas Co.	40	1,800,000	.....	180½	192	.....	.....	184	184	184½	184½	180½	187½	186½	4206	.....
Canada Cotton Co.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Royal Canadian In. Co	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dominion S. p. c.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mont. S. p. c. Stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ont. Investment Ass.	.....	100,000	100,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Loan & Mortgage	100	612,532	64,000	.....	.....	.....	.....	.....	.....	106	.....	.....	.....	106	315	.....
Mont. Building Ass.	50	481,027	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul M. & M. W'way	100	.....	.....	760	103½	.....	.....	155½	158	155	150	.....	150½	157½	1400	.....
Graphic Printing Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canada Shipping Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Cotton Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dundas Cotton Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canada Paper Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canada Central Bonds	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Champlain & St. L.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

to collect all the authentic facts which could be obtained. The Board of Trade, however, did not see its way to expend money or to become investors in this matter. It seemed to them that it was their duty in this respect to carry out the same views as they had in regard to railways—namely, to encourage experiments by others. After referring to Mr. Shield's experiments at Peterhead, and to their admittedly inconclusive character, pointing to the fact insisted on by many authorities, that oil was useless in very severe gales of wind, the noble lord said that those experiments would be repeated during the coming winter, and would be carefully watched and recorded. There was no doubt oil would be of use to throw overboard during a wreck to enable boats to approach, and it might be of use when boats were being veered down to a wreck from the windward. There seemed also something in the idea of oil attached to a lifebuoy, for as it would smooth the surface, it would enable the buoy to be better seen, and it would give the drowning man if he did see it, a better chance of getting hold of the lifebuoy. In this way, therefore, it seemed very worthy of trial.—*London Standard Parliamentary Report.*

THE COST OF BRITISH LIVING.

From a report read by Professor L. one Levi before a session of the British Association for the Advancement of Science, we learn that the gross personal expenditure of the United Kingdom amounted last year to £878,000,000 of which sum £728,000,000, or about 83 per cent., was probably spent on necessities, and £150,000,000, or 17 per cent., on luxuries and waste. The investigation of the committee shows that of this gross sum the working classes expended £423,600,000, or \$2,118,000,000, and the middle and higher class £454,000,000, or \$2,270,000,000. The reports point out that the expenditure on the necessities of life has greatly increased within the past few years, and that a comparison of the quantities per head consumed of the principal imported articles shows that the people now have a much greater command over the articles of food than they previously enjoyed, and what is highly encouraging, their expenditure on these has increased in a larger proportion than the expenditure on account of alcoholic drinks and other luxuries. With regard to the relative expenditure of the classes on necessities and luxuries, the report shows that the working classes expended 80 per cent. on necessities and 20 per cent. on luxuries, while the middle and upper classes expended 86 per cent. on necessities and 14 per cent. on luxuries. These figures show that the working classes are more prodigal in their expenditure for luxuries than those above them, a fact, which, the report says, is to be regretted, because it lessens their available means for necessities. The report places the total income of the United Kingdom at £1,000,000,000, equal to \$5,000,000,000. Of this sum it is estimated that £436,000,000 represents the earnings of the laboring classes, and £564,000,000 those of the middle and higher classes. Deducting expenditure, there is left to the working classes a surplus of £13,000,000, and to the middle and higher classes one of £110,000,000. These figures are interesting in showing the general progress and thrift of the country, and it would be a good thing if some committee of economists and statisticians would undertake a like work for the United States. A comparison between the two countries would be interesting in showing the difference between a free trade country and one in which the system of protection is deemed necessary to the welfare of the laboring classes.

PEDESTRIAN, who has dropped a penny in front of "a poor, blind man;" "Why, you humbug, you're not blind." Beggar: "Not I, sir. If the card says I am, they must have given me the wrong one. I'm deaf and dumb."

INSURANCE IN WINNIPEG.—Insurance companies doing business in Winnipeg have combined to keep up the rates. The consequence is that a risk which is taken at fifty cents in Toronto is not taken under \$1.12 in the millionaire's paradise. There is some justice, it would seem, in charging a higher rate in Winnipeg than in Toronto, because the risk in the former place, owing to the large number of frame buildings and the small area covered by the fire limits, is greater. Still Winnipeg insurers are dissatisfied, and they are endeavoring to induce some of the American companies not yet doing business in Canada to go over and help them. These companies, it is alleged, will not have to make the \$50,000 deposit with the Dominion Government, as they will not establish agencies in Canada. The Canadian insurer will simply step across the line and insure there, risking the recovery of his money in case his building is consumed by fire.—*Mail.*

A ROCKY MOUNTAIN RAILWAY TUNNEL.—The Denver and South Park Division of the Union Pacific Railroad pierces the main range of the Rocky Mountains, 150 miles southwest of Denver, Colorado. The length of the tunnel is 1,700 feet, and its altitude above the sea 11,500 feet. The approaches on either side are described as marvels of engineering skill, laid through scenes unrivaled for grandeur and magnificence. Although the tunnel commences with a sharp curve at its eastern end, so nicely was the engineering done, that when workmen from either side met in the heart of the great snowy range, they found only about one inch variation in their respective horizons. This tunnel, said to be the highest in America or Europe, leads to the new silver region of Gunnison.

NEW U. S. RAILWAYS.—The amount of railroad building that is going on in the United States is something almost incredible. In the month of August last 1,274 miles were constructed, and the total for 1882 up to September is over 7,000 miles. The construction for the entire year is estimated at 10,500 miles, and the cost of railways built this year is on an average \$25,000 per mile, or \$175,000,000 for the eight months. When a nation spends a million dollars per day on building railroads there ought not to be much said about the decline of her carrying trade.

PLEASURE AND BUSINESS.—An American country editor who had the misfortune to lose his wife had the following combination epitaph engraved upon her tombstone: "To the memory of Tabitha, wife of Moses Skinner, Esq., gentlemanly editor of the *Trombone*. Terms, \$3 a year, invariably in advance. A kind mother and an exemplary wife. Office over Coleman's grocery, up two flights of stairs. Knock hard. We shall miss thee, mother, we shall miss thee. Job printing solicited."

THE CHEAPER LIGHT.—The *Sanitary Engineer* says the substitution of electric lighting by the use of two machines driven by one engine instead of gas, at the South Kensington Museum, London, has resulted in a saving in the working expenses at the rate of nearly \$3,700 a year, or more than \$112 per annum for each lamp. Up to the end of last year the 32 lamps illuminating the Lord President's Court and the Sheepshanks and Raphael Galleries had been at work for six months, or 345 hours of lighting.

THE FASTEST TRIP.—The Guion Line steamer Alaska, Captain Murray, which sailed from New York September 13, for Queenstown and Liverpool, was signaled passing Fastnet at two o'clock September 19. She made the trip in six days fifteen hours and nineteen minutes. This is the fastest trip ever made between America and Europe. The next fastest time was made by the Alaska—namely, six days twenty-two hours and ten minutes to Queenstown,

THE PROGRESS OF THE NATION UNDER QUEEN VICTORIA.

The *St. James's Gazette* has an article on the above subject, from which we make the following extracts:—

In a single generation Great Britain has risen in the scale of national wealth and greatness as much as in the interval of 150 years from the fall of the Stuarts to the date of her majesty's accession. Commerce has quintupled since 1840, the ratio per inhabitant being now £17, which is three times the present ratio for the United States, and double that of France. In shipping, the increase is no less remarkable, our flag representing 52 per cent. of the carrying trade of the seas, while the mercantile navies of the United States, France, and Italy are on the decline. Manufactures continue to form our chief industry, and herein it is easy to mark the progress of forty years:—

	1840.	1880.
Stationery engines..... horse-power	600,000..	2,200,000
Production of pig-iron... tons	1,396,000..	8,326,000
Production of coal.....	35,000,000..	147,000,000
Consumption of cotton.. million lb.	437..	1,404
Consumption of wool....	124..	401
Value of cotton manufactures.....	£26,000,000..	£95,000,900
Production of Linen..... million yds.	186..	429

Comparing the above figures with population, we find that in 1840 each inhabitant stood for 1 cwt. of iron and 1½ tons of coal, and in 1880 for 5 cwt. of the former and 4½ tons of the latter. In cotton goods there is a similar increase; the output from our mills averaging nearly £3 per inhabitant, or three times the ratio for 1840. As for linen, there is a popular delusion that the production has fallen since the abolition of the "bounties," whereas it has, on the contrary, become threefold greater. On the whole, our manufactures have increased in about equal ratio with the output of coal—that is, they have quadrupled; while our population has risen but 33 per cent.

So striking a development of industry has brought with it an enormous increase of national wealth, the estimates for 1880 being no less than 8,720 millions sterling, as compared with Mr. Porter's return of 4,100 millions in 1840. In other words public wealth has more than doubled; showing at present an average of £249 per inhabitant, against £158 at the beginning of the present reign.

In the meantime the National Debt has been reduced 19 millions (from 788 millions in 1837 to 769 millions in 1881) a reduction that has nowise done any service to the country. As if to rebuke the wisdom of those financiers who would ask us to pay taxes merely to reduce the debt, the course of events has come gradually to lighten the debt by one-third, or rather by one-half, thanks to the increase of population and wealth. In 1840 the debt averaged £32 per inhabitant, and amounted to 19½ per cent. of national wealth; in 1880 the average was only £22 per head, and the amount less than 9 per cent. (say 8.8) of the public wealth.

The experience of forty years shows very clearly that the accumulative power of the country is rapidly in the ascendant, and that its impetus is partly due to the abolition of the duty on bricks, partly to the reform of the Customs tariff. In the first decade of the present reign the number of houses built annually in Great Britain was 39,100, and in the years 1871-80 it was 80,300, or more than double. In a word, without counting houses rebuilt, the number of new houses since 1840 is 2,218,000; representing an increase of 1,371 millions sterling, or double the National Debt. That is to say, the bricklayers in twenty years have been able to pay off the public debt, or (which is the same) to increase the public wealth, to that amount. It is no less significant that while the Customs duties have declined from 19s. to 11s. per head of population, the ratio of pauperism has fallen in like degree. In 1850 the United Kingdom had 476 paupers per 10,000 inhabitants, and in 1880 only 289, a decline of 40 per cent.; while the deposits in savings-banks rose from 28 to 81 millions—that is, from a ratio of 21s. to 46s. per inhabitant; another unerring proof of the improved condition of the working-classes.

Abroad, as well as at home, the influence of British genius and enterprise has been more signally felt than at any previous period of our history. English engineers and English gold have carried out works in every quarter of the globe that may rank with the noblest done by the Romans, and the stamped effigy of Queen Victoria has become the money, not of England, but of the world. It is remarkable that the total amount coined by all her Majesty's predecessors on the throne was 205 millions sterling, and that during the present reign the Mint has turned out 423 millions sterling, including 158 millions in India. No monarch ever before gave currency to such a flood of the precious metals, emblematic as it is of the riches, commerce, and influence of her subjects. Perhaps we might add that in no previous reign has so much been done for the security of our commerce, upon which so signally depends the well-being of future generations. We have built docks and harbors at London, Liverpool, Holyhead, Glasgow, and other ports, which will probably last for centuries, constituting in themselves no mean record of the men of the Victorian era.

All these, are indeed, evidences of material prosperity, but if we examine the statistics of intellectual progress, we find no less remarkable results. The Post Office has risen from six to forty-nine letters per inhabitant, school population from 7½ to 11 per cent., and the ratio of adults able to sign the marriage register from 59 to 84 per cent. The newspaper circulation, which averaged 16 million sheets monthly in 1860, is now over 100 millions monthly, and the exportation of books has multiplied twelvefold since 1840.

Our colonial settlements, some of which hardly existed in name at the Queen's accession, have in a single generation attained the importance of European kingdoms.

These various colonies—or plantations, as they were called in 1840—have sprung up in a single generation to such a degree of prosperity that the aggregate of their trade is almost equal to that of the United States or France. Such indeed, has been the energy of their growth that if the United Kingdom had no other progress to record they would suffice to stamp the present reign as one of memorable and happy auspices in the destinies of mankind.

CRAZY FOR SOCIETY.

THE EXPEDIENTS OF A COUPLE TO SATISFY THEIR MERE AMBITION.

I met a few evenings since one of the fathers of New York, says a correspondent of the *San Francisco Chronicle*. By which I mean not one of the "City Fathers," but one of the fathers of the children of the city. Drawing my arm in his as we walked one evening on the quieter side of Broadway, he said:—"I have a mind to tell you a story. I have a secret. I have a trouble. I have a daughter. Her craze is 'society,' I am not a 'society' man. I like sociability, congeniality, and friendly meetings. I like a cup of tea, and two or three friends present to develop the teatable chatter and gossip. I like a cosy supper of four about 11 p. m. But that is not what this girl of mine is after. She has an ambition to shine in society, to be one of the 500 in this city whose names are published in the society columns of the newspaper. She is married, poor thing? She married another poor thing! He, too, had an ambition to get into 'society.' They met. They recognized each other's desire, inspiration, ambition—two souls with but a single thought, and that thought to get into society. They married. They have since been striving to get into society, and they got on its ragged edge. They have desperately clung to the tail-board of the society waggon ever since they joined hearts and fortunes. They hadn't much fortune to join. There's the great trouble. Society will come to the rich. It runs from the poor. My daughter and son-in-law are on the run. Do you know, sir, she has scarce a whole stocking in her wardrobe? You wouldn't think it to see her in the street. She is a dashing-looking girl, and wears a \$250 seal-skin. That and her \$300 piano cost 2,920 meals, and that they went without in order to save money for the two purchases. Stated more specifically, this is the bill of particulars. They went four years ago on one 'square' meal per day to raise the money, and make apologies to their respective stomachs for the other two meals per day with bread and weak tea. Here it stands:—365 meals multiplied by two lost meals per day equals 730 lost meals per year; multiplied by four years, equals 2,920 tea and bread gastronomic apologies to two stomachs, which gained the sealskin, the piano and for both of them the dyspepsia. Such are the desperate make-shifts that couple have made to 'keep up appearance' and maintain their doubtful footing and position in society. They will live on one meal a day, and that a poor one, to save enough to make a spread for their regular weekly 'reception.' Their joint wash bill is scarcely one dollar a week, that they may hire a girl on their reception evening to attend the door and give the impression that she is one of their servants. There isn't a whole comb in the house, nor a decent hair brush, for everything that can be kept out of sight is used until it falls to pieces. But their parlor is furnished with 'elegance and taste,' and the kitchen is almost as dirty as a coal hole. Their house puts on a good front, but it dwindles at the rear—something after the anatomical proportions of the lion, all head but weak in the hind quarters."

BULLION PAYMENTS.

The *New York Independent* furnishes a very interesting historical article on the question of substituting bullion for coin in payments of large amounts and especially for export. We agree with our contemporary that little would be gained except saving the expense of coinage and that it will never come into general use in this country. Still it has many strong advocates:

When Great Britain was anxiously discussing the question of remedies in order to get rid of the evils of paper money, Mr. Ricardo, an eminent political economist, published a pamphlet, entitled "Proposals for an Economical and Secure Currency." The object of the pamphlet, which appeared in 1817, was to show how bank-notes could be kept at par with gold without requiring the circulation of any gold coin. The system was that of bullion payments. The first element of the plan was that the Bank of England should, at all times, on presentation by the holders, be required to give an ounce of standard gold bullion for every sum of £3 17s 10½d. in its own notes. This being the mint price of an ounce of gold, the notes of the Bank of England would be maintained at the same level by being thus exchangeable for bullion, and the Bank would be guarded against any over-issue of its own paper by the necessity of redeeming it in this way. The bullion thus paid out in gold bars would not be in the form convenient for use as money, and, hence, would not, to any considerable extent, enter into the circulation, while

it would keep the notes of the Bank of England at its own level of value.

The second element was to make the notes of all the other banks of the country exchangeable over their own counters, at the pleasure of the holders, for the notes of the Bank of England, and not for gold at all. This would keep these notes at par with Bank of England notes and dispense with the necessity, so far as the country banks are concerned, of having any gold on hand. Their notes would circulate on the credit furnished by their exchangeability into those of the Bank of England.

The third feature of the plan was to require all the banks, with the exception of the Bank of England, to place in the hands of the government securities amply sufficient to cover all the notes issued by them, to be held as a guarantee for their payment, in the way provided for by the plan itself. This was designed to insure the solvency of the country banks. They could issue no more paper than they could thus guarantee; and, hence, their solvency would be equal to that of the Bank of England and their notes circulate at the same value. Their bankruptcy would be rendered impossible so long as the Bank of England remained sound. Individuals or associations could not go into the business of issuing notes payable on demand without thus securing their convertibility into the notes of the Bank of England.

The plan of Mr. Ricardo was recommended by the committees of the House of Lords and Commons, appointed in 1819, as a temporary measure, with the restriction that the Bank of England should not be called upon for any less quantity of bullion than sixty ounces, and subsequently adopted.

The system of bullion payments, which has never been tried sufficiently to determine how it would work in practice, has not, so far as we can see, any advantage over that of coin payment, with the single exception of cheapness. The expense of coinage would be saved, and bullion bars, by being less used than coins, would be less subject to loss by wear. The security in both cases would be the value of gold; and this value is the same whether gold be in the form of bullion or coin, with the slight difference created by the expense of coinage. Coin payments are certainly the most convenient. A paper circulation convertible into coin and, hence, kept at par with it has all the advantages of one regulated by the value of bullion. We give the plan of Mr. Ricardo simply as a specimen furnished by the history of past financial thinking. That part of it which refers to the guarantee of bank-notes has been incorporated into the National banking system of this country.—*Johnson's Bank-Note Reporter*.

HORRIBLE!

No novelist ever devised a more intensely dramatic and pitiful situation than was witnessed last week beside the track of the Southern Coast railroad near Alameda, California. There was an accident on the road, owing to the sinking of a part of the track. The engine was overturned, and the fireman, Dan Driscoll, was caught by two iron bars, one of which crossed his breast and the other one of his feet. He was not severely injured by this, but the bars held him inextricably fast, and meantime, on both sides of the track, which at this point lies on a low trestle bridge across a long stretch of marsh land, the salt tide pouring in from the Bay of San Francisco was rapidly rising. It was evident that unless speedily removed he would be drowned. Six men labored with desperate energy to save him. They wrapped sheets about his body and exerted their combined strength to pull him from beneath the bars that pinned him to the track. He cried piteously that they were killing him. They tried again and again, but without avail. A levee was built around his head to keep the water from reaching him. Buckets were brought, and as the water oozed in it was bailed out. They then raised his head and held it as high as possible above the water. For two hours these labors were ceaselessly continued, but at the end of that time the levee broke, and the friends of the doomed man found that they could do no more for him. The water rose rapidly above his body and reached his chin. Then all caught hold of him and tugged desperately, but in vain. A friend held his hand over the unfortunate man's mouth, but the water rose to his nostrils, and he was drowned in the presence of the helpless crowd.

LABOR AGITATION.—The recent extensive labor disturbances in the United States, those which have taken place and which are imminent in Great Britain, together with strikes among various trades organizations in France, constitute quite a wave of discontented labor. But there are countries still to hear from. It appears that the influence has reached beyond the Pyrenees, for on the 24th, 25th and 26th of this month the second congress of Spanish workmen to have been held at Seville alluded by advance circular to the industrial situation in Spain as follows:—"Notwithstanding the great labor crisis which exists in many districts, and the large number on strike and now being supported by the different branches, we hope that all will be present at the forthcoming congress, which will be without doubt the greatest labor manifestation ever organized by the Spanish working classes."—*Bradstreet's*.

VANDERBILT'S WEALTH.—A correspondent sends the following calculations with regard to the reputed wealth of Wm. H. Vanderbilt: Estimating it at \$300,000,000, to count it, at the rate of \$2 each second and ten hours a day, it would take 11 years, 151 days, 5 hours and 40 minutes. In gold it would weigh 781 tons and 500 pounds, requiring a train of 79 cars of 10 tons capacity to move it; in silver, 10,714 tons and 571 pounds, requiring 1,072 cars for its transportation. In \$1 bills, lying lengthwise in a continuous line, it would reach 34,919 miles, 162 rods and 7 feet, or entirely around the globe and along its diameter, with 1,919 miles, 162 rods and 7 feet to spare, or more than one-seventh of the distance from our planet to the moon.

ANECDOTES OF DAN O'CONNELL.

BY THE AUTHOR OF 'LIVES OF THE LORD CHANCELLORS OF IRELAND.'

(From Chambers's Journal, 1875.)

Now that the centenary of O'Connell's birth has been celebrated, so many recollections of

That wonderful man,

Called *par excellence* 'Counsellor'—playfully Dan,

have been stirred, I desire to add a very few of mine to the number. I was acquainted with him personally; we were members of the same profession—the Bar; and our creed and politics were identical. It is not my intention, in these Circuit Recollections, to dwell upon his career as a politician—that is more the province of the party newspaper or the political treatise, and has already been a theme for many pens. I prefer to dwell more upon his fame as a barrister. I often wished the sayings and doings of our distinguished advocates were better preserved. There has always appeared to my mind much in common between actors and advocates; both come upon the stage, and play their parts, representing, with all the ability in their power, the character for whom they appear. The sorrows of the injured plaintiff, the innocence of the accused prisoner, are powerfully proclaimed; and, after a trial of considerable length, in which wit and wisdom, drollery and profound learning, are alike displayed, the auditor leaves the court impressed with much the same notion of the powers of the advocate as he feels when leaving the theatre after witnessing the representation of a first-rate actor. But while the theatrical critic records the actor's fame, the personal characteristics of the barrister are too often lost. Few in court have time or inclination to note his points, his humorous sallies, his ready and often felicitous jokes, his dramatic by-play. Let me endeavour to rescue the names of some of my brethren on circuit from oblivion. They were men of high personal and intellectual worth, and when I mention that mine was the Munster Circuit, I have said enough to recall the name and fame of the greatest advocates in Ireland.

Here, in former days, flashed the wit of Curran, the intrepid oratory of FitzGibbon (afterwards Earl of Clare), the drollery of Harry Deane Grady, the quaint pleadings of Recorder Waggett, the wonderful versatility of O'Connell. Here, in later years, were heard the dulcet voice of Pigot (afterwards Lord Chief Baron of the Exchequer); the astute arguments of Stephen Collins, the Chitty of the Irish Bar; the rapid utterance of Harry Cooper; the stately and powerful eloquence of Jonathan Henn; the close and pointed statements of T. D. FitzGerald; the clear and logical reasoning of Deasy; the masterly speeches of Sullivan (now Master of the Rolls of Ireland); and here to-day the fame and renown of the great Munster Bar are worthily sustained by Heron, Gerald FitzGibbon, Murphy, Exham, and several other barristers of transcendent ability. O'Connell had a wonderful knack of what was termed *insinuating a speech to the jury*, prior to the Act which gave prisoners the benefit of counsel. Indeed, he acquired the knack of insinuating not one but half-a-dozen speeches to the jury in any case. His mode was this: when cross-examining, he asked some question which he knew would be objected to. When the witness was told: 'Don't answer that question,' O'Connell gained his opportunity. He would say: 'You see, my lord, I have every right to ask that question, for if the witness answers in the affirmative, it is plain my client's innocence is proved, because, &c. He possessed an extraordinary knowledge of his fellow-countrymen—the real cunning concealed by a stolid demeanour, the tact and cleverness covered by apparent simplicity. He often hazarded a guess at their thoughts, and seldom failed to hit off his point. Thus, when defending a man for a homicide, the principal witness for the prosecution was said to have been drinking with the prisoner before the affray. O'Connell sought to shew he had drunk too much whiskey to be able to give a satisfactory account of the affair. Yet the man swore he only took his share of a pint of whiskey. 'You only took your share,' repeated O'Connell with emphasis. 'Now, on your oath, was it not all *but the pewler*?' The witness admitted the fact, and the astute counsel obtained the acquittal of the prisoner.

O'Connell defended a man tried at the Cork assizes for murder. The case for the prosecution was exceedingly strong. The principal witness had picked up the hat of the man on trial, near the body of the murdered man. The prisoner's name was Pat Hogan. The hat was produced in court. O'Connell asked to see it, and it was handed to him. 'Now,' said O'Connell to the witness, 'you are quite sure this is the hat you found?'

'Yes, your honor, counsellor.'

'And the hat is in the same state now it was then?'

'O yes; just the same.'

O'Connell looked inside, and spelled PAT HOGAN. 'Do you mean to say the name was in the hat when you found it?'

'I do—on my oath, said the witness confidently.'

'You are certain of that?'

'Quite sartin.'

'Now you may go down,' cried O'Connell.—'My lord,' he said, 'there must be an acquittal: *there is no name at all in the hat*. The jury at once, under the judge's direction, found the prisoner 'Not Guilty.'

O'Connell was counsel for an heir-at-law whose rights were threatened by a will found, it was alleged, in a desk of the late owner. The genuineness of the will was disputed; but the witnesses swore point blank to the signature of the testator as having been affixed when 'life was in him.' The recurrence of this phrase, 'when life

was in him,' struck O'Connell. When cross-examining, he said: 'Now, witness, answer my question as you shall have to answer before the judgment-seat of God! Was not there a fly in the dead man's mouth when his hand was held to this paper?' Confused and trembling, the witness replied: 'There was.'

O'Connell's drollery was often displayed during the assizes. When stating the injury done to a client who brought an action against the Earl of Bandon for diverting a water-course, the defendant's attorney's face was a good index to his devotion to Bacchus. His name was O'Flaherty, and O'Connell said: 'So completely was the stream diverted from the plaintiff's mill, there was not sufficient water left as would make *grog for O'Flaherty*.'

When applying to change the venue of a case from Dublin to Tralee, the motion was resisted by a very unprepossessing-looking barrister, whose politics were averse to Kerry-men in general, and O'Connell's in particular. This gentleman contended 'there was no necessity to send the case to Kerry—a county very remote—where he had never been, and was very inconvenient.'

'I can promise my learned friend,' replied O'Connell, 'a hearty welcome; and we'll shew him the lovely Lakes of Killarney.'

'Ay,' growled Mr. H.—; 'the bottom of them.'

'O no,' replied O'Connell. 'I would not frighten the fish.'

His practice on circuit was so great, he was usually retained in all important records; and when required to defend prisoners in the criminal court, while the records were trying in the next court, not having the ubiquity of Sir Boyle Roche's bird could not be in both places at once. When engaged in defending a notorious White-boy named Lucey, he was often sent for to attend in the Record Court, where a very important case in which he held a brief was at hearing. He refused to leave the Crown Court while his client's life was in jeopardy; but when the jury returned their verdict, 'Not Guilty,' O'Connell appeared in the civil case.

'Where were you all day?' asked Sergeant Jackson. 'You were badly wanted here.'

'I could not leave the Crown Court; I was defending Lucey,' replied O'Connell.

'What was the verdict?'

'Not guilty.'

'Then you have acquitted a wretch,' said Sergeant Jackson—'a wretch unfit to live.'

'I am sure, my dear Jackson,' responded O'Connell, 'you will allow, if Lucey be unfit to live, he is still more unfit to die.'

When judges in Ireland are unable from illness, or other cause, to go circuit, a sergeant is usually sent instead. The sergeants in Ireland are only three in number, and take rank after the Attorney and Solicitor General; but as these law officers direct the prosecutions, and on great occasions personally appear for the crown, they are therefore disqualified while holding office, from presiding on the bench. Mr. Sergeant Lefroy was known to take great interest in religious matters, and the recent biography, written by his son, shews what a truly pious man he was. Fresh from taking part in a meeting for the conversion of the Jews, Sergeant Lefroy went as judge on the Munster Circuit. A man was tried before him at Cork, indicted for stealing a number of valuable coins. Several were from the Holy Land, others of the time of Caesar. O'Connell, who was defending the prisoner, heard the judge ask for the coins; when he instantly came out with a joke saying: 'Give his lordship the *Jewish ones*, but hand me the *Roman*.'

Having acquitted a man indicted for cow-stealing, O'Connell was visited that night by his client, who was considerably the worse for his potatoes. They were alone in O'Connell's lodgings, in Cork, and O'Connell had no desire for such companionship. He said he had so much to do, that he could dispense with the man's company.

'Well, counsellor, jewel, don't be angry with me; but before I give you my blessing, I want to give you an *advise*.'

'What is that?' asked O'Connell.

'When you go for to steal a cow, don't take any that are by the ditch—they're lean, hungry craters; but take the outside one—she's shure to have the most mate.' So saying, the grateful client took his departure.

THE CITY OF GLASGOW BANK.

A general meeting of the Assets Company (Limited), which was incorporated on the 24th of May for the purpose of expediting the winding up of the City of Glasgow Bank, was held in Glasgow yesterday.—The Chairman (Mr. James King, of Levernholme) stated that the meeting was compulsory and purely formal, and that it was unnecessary to submit any accounts. When the list was closed on the 9th June it was found that for the 100,000 shares applications to the extent of 141,954 shares had been received, and of these the application for 102,070 shares, representing 510,285*l.*, more than the whole capital of the Company came from the solvent contributors. So strictly were the conditions of allotment adhered to that even those directors who, like himself, had been invited to join the Board, received letters of regret, and were only qualified by the renunciations of obliging friends who had been City Bank shareholders. As regarded the Assets property, the bulk of which was connected with Australia and New Zealand, no circumstance had come to their knowledge which was calculated to diminish their confidence in an important ultimate surplus. With respect to the actual position of the company, the share capital amounted to 500,000*l.*, and debentures were issued to the amount of

580,000*l.*, making altogether 1,080,000*l.* They had already paid in cash to the liquidators 557,000*l.*, and they had on hand in cash 30,500*l.* Of the call due on the 21st inst. the nominal amount was 150,000*l.*, but, part having been paid in advance, the exact sum to be received was 111,791*l.* Debentures have been taken by the banks or issued to the public amounting to 378,311*l.*, thus forming a total of 1,077,600*l.*, sufficiently closely approximating to the total of 1,080,000*l.*, the share capital of the Company. The liabilities of the City of Glasgow Bank had now been paid in full with the exception of those due to the Scottish Banks, and a not unimportant advantage had been secured in the settlement with the liquidators of their claims for a sum of 25,000*l.*, while 50,000*l.* had been provided for the expenses of the liquidators.—A vote of thanks to the Chairman closed the meeting.—*London Standard*, Sept. 19.

SAVINGS BANKS.

'Hermit' of the *Troy Times* discourses as follows on the importance of savings banks:—

In Franklin's autobiography we find the remark: "I now began to think of laying by some money." This was written by a young printer just "out of his time," and it indicates that spirit of thrift which marked his whole character. Franklin's example has many followers, as we learn by the fact that the savings banks in this city have 566,163 depositors. These banks are twenty-four in number, and the aggregate deposits are \$220,000,000. The oldest of these institutions is the Bank for Savings, which has 103,254 depositors, who have saved more than \$36,000,000. Next comes the Bowery, which has 95,708 depositors, with an aggregate of \$39,000,000. The Seamen's has 59,972 depositors and \$26,000,000. It is an interesting spectacle to see the crowd of depositors, whose varied character indicates every variety of humble life. A very large portion is house servants, while mechanics and clerks also are represented. The proportion of laborers is small, as this class can hardly earn a living, and it is rare to find any of the theatrical community, as they are proverbially improvident. Some of the largest fortunes ever made in this city were begun in savings banks. Peter Gilsey, for instance, when he worked at piano making while his wife kept a cheap cigar store, was a depositor, and in this manner laid the foundation of his wealth. The "Bank for Savings" has been in operation sixty-three years, and a large number of its depositors have become rich men. Reader, never despise the day of small things.

A GREAT GAS PROJECT.

The fact that Bradford, Wellsville, Richburg, Bolivar, and all the towns and hamlets on the northern and middle oil fields are not only lighted, but heated by gas, the machine shops, boilers, and hotels being supplied with the same fuel, has attracted the attention of capitalists, and, according to a correspondent of the *Philadelphia Press*, a syndicate is forming to still further utilize the natural gas of the northern belt, which extends from Lake Erie east 200 miles, and from Bloomfield, Ontario county, N.Y., south to near Pittsburg; in other words, nearly 200 miles square. As an evidence that this gas is practically inexhaustible, the fact is stated that one well at Sheffield, Warren county, has been flowing steadily for fifteen years, and another in Westmoreland county nearly as long, and the gas from either would light and heat the city of Philadelphia. It is stated that the gentlemen who are interested in the enterprise are all large capitalists, and are confident of ultimate success in supplying the great cities of the Union with gas, for light and fuel, at much less rates than even electricity can be furnished.

A NEW PASS THROUGH THE ROCKIES.

The *Walla Walla Statesman* of the 9th inst., in speaking of the new pass through the Selkirk range of mountains says:—The border land of her British Majesty's dominions, across the 49th parallel, is now assuming unusual importance, owing to the discovery of a new pass in the Selkirk range, where one was never before supposed to exist. Major Rogers, of the Canadian Pacific railway, is the discoverer of this important pass, which is henceforth to be known as the Rogers' pass. The discovery cannot be over estimated, for it will give an impetus to the building of the road it never before had, as it saves the length of the road around Upper Columbia Big Bend, and will make the Canadian Pacific 500 miles shorter than any line now, or being built. Good practical judges, men who are not led away with enthusiasm, predict that by the new road Canada will have through connection by rail with British Columbia in four years. Heretofore it was considered almost impossible to find a pass through the rough and rugged Selkirk range, but after two years' explorations, undaunted by difficulties that would have defeated men less experienced and persevering, Major Rogers has accomplished his mission, and the new pass, though of heavy grade, is entirely practicable. The Kootenay country already feels the boom, and settlers are coming into that rich agricultural, timber, and mining country by scores. Kootenay district is famous as being a gold producing region for a number of years. In fact some of the richest placer diggings in the whole Columbia basin have existed there, and from appearances it is destined to loom up as a greater gold producer than ever. Capital and experienced men are now there working hard prospecting the country, with every chance that they will reap a rich harvest for their trouble and enterprise.

A TRAFALGAR VETERAN.—John Crawford, one of the last of the Trafalgar heroes, has just died at Easthaven, near Dundee, in the ninety fifth year of his age. He joined the navy when a boy, and was present at the battle of Trafalgar, where he lost one of his arms, which incapacitated him for future service, and he returned to Dundee. He was for many years station master at Easthaven, on the Dundee and Arbroath Railway.

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 Steeple-
chase 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 farm-
ers, owned by them previous to 15th Sep-
tember, 1882, to be ridden by farmers or farm-
ers' 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 regular-
ly 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. En-
trance, \$15.

HUNTERS' FLAT (1½ Miles.)

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

For horses that have been fairly and regular-
ly 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, win-
ners excluded, over the green course. Entrance

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 8 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 own-
ers, to enter.

Half of first money for a walk over.

Riders must appear in proper Jockey cos-
tume.

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 Secre-
taries and members of the Montreal Hunt
Club.

HUGH PATON, { Hon. Secs.
ALEX. STRATHY, { 40-2w

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 in-
clusive.

By order of the Board,

R. H. BETHUNE,

Cashier.

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

THE MARITIME BANK

OF THE

Dominion of Canada.

Head Office, ST. JOHN, N.B.

Paid-up Capital, . . . \$675,800.

BOARD OF DIRECTORS.

THOS. MACLELLAN, President.
LEB. BOTSFORD, M.D., Vice-President.
ROBT. CRUKSHANK (of Jardine & Co.,
G. Coers).

JER. HARRISON (of J. & W. F. Harrison,
Flour Merchants)
JOHN H. PARKS (of Wm. Parks & Son, Co'-
ton Manufacturers),
JOHN TAPLEY (of Tapley Bros., Indian Town)
H. D. TROOP (of Troop & Son, Shipowners).

CASHIER, ALFRED RAY.

AGENCIES.

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

A general Banking Business transacted.
Correspondence solicited. Business trans-
acted for Banks and Mercantile Houses in
Quebec and Ontario, on favorable terms. 28

Grand Trunk Railway Co.,

OF CANADA.

Special Arrangement Saturday Night
Express Train for the West.

COMMENCING ON SATURDAY, the 23rd
of SEPTEMBER, AND ON EVERY
FOLLOWING SATURDAY, until further
notice, the Express Train for the West will
leave MONTREAL at 11 P.M. instead of at 10
P. M. On other days the train will leave at
10 P. M.

JOSEPH HICKSON,
General Manager.

Montreal, Sept. 20, 1882. 28

CANADIAN PACIFIC RY

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 oppor-
tunity of visiting a country abounding with
all kind of game, the Canadian Pacific Rail-
way 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 MON-
DAY, 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, GEO. W. HIBBARD,
Gen. Sup't, Asst. Gen. Pass. Agent.
Montreal, October 5th, 1882. 40-2w

**THE
RICHELIEU & ONTARIO NAVIGATION
COMPANY.**

Notice to Shareholders.

AN INTERIM DIVIDEND OF
THREE PER CENT.

on the Capital Stock of this Company has
been declared this day, and will be payable at
the Company's office here on and after the
1st of OCTOBER next.

The Transfer Books will be closed from the
15th instant to the 1st October proximo, both
days inclusive.

By order,

J. N. BEAUDRY,

Secretary-Treasurer.

Montreal, 1st September, 1882. 26-5w



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 Whole-
sale Chemists and Druggists for the sale of
Alcohol and Spirits for use in trade in quanti-
ties 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.

PATENTS

We continue to act as Solicitors for Patents
Caveats, Trade Marks, Copyrights, etc. for the
United States, Canada, Cuba, England, France,
Germany, etc. We have had **THIRTY-
FIVE YEARS EXPERIENCE.**
Patents obtained through us are noticed in
the SCIENTIFIC AMERICAN. This large and
splendid illustrated weekly paper, \$3.20 a year,
shows the Progress of Science, is very interest-
ing, and has an enormous circulation. Address
MUNN & CO., Patent Solicitors, Publishers of
SCIENTIFIC AMERICAN, 37 Park Row, New
York. Read book about Patents sent free. 47

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. 25-1r

**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 amalgama-
tion with any of the existing Cable Com-
panies.

CAPITAL, . . . £1,500,000

In 150,000 Shares of £10 each.

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

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

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

TRUSTEES.

- The Right Hon. the Earl of Donoughmore,
K.C.M.G.
 - H. J. Norman, Esq., Director of the London
and Westminster Bank.
 - W. G. Fossick, Esq., 86 Cannon Street, E. C.
 - Gustav Gudefroy, Esq., President of the Nord-
deutsche 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. Seclhari, Esq., (Messrs. Seclhari Bros. &
Co.) London.
 - H. T. Stanes, Esq., (Messrs. Stanes, Watson &
Co.) London.
 - James Somervell, Esq., (of Sorin), 43 South
Street, Park Lane, W.
- The Trustees have agreed to act as the
Board of Directors, to be elected at the meet-
ing of shareholders to be called after allot-
ment.

BANKERS.

- London—Messrs. Martin & Co., 68 Lombard
Street.
- Scotland—National Bank of Scotland, Edin-
burgh, Glasgow and its branches; the
Union Bank of Scotland, Edinburgh, Glas-
gow and its Branches.
- Germany—The Norddeutsche Bank, Ham-
burg.
- 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. Goolhart &
Medcalf, 11 Great George St. Westminster.

SOLICITORS to the Company—Frederick Foss,
Esq., (Messrs. Foss & Legg), 3 Abchurch
Lane, E. C.

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

BROKERS—London—Messrs. Laurence, Sons
& Gardner, 18 Cophthall Court, E. C. Liver-
pool—Messrs. George Irvine & Son, Queen
Insurance Buildings, Manchester—J. S.
Paxton, Esq., 12 Half-Moon Street, Glas-
gow—Messrs. Auld & Guild, 65 St. Vincent
Street, Dublin—Messrs. Wm. Geo. Du-
Roiat & Sons, Foster Place.

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

Secretary pro. tem.—S. Leith Tomkins, Esq.

Prospectuses may be obtained from the
Bankers, Hon. R. W. Scott, Q.C., Ottawa, or
from the undersigned.

B. BATSON,

30 Ottawa, Ont.

ST. LOUIS HOTEL,

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

**THIS HOTEL, WHICH IS UN-
rivalled for size, style and locality in
Quebec, is open throughout the year for plea-
sure 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.

Table with columns for destination (Ville de Para, Ville de Ceara, etc.), departure date, and arrival date.

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.

Richelleu & 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 QUEBEC.

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.

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 Sorbe, Paris; Aug. Schmith & Co., or Richard Berns, Antwerp; Ruys & Co., Rotterdam; C. Hugo, Hamburg; James Moss & Co., Bordeaux, Fischer & Behmer, Schusselkorb No. 8 Bremen; Charley & Malcolm, Belfast; J. Scott & Co., Queens-town; 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.

DOMINION SALVAGE AND WRECKING COMPANY.

HEAD OFFICE:

No. 26 HOSPITAL STREET, MONTREAL.

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

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

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

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

H. HERRIMAN, JAS. G. ROSS, President, Vice-Pres., Quebec.

F. W. HENSHAW, Sec.-Treas.

NORTH SHORE R.Y. NOTICE.

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

A. DAVIS, Superintendent.

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

La Banque Jacques-Cartier.

HEAD OFFICE, - MONTREAL.

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

DIRECTORS:

ALPH. DESJARDINS, Esq., M.P., President, L. H. MASSUE, Esq., Vice-President, J. L. Cassidy, Esq., Ol. Faucher, Esq., Es. S. Monal, 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. Romé, P. Q., C. Bedard, Agent. Branch at Valleyfield, C. F. Irish, Agent. Agents in New York: National Bank of the Republic. Agents in London, Eng.: Glynn, Mills, Currie & Co.

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 Warrton & 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, Belleville, K. M. ROY, " Montreal, A. DOW, " " 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

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. 40-6w



Canadian Pacific RAILWAY.

EASTERN DIVISION.

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

LEAVE MONTREAL.

For Ottawa, Pembroke, Mattawa and intermediate stations, 8.30 a.m. For Ottawa, Brockville and Toronto, 5.40 p.m. For Ottawa, (Mixed), 7.40 " For St. Jerome, 8.00 "

ARRIVING IN MONTREAL.

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

Four trains daily each way between Aymer Hill and Ottawa.

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

Palace Cars between Montreal, Ottawa and Pembroke.

Palace Cars between Montreal and Toronto. Trains run on Montreal time.

Baggage Checked through.

W. C. VAN HORNE, ARCHER BAKER, Gen. Manager, Gen. Supt.

Montreal, June 1, 1882. 26-1r

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: 151 St. James Street, Montreal. March 1st, 1882. 29-1r

The Royal Canadian

FIRE AND MARINE INSURANCE CO.

President

ANDREW ROBERTSON, Esq.

Vice-President:

HON. J. R. THIBAUDEAU.

JAMES DAVISON, Esq.,

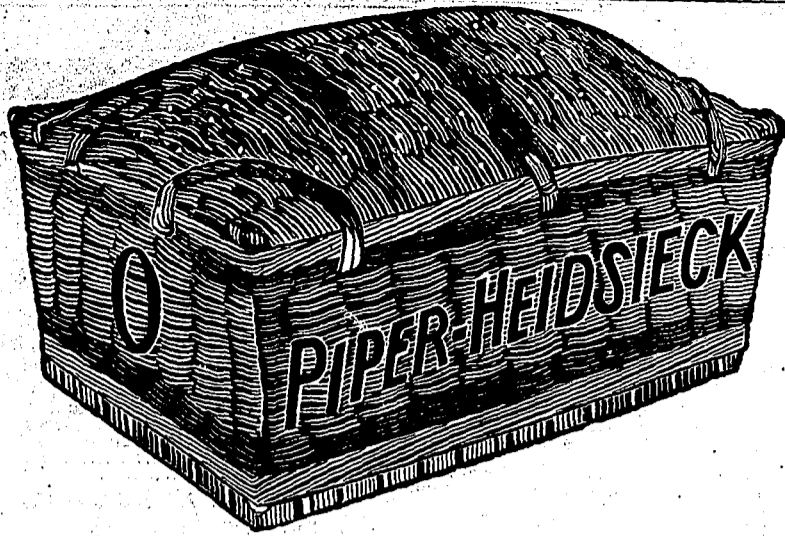
Manager Canada Fire Department.

HENRY STEWART, Esq.,

Manager Marine Department.

HEAD OFFICE:

160 ST. JAMES ST. MONTREAL.



"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 "	8.45 "
" Quebec Ferry.	2.00 "	7.00 "
Leave Quebec for Beauce Jct., Sherbrooke and New England points—Ferry.	1.45 P.M.	8.30 A.M.
Leave Levis.	2.10 "	7.00 "
Arrive Beauce Junction.	8.45 "	9.30 "
" Sherbrooke.	8.00 "	5.45 P.M.
Leave Levis for St. Joseph.	4.15 "	4.15 "
Arrive St. Joseph.	7.45 "	7.45 "
Leave St. Joseph for Levis.	6.30 A.M.	6.30 A.M.
Arrives Levis.	10.00 "	10.00 "

Drawing Room cars run on all Express Trains between Quebec and Newport, Vermont, arriving at Newport at 10.05 p.m., and leaving Newport at 6.40 a.m.

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

JAS. R. WOODWARD, General Manager.

General Ticket Offices, Opposite St. Louis Hotel.

Envelopes! Envelopes!
JUST OPENED

A Large Consignment of Commercial Envelopes,

From 75c. per 1,000 upwards.

JOSEPH FORTIER,

(Late Akerman, Fortier & Co.)

Stationer.

Blank Book Manufacturer & Printer.

256 & 258 St. JAMES ST.

(SUTHERLAND'S OLD STAND.)

MONTREAL.

THE STANDARD

Life Assurance Company,

(ESTABLISHED 1825.)

HEAD OFFICES:

EDINBURGH, SCOTLAND, AND MONTREAL, CANADA.

Subsisting Assurances, - about \$95,000,000
Invested Funds, - - - - 27,500,000
Annual Revenue, - - - - 4,000,000

Over \$10,000 a day.

Claims paid in Canada - - - 1,300,000
Investments in Canada - - - 1,400,000

Total amount paid in Claims during the last eight years, over \$16,000,000, or about \$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 12th, 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. MERITT, Esq., Vice-President.
(St. Catharines.)

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

D. R. WILKIE, Cashier.

B. JENNINGS, - - - INSPECTOR.

HEAD OFFICE; - - - - TORONTO.

BRANCHES.

St. Thomas,
Welland,
Woodstock,
Winnipeg, Man.
Brandon, Man.

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



North Shore Ry.

CHANGE OF TIME.

COMMENCING ON

Thursday, June 1st, 1882.

Trains will run as follows:—

	Mixed.	Mail.	Expr'ss	Lightning Expr'ss
Lv Hochelaga for Quebec.	6.10 P.M.	8.00 P.M.	10.00 P.M.	9.30 A.M.
Arrive at Quebec.	8.00 A.M.	9.30 "	6.30 "	2.40 P.M.
Leave Quebec for Hochelaga.	5.30 P.M.	10.10 A.M.	10.00 P.M.	4.00 P.M.
Ar at Hochelaga.	8.15 A.M.	4.40 P.M.	6.30 A.M.	9.10 P.M.
Lv Hochelaga for Joliette.	5.15 P.M.			
Arrive at Joliette.	7.40 "			
Leave Joliette for Hochelaga.	6.20 A.M.			
Ar at Hochelaga.	8.50 "			

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

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

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

All Trains run by Montreal time.

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

GENERAL OFFICES, 13 PLACE D'ARMES

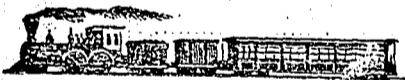
TICKET OFFICES:

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

OPPOSITE ST. LOUIS HOTEL, QUEBEC.

CANADIAN PACIFIC RY, OTTAWA.

L. A. SENECAI,
Gen'l Supt.



SOUTH EASTERN RAILWAY

AND

Montreal and Boston Air Line

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

LEAVE:

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

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

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

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

ARRIVE:

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

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

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

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

No. 4 stops only at Chamblay Canton, Marleville, West Fairham 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.-Mgr.

May 27th, 1882.

THE English Loan

COMPANY,

(LIMITED).

HEAD OFFICE:—

LONDON, - CANADA.

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

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

DIRECTORS.

JAMES FISHER, Esq., J.P.

I. F. HELLMUTH, Esq., Barrister.

JNO. BROWN, Esq., Treasurer City of London

DAVID GLASS, Esq., Q.C.

JOHN MILLS, Esq., Merchant.

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

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

D. J. CAMPBELL,

Manager.

HON. ALEX. VIDAL,
President.

CANADA SHIPPING COMPANY.

BEAVER LINE OF STEAMSHIPS.

SUMMER ARRANGEMENTS

SAILING BETWEEN

Montreal and Liverpool:

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

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

LAKE MANITOBA, G. B. Scott	Sept. 27
LAKE HURON, W. Bernson	Oct. 4
LAKE WINNIPEG, W. Stewart	Oct. 11
LAKE CHAMPLAIN, P. A. Jackson	Oct. 18
LAKE NEPIGON, H. Campbell	Nov. 1
LAKE MANITOBA, G. B. Scott	Nov. 8
LAKE HURON, W. Bernson	Nov. 15

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

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

H. E. MURRAY,

General Manager,

20 1 Custom House Square, Montreal

ESTABLISHED 1818.

WALTHAM WATCHES.

SAVAGE & LYMAN,

219 St. James Street,

have now in Stock a large assortment of the Celebrated

WALTHAM WATCHES,

IN GOLD AND SILVER CASES,

direct from the Manufactory.

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

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.

W. MACKENZIE
STOCK BROKER,

Member of the Montreal Stock Exchange
98 ST. FRANCOIS XAVIER ST.

THE
Marine Insurance Co
(LIMITED.)

Old Broad Street, London.

Established 1836.

Capital and Reserve over - \$8,500,000

The undersigned have been appointed Agents for this well-known and old-established Company, and are now prepared to write

Ocean Marine Risks

at CURRENT RATES, and beg leave to solicit a share of the patronage of the shipping public.

OPEN POLICIES ISSUED.

LOSSES PAID PROMPTLY at any of the Company's Agencies in any part of the world.

J. F. NOTT & Co.,

AGENTS,

119 ST. FRANCOIS XAVIER STREET,
MONTREAL.

Telephone communication.



To Farmers and others wishing to Sell Improved Lands.

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

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

To Immigrants and Canadian Farmers desiring to purchase Improved Farms.

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

Blank Books!

Blank Books!

LARGE STOCK always on hand.

Special patterns to order on short notice.

JOSEPH FORTIER,

[Late Akerman, Fortier & Co.]

BLANK BOOK MANUFACTURER,

Printer, Commercial and Law Stationer,

256 and 258 St. James Street,

MONTREAL.

INSURANCE.

CONFEDERATION LIFE ASSOCIATION.

Incorporated by Special Act of the Dominion Parliament.

Guarantee Capital, \$500,000. Government Deposit, \$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.
Hon. T. N. GIBBS, ROBT. WILKES, Esq.
Hon. ISAAC BURPEE, M.P.
W. H. BEATTY, Esq.
EDWARD HOOPER, Esq.
J. HERBERT MASON, Esq.
JAS. YOUNG, Esq., M.P.P.
F. A. BALL, Esq.
M. P. RYAN, Esq., M.P.
S. NORDHEIMER, Esq.
W. H. GIBBS, Esq.
A. McLEAN HOWARD Esq.
Actuary: C. CARPMAEL, M.A., F.R.A.S., 1ste Fellow of St. John's College, Cambridge.

Managing Director: J. K. MACDONALD.

Manager for the Province of Quebec: E. 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. 24-17

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

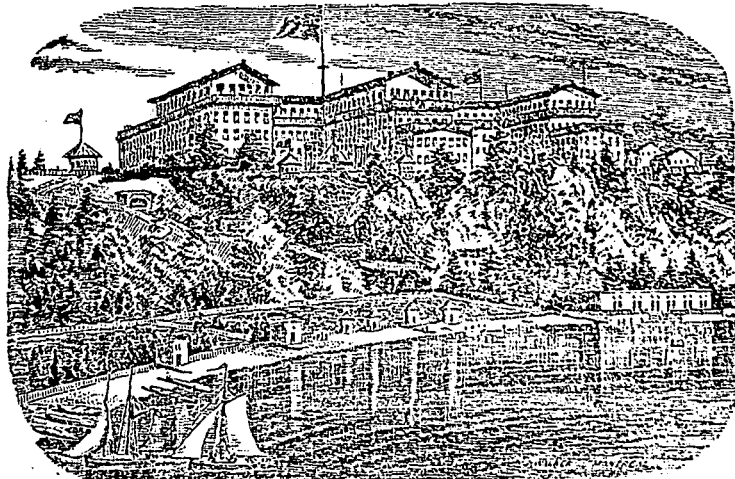
on their par value, with interest accrued, on account of and in payment of the purchase money thus further reducing the price of the land to the purchaser.

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 McAVISH Winnipeg; or to the undersigned.

By order of the Board,

CHARLES DRINKWATER, Secretary.

MONTREAL, December 1st, 1881.



THE FAR-FAMED POPULAR CANADIAN SUMMER RESORT.

St. Lawrence Hall, Cacouna.

The above Hotel will be opened for the season of 1882 on the TWENTIETH of JUNE, under the management of last season.

The Manager will aim to promote the comfort and amusement of the guests, and with long and successful experience in the Hotel business, feels confident that he can make the Hotel the home of the tourists, and their stay one of health and pleasure.

For rates, &c., address JOHN KENLY, P.O. Box 2151, Montreal, up to the 1st of June, afterwards at Cacouna.

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, \$2,000,000

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 COY.

1.-FUNDS AS AT 31st DEC., 1878.
Paid-up Capital.....£850,000 Stg.
Fire Reserve Fund.....794,577 "
Premium Reserve.....805,065 "
Balance of Profit and Loss Account.....57,048

Life Accumulation.....2,852,567 "
Annuity Funds.....30,000 "

2.-REVENUE FOR THE YEAR 1878.
From Fire Department:
Fire Premiums and Interest.....£976,160

From Life Department:
Life Premiums and Interest.....£488,737
Int'nt. &c. on Annuity Funds....12040

Total Revenue.....£1,464,997 "
or, \$6,844,428.75

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

Head Office for the Dominion in Montreal

MACDOUGALL & DAVIDSON,

19-17 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.

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, 8.15 p.m.
Mixed Train for Island Pond, Point Levi and intermediate stations, 7.00 a.m.
Mixed for St. Hyacinth, 5.30 p.m.

JOSEPH HICKSON,
General Manager.

Montreal, 20th Sept., 1882.



WELLAND CANAL.

Notice to Contractors.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Welland Canal" will be received at this office until the arrival of Eastern and Western mails on FRIDAY the 6th day of OCTOBER next, for forming, at the water line, a stone facing or protection to the banks of the canal, on the summit level between Thorold and Humberstone.

Specifications of the work to be done can be seen at the offices of the Resident Engineers at Thorold and Welland, where forms of Tender, and general information on subject, can be obtained on and after MONDAY the 25th inst. Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms. This Department does not, however, bind itself to accept the lowest or any tender.

By order,
A. P. BRADLEY,
Secretary.

Department of Railways & Canals,
Ottawa, September 20th, 1882.



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.

THE SHAREHOLDERS OF THE MOLSONS' BANK

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

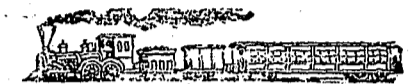
The 1st day of October next.

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

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

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

By order of the Board,
F. WOLFFSTAN THOMAS,
General Manager.
Montreal, 24th August, 1882.



SOUTH EASTERN R.Y.

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

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

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

agreeably to the provisions of the Deed of Trust and Mortgage executed to secure said Bonds, for the purpose of appointing a Trustee under said Deed of Trust and Mortgage, to fill the vacancy in the Board of Trustees mentioned in said Deed, caused by the death of Lucius Robinson, Esquire, of Newport, in the State of Vermont, and to do any other business deemed proper when met.

Dated at the City of Montreal this 18th day of July, A. D., 1882.

TIMO. P. REDFIELD, } Surviving
Wm. FARWELL, } Trustees.

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 Manager,
Company's Buildings,
Toronto.

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 RIVE 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.

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.

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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.

SERVIA.....	Wednesday	4th Oct.
SCYTHIA.....	"	11th Oct.
BOTHNIA.....	"	18th Oct.
PARTHIA.....	"	25th Oct.
GALLIA.....	"	1st Nov.
SERVIA.....	"	8th Nov.
SCYTHIA.....	"	15th Nov.
BOTHNIA.....	"	22nd Nov.

and every following Wed'sday 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.

Montreal.....	3,284	Tons.	Toronto.....	3,284
Dominion.....	3,176	Tons.	Ontario.....	3,176
Texas.....	2,700	Tons.	Teutonia.....	2,700
Quebec.....	2,700	Tons.	Sarn'a (buil'd'g).....	3,850
Mississippi.....	2,680	Tons.	Oregon.....	3,850
St. Louis.....	2,000	Tons.	Vancouver.....	5,700
Brooklyn.....	3,600	Tons.		

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

RATES OF PASSAGE.
Cabin.—Quebec to Liverpool, \$50 and \$60; Return, \$90 and \$110. Pre-paid Steerage Tickets issued 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.,
Exchange Court,
May, 1882. 8-1r

FAIRBANKS STANDARD SCALES,
Removed to their New Warehouse.
BUY ONLY THE GENUINE.
FAIRBANKS & CO.,
377 ST. PAUL STREET, MONTREAL.

PROSPECTUS.

Contemplated New Hotel — ON THE — DUFFERIN TERRACE!

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

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

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

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

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

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

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

INTERCOLONIAL RAILWAY,

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

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

Table with 2 columns: Station Name and Time. Includes routes like Riviere-du-Loup, Cacouna, Trois Pistoles, Rimouski, Little Metis, Metapedia, Campbellton, Dalhousie, Bathurst, Newcastle, Moncton, St. John, and 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.



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 Wharfas follows: TUESDAYS and FRIDAYS, at 7.30 a.m., the "Saguenay," for Chicoutimi and Ha! Ha! Bay, calling at Baie St. Paul, Les Ebonlements, Murray Bay, Riviere du Loup and Tadousac.

WEDNESDAYS and SATURDAYS, at 7.30 a.m., the "St. Lawrence," for Ha! Ha! Bay, calling at Baie St. Paul, Les Ebonlements, Ha! Ha! 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.....\$68.30

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 Montpelier.

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 Springfield; 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, 260 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.

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

THE GREAT FERTILE BELT FOR SALE. and now offer

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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 \$8 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.

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MAIN OFFICE,

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IN THE DOMINION OF CANADA,

and with all principal points in the UNITED STATES.

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14-1r

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(Incorporated by Special Act of Dominion Parliament.)

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

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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.

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COAL TRADE JOURNAL.

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W. R. OSWALD, General Agent.

33-3m

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ANDW. ROBERTSON, President. C. F. SISE, Vice President. C. P. SOLATER, 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.

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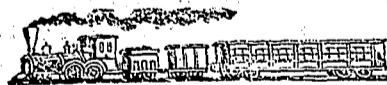
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MR. CL. DINNEN'S STOVES and RANGES, Are made in his own works here. No Dealer can Sell the same quality of Goods CHEAPER THAN THE MANUFACTURER. 16



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, 108 St. James Street.

ROGER 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.

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HERRIMAN & ROSS, Agents. April 15. 18-1k

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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 CHAMBLAY, Capt. FRS. LAMOREUX, leaves for Chambly every Tuesday and Friday at 1 p. m.

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

COMPANY'S TICKET OFFICES, where statements can be secured:—From R. 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, 223 St. Paul Street, Montreal, 1st May, 1882. 18

JACKSON RAE,

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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.